2935

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent

State: Conn

DESCRIPTIVE REPORT

Sheet No...

LOCALITY:

Point above of Long M. Bridge
Rivers Pt. to Milford

1902

CHIEF OF PARTY:

H. P. Pitter
Descriptive report to accompany
Topographic sheet no. 1935.
Being a Topographic revision of Coast &
Geodetic Survey Chart no. 263.

By Homer O. Ritter, Asst. Geo. Survey

1909.

Scale: 1

10,000.
Topographic Sheet No. 2935.

Department of Commerce and Labor,
Coast and Geodetic Survey
O. H. Tettlmann, Superintendent

Topographic revision of Coast and Geodetic Survey
Chart No. 263.

North shore of Long Island Sound,
Oyster River Point to Milford,
Connecticut.

Scale 1

10,000.

Topography revised to April, 1909.
by Homer C. Ritter, Asst. C.G.S.

Field Work by
Homer C. Ritter, Asst.
H. R. Guelston, Field.

Transfer to Sheet, H. C. A.
The topographic revision of chart No. 263 was made pursuant to Superintendents Instructions of July 25, 1908, being a continuation of the work called for by the "Instructions" of July 10, 1907 which directed that the following work be taken up.

1. Supplement the published charts by supplying such topographical details of importance to the navigator as are not already represented; this will include new villages or resorts, on or near the coast, prominent buildings, wharves and other improvements.

2. Recons old triangulation stations, especially those in the vicinity of your other work, check descriptions, remark the stations if necessary.

3. Examine old bench marks, report on their condition, and if deemed advisable, establish new ones.

4. Where work is being done by the engineers, connect their work with the Chart S. triangulation, if practicable.

5. Where new villages, etc. are located, they should, if not involving too much time,
"Expenditure, be connected with the coast triangulation to. Any triangulation done under these instructions shall be done in accordance with the General Instructions for Tertiary Triangulation, issued January 10, 1905.

7. The topographic work done is to be placed directly upon the published charts, using for this purpose charts of the largest scale available."

Considerable of the field work of the revision of Chart 763 was done previous to July 25, 1908, while engaged on other work in the vicinity.

The work on this chart was not continuous on account of being broken into by numerous other details and assignments.

The results of the field work, showing on a tacked copy of chart 763 the corrections up to April 1909, were forwarded to the Office on April 2, 1909.

The work consisted in taking the published chart (NO. 263) of the survey, going over the ground with it and eliminating from or adding thereon the important
topographic (and in a few cases hydrographic) changes that have taken place subsequently to the surveys used in compiling the chart.

When obtainable, surveys made by the U.S. Engineers, railroads or others, were reduced to the scale of the chart and placed thereon and adjusted to the chart by identifying in the field, points common to both.

In revising the shoreline, location of isolated new wharves & other principal features, angles taken with sextant on located points of the chart were made use of, care being taken to use only points nearby in order to guard against possible distortion of the points due to unequal shrinking or expansion of the chart used. Measurements with steel tape was also made use of.

For convenience of manipulation the chart used in the field was cut up into pieces of suitable size & the changes noted thereon in the field were subsequently transferred to a backed copy of the chart.
Kept indoors.

Inking the buildings on the sheet no endeavor was made to distinguish brick or stone from wooden structures by solid or open shading.

For the purpose of clearness, only one line is generally shown in representing the railroad or trolley lines.

The main line of the R.P. R.R. consists of 4 parallel tracks close together.

The trolley lines are generally double-tracked.

The field work was done by myself assisted by "Hand" H.R. Gustafson; transfer to sheet was inking in, by myself.

As no plane table was used, no list of P.T. positions is given.

A list of a number of located points, some of them triangulation stations, others located by sextant or linear measures, is given.

The positions were scaled from the sheet.
<table>
<thead>
<tr>
<th>Object Description</th>
<th>Latitude</th>
<th>O.M.</th>
<th>Longitude</th>
<th>O.P.</th>
<th>Height</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Milford Cong. Ch. Spire.</td>
<td>41° 13'</td>
<td>1130.0</td>
<td>73° 03'</td>
<td>769.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot; Spire. Ch.</td>
<td>41° 13'</td>
<td>840.0</td>
<td>73° 03'</td>
<td>646.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flag Staff on Hotel</td>
<td>41° 12'</td>
<td>964.7</td>
<td>73° 03'</td>
<td>610.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot; Burns' Point.</td>
<td>41° 12'</td>
<td>1151.9</td>
<td>73° 03'</td>
<td>338.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Well</td>
<td>41° 12'</td>
<td>1131.1</td>
<td>73° 02'</td>
<td>722.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gas Tank</td>
<td>41° 13'</td>
<td>687.5</td>
<td>73° 02'</td>
<td>615.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flag Pole (Welsh (or Cedar Pt.)</td>
<td>41° 12'</td>
<td>243.5</td>
<td>73° 02'</td>
<td>424.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spring</td>
<td>41° 13'</td>
<td>0.0</td>
<td>73° 01'</td>
<td>1195.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cross on Cupola</td>
<td>41° 12'</td>
<td>885.0</td>
<td>73° 01'</td>
<td>362.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Milford</td>
<td>41° 13'</td>
<td>865.4</td>
<td>73° 01'</td>
<td>365.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thompson's House SW Ch.</td>
<td>41° 12'</td>
<td>123.0</td>
<td>73° 00'</td>
<td>879.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flag Staff Hotel</td>
<td>41° 13'</td>
<td>860.0</td>
<td>72° 59'</td>
<td>1015.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot; &quot; &quot;</td>
<td>41° 13'</td>
<td>1019.1</td>
<td>72° 59'</td>
<td>937.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot; &quot; &quot;</td>
<td>41° 13'</td>
<td>1019.1</td>
<td>72° 59'</td>
<td>900.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Post</td>
<td>41° 13'</td>
<td>688.9</td>
<td>72° 59'</td>
<td>945.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cupola Hotel.</td>
<td>41° 13'</td>
<td>1538.1</td>
<td>72° 59'</td>
<td>620.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clark's Pt.</td>
<td>41° 14'</td>
<td>9.9</td>
<td>72° 58'</td>
<td>1001.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>