Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: Conn.

DESRIPTIVE REPORT.

Sheet No.

LOCALITY:
North shore of Long Is. Fair
field to George's Rock

1902

CHIEF OF PARTY:
W. P. Rider
Descriptive report to accompany
Topographic sheet no. 2936.
Being a Topographic revision of Coast and
Geodetic Survey chart no. 266.


Scale 1/10,000.
Topographic Sheet no. 2936.

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

Topographic revision of Coast and Geodetic Survey Chart no. 266.
North shore of Long Island Sound,
Fairfield to George’s Rock, Connecticut.
Scale 1/10000.

Topography revised to April, 1909.
by Homer P. Atter, Asst. C. & G. S.

Field Work by Homer P. Atter, Asst.
H. R. Gustafson, Hand.

Transfer to Sheet H. P. R.
Dredged Channel (Southport) from U. S. Engineers.
The topographic revision of Chart No. 266 was made pursuant to Superintendents Instructions of Sept. 13, 1907, being supplemental to those 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. Recover 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.S. triangulation, if practicable.

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

The field work of the revision was begun about April 12, 1908, though some data had been collected previous to that time while engaged on other work, and was carried on in conjunction with other work at various times.

The work on this chart was not continuous on account of being broken into by numerous other details and assignments varying in length from a few days to 4 months each.

The results of the field work showing on a backed copy of Chart 266 the corrections up to April 1909, were forwarded to the Office on April 2, 1909.

The work consisted in taking the published chart (No. 266) of the Survey, going over the ground with it, 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 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 near by in order to guard against
possible distortion of the points due to
unequal shrinking or expansion of the
chart used. Measurements with steel
tape were 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.
\[\text{In inking the buildings on the sheet no endeavor was made to distinguish brick and stone from wooden structures by solid and open shading.}\]
\[\text{For the purpose of clearness only one line is generally shown in representing the railroad and trolley lines.}\]
\[\text{The main line of the R.R. R.H. N.R. consists of 4 parallel tracks close together.}\]
\[\text{The trolley lines are generally double-tracked.}\]
\[\text{The field work was done by myself assisted by "Hand" H.R. Gustafson; transfer to sheet and inking in, by myself.}\]
\[\text{The dredged channel (Southport) shown on the sheet was taken from a blueprint obtained from the U.S. Engineers Office at Newhaven, Conn. and incorporated with my revision.}\]
\[\text{This blueprint was forwarded to the Office on April 3, 1909.}\]
\[\text{As no plane table was used, no list of P.T. positions is given.}\]
\[\text{A list of a number of located points, some of them triangulation stations, others located by sextant or linear measure, is given.}\]
\[\text{The positions were scaled from the sheet.}\]
<table>
<thead>
<tr>
<th>Object and description</th>
<th>Latitude</th>
<th>D.M.</th>
<th>Longitude</th>
<th>D.P.</th>
<th>Height</th>
<th>Remarks</th>
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<td>73 21</td>
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