



2975

U. S. SURVEY

JUN 1 1910

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Lillmann
Superintendent.

State: *New York*

DESCRIPTIVE REPORT.

Top Type Sheet No. *2975*

LOCALITY:

*Rockaway Beach, Eggen
Hotel to Iron Pier*

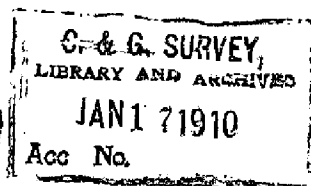
1909-10

CHIEF OF PARTY:

H. P. Ritter

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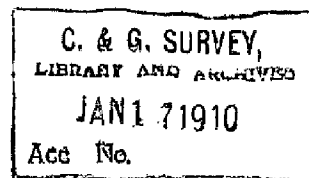


Descriptive report to accompany
Topographic sheet no.

Survey of South Shore Long Island, N.Y.
from Edgemere Hotel, Edgemere, to the Iron
Pier, Rockaway Beach.

By Homer P. Ritter, Asst. C. & G. Survey
1909-1910.

Scale 10000.



Topographic Sheet no.

Department of Commerce ^{and} Labor,
Coast ^{and} Geodetic Survey,

O.H. Tittmann, Superintendent.

Topographic Compilation ^{and} Sextant
Survey of South shore Long Island, N.Y.
from Edgemere Hotel, Edgemere, to
the Iron Pier, Rockaway Beach.

By Homer P. Ritter, Asst. C. ^{and} G. Survey.

Field work - plotting - reductions -
inking - descriptive report etc. Oct. 13 to 22 ^{and}
Nov. 3, 1909 to January 15, 1910.

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

This survey was made in accordance with Superintendent's Instructions of October 12, 1909, which directed that a gap of four or five miles between the revision of the south shore of Long Island (Topo. sheet no. 2945) done by me and the work recently done by Assistant Maupin be filled.

A projection giving triangulation points ^{and} the work already done was furnished by the Office.

Blue prints of a topographic survey, (commenced some years ago ^{and} still under way) showing the streets, shore line ^{and} wharves of the area were obtained from the "Topographical Bureau" Queens, N.Y.

After reducing this survey to the scale of the sheet ($\frac{1}{10000}$); salient points of this reduction were checked on the ground by sextant angles on C & G. S. triangulation points.

Also points ^{and} features of the Bureau survey already shown on the sheet furnished by the Office were examined in the same way.

Where the data from the above mentioned blue prints was not up to date,

more recent surveys from other sources were treated in the same way.

In revising the shoreline, location of isolated wharves and other principal features, angles taken with sextant on located points were made use of.

For the location of the building in a block, bounded by streets, and other minor details, pacing was resorted to.

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

black and open shading - The two shadings were used more for clear depiction and the separation of the buildings, having in mind that this data if used at all by the Office would be on a reduced scale.

For the purpose of clearness only one line was used in representing the railroad and trolley lines.

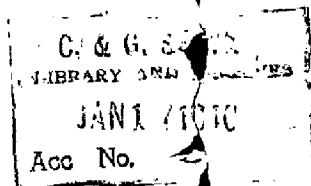
Between Edgemore and Hammels station there are 3 parallel tracks close together; from Hammels to Seaside 2 tracks.

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

A list of a few names which might be shown on this short piece of topography is given.

Object and description	LATITUDE		D.M.	LONGITUDE		D.P.	HEIGHT	REMARKS.
	0	1	METERS	0	1	METERS	FEET.	
Iron Pier, outer end Seaside	40	34	1400.	73	49	618.		S.E. CORNER
Seaside Hotel, fly. stf.	40	35	159.	73	49	672.		
Catholic church, spire.	40	35	300.	73	48	850.		Southern one of two.
Hammels Pier, outer end.	40	35	1050.	73	48	990.		
Horse I. Fishhouse fly. stf.	40	35	1267.	73	48	662.		
Windmill, (steeple- chase Park) approx.	40	34	1840.	73	49	291		
Flagstaff near School. House (approx.)	40	35	292.	73	49	6		
Arvonne Hotel, fly. stf.	40	35	590.	73	47	1272		on Tallest tower.
U.S. Live Saving Sta. flag staff.	40	35	893.	73	47	408		
Edgemere Hotel fly. stf.	40	35	954.	73	46	91.		on Tallest tower.

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