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C. & G. SURVEY,
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JAN 23 1912
Acc. No.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: *Conn*

DESCRIPTIVE REPORT.

Sheet No.

LOCALITY:

*North shore of Long M. Cyster
River Pt. to Milford*

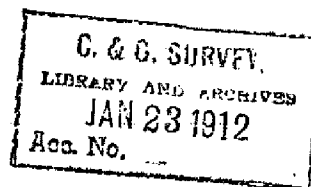
1902

CHIEF OF PARTY:

M. P. Ritter

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Description report to accompany

Topographic sheet no. 2935.

Being a Topographic revision of Coast and
Geodetic Survey Chart no 263.

By Homer P. Ritter, Asst. Chf. S. Survey

1909.

Scale $\frac{1}{10000}$.

2935.

Topographic Sheet No. 2935.

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

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

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

Scale $\frac{1}{10000}$.

Topography revised to April, 1909.

by Homer P. Ritter, Asst. C. & G. S.

Field work by { Homer P. Ritter, Asst.
H. R. Gustafson, Hand.

Transfer to sheet, H. P. R.

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

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

4. Wherever work is being done by the
Engineers, connect their work with the
C&G S. triangulation, if practicable.

5. Where new villages, etc. are located,
they should, if not involving too much time,

and expense, be connected with the coast triangulation

6. 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 263 was done previous to July 25, 1908 while engaged on other work in this 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 backed copy of chart 263 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 shore line; location of isolated new wharves and 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 and (for less important details) pacing was also made use of.

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

Kept indoors.

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

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

The main line of the N.Y. N.H. & H.P.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.P. Gustafson; transfer to sheet and 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.

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Object & description	LATITUDE	D.M.	LONGITUDE	D. P.	HEIGHT	REMARKS.
	° ' "	METERS	° ' "	METERS	FEET.	
△ Milford Cong. Ch. spire.	41 13	1130.0	73 03	769.2		
△ " Episc. Ch. "	41 13	840.0	73 03	648.9		
○ Flag staff on Hotel	41 12	964.-	73 03	610.-		Fort Turnbull Base
△ Burns' Point.	41 12	1151.9	73 03	33.8		
○ Well	41 12	1113.-	73 02	722.-		
○ Gas Tank	41 13	687.-	73 02	668.-		
△ Flag Pole (Welch's (or Cedar Pt.))	41 12	243.5	73 02	424.0		In place of a miles pole Nash Chy.
○ Spring	41 13	0.-	73 01	1195.-		
○ Cross on Cupola.	41 12	885.-	73 01	362.-		Pond Point
△ Milford	41 13	815.4	73 01	361.2		
△ Thompson's house Spr. Chy.	41 12	1213.0	73 00	879.0		
○ Flag staff Hotel	41 13	860.-	72 59	1050.-		Woodmont
○ " " "	41 13	1019.-	72 59	937.-		"
○ " " "	41 13	1019.-	72 59	900.-		"
△ Post	41 13	688.9	72 59	945.7		Merrins Pt.
○ Cupola Hotel.	41 13	1538.-	72 59	620.-		Woodmont
△ Clark's Pt.	41 14	9.9	72 58	1005.0		