

SUPPLEMENTAL T

5267

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Photo
Topographic
~~Hydrographic~~

Sheet No. 5267

State CONNECTICUT

LOCALITY

NORTH SHORE OF LONG ISLAND SOUND

WOODMONT and VICINITY

Photographs taken ~~1935~~ in November 1933.

CHIEF OF PARTY

G. C. Mattison, H. & G. Engineer

U. S. GOVERNMENT PRINTING OFFICE: 1934

5267
SUPPLEMENTAL T

Applied to drawing of Chart 218-12/2/38 - J.F.W.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

AIR PHOTO
TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 8

REGISTER NO. 5267

T5267

State Connecticut

General locality North Shore of Long Island Sound

Locality Woodmont and Vicinity

Scale * 1:10,000 Date of Photographs Nov. 4, 1933
Date of ~~survey~~ Compilation Oct. 12, 1934

Vessel Army Air Corps Airplane

Reviewed and recommended for approval:

Chief of party Lieutenant Commander G. C. Mattison

Photographs radial plotted by:

~~Surveyed by~~ James F. Johnson May 14, 1934

Photographic detail traced by:

~~Inked by~~ Lawrence B. Walker Oct. 12, 1934

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated August 10th and September 9th, 1933

Remarks: Compilation of aerial photographs Nos. M117 to M123

inclusive of flight 875-14, M130 to M138 inclusive of flight 880-14, V115 to V120 inclusive of flight 880 C-8 and V237 and V238 of flight 875 C-8 on scale of 1:10,526 and enlarged to scale of 1:10,000 and printed by photo-lithographic process.

* Blue print on scale 1:10,526

DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET NO. 5267

FIELD NO. 8

CONNECTICUT

WEST HAVEN,
MILFORD & ORANGE

GENERAL INFORMATION

Sheet No. 5267 covers in general the area in the vicinity of the junction of the towns of West Haven, Milford and Orange, and extends along the coast from meridian $72^{\circ} 58'$ to approximately $73^{\circ} 00' 27''$.

The photographs were received from the Washington Office on December 11, 1933.

The trimming and spotting of control points was done by Mr. Joseph Andrews 3d. The photographs were mounted and the smooth radial plot was made by Mr. James F. Johnson. The radial plot for hydrographic stations and the tracing of detail was executed by Mr. Lawrence B. Walker.

The field inspection was done by Lieutenant Commander G. C. Mattison and Mr. James F. Johnson.

The sheet was done in accordance with instructions from the Director dated August 10th, 1933, and supplemental instructions dated September 9th, 1933.

A general report covering this area has not been made, and all information is contained in this report.

PHOTOGRAPHS

5 Lens

The photographs used were taken by the Army Air Corps Model T3A Camera AC31-78. This sheet includes pictures M117 to M123 inclusive of flight 875-14 and M130 to M138 inclusive of flight 880-14, the numbering increasing in the direction of flight which was from west to east.

Data on the photographs indicates this camera to have a focal length of six (6) inches and the pictures taken from an altitude of 5000 feet. They were taken November 4th, 1933, the first exposure M117, being made about 10:50 A. M. The stage of the tide computed from the data of the tide gauge at Bridgeport was 5.8 feet.

Single Lens

Single lens photographs included in this sheet were V115 to V120 inclusive of flight 880 C-8 and V237 and V238 of flight 875 O-8. The pictures were taken November 4, 1933. The focal length of the camera was 8.25 inches and the indicated height flown was 6875 feet. No information was received as to the number of the camera. The computed scale factor for the flight being 1.01. The pictures were taken at about 1:25 P. M., at which hour the stage of the tide was 5.3 feet as computed from the Bridgeport tide gauge.

These single lens pictures were used to plot the hydrographic stations and to compile the shore line and adjacent detail.

GENERAL DESCRIPTION OF TOPOGRAPHY

The sheet comprises territory on the north shore of Long Island Sound, partly in the towns of West Haven, Orange and Milford, in the County of New Haven and State of Connecticut.

The boundary lines between the political subdivisions of West Haven, Orange and Milford are shown on the Price and Lee map of Milford and Orange and the Price and Lee map of New Haven and suburbs. I have no knowledge of the accuracy of these boundaries upon these maps.

A strip of land adjacent to the shore line, throughout the limits of the sheet, has been highly developed for seasonal and permanent residential purposes. The beaches in front of this strip are in general composed of cobble stones and pebbles and frequently boulder strewn. Oyster River Beach and the beaches in the bights, between Merwin Pt. and the point at the easterly end of Merwin Beach, are composed of small sized gravel and sand. Merwin Beach is a nice beach of very fine sand. The promontories from Merwin Pt. westerly to Merwin Beach are very rocky, the ends being mostly rock ledge extending out into the water at high tide.

A slightly rolling, fairly low area of upland and marsh lies between the beach developments at Woodmont and Merwin Beach and the main line of the N. Y. N. H. & H. R. R. Co. This land is drained by the Oyster River and a tributary extending westerly and northerly therefrom. This area is largely under cultivation.

The remaining area, which embraces the greater portion of the sheet, is rolling, hilly terrain of considerable variation in relief. The higher elevations going well over the hundred foot contour. A small portion of this area, lying on both sides of the Boston Post Road at the easterly end of the sheet, is being developed into a very cheap residential section. The remaining portion is typical farm land, consisting of cultivated fields, grass land and woodland. The trees are mostly deciduous, although conifers are present to some extent.

The Boston Post Road extends in a general northeasterly and southwesterly direction across the compilation. A number of filling stations, lunch stands and enterprises of a similar nature are located along this road. The Wilson H. Lee Company, the only industri-

al plant of importance within the limits of the compilation, is also located upon this road.

Although the track is still in position, service has been abandoned on the single track line of the N. Y. N. H. & H. R. R. Co. shown in the northeasterly corner of the compilation. The four track main line of the said railroad extends across the sheet to the south of the Boston Post Road. There are no station stops upon this line within the limits of the sheet.

The West Haven airport is relatively unimportant and is very little used.

CONTROL

Sources

2nd Order Triangulation 1933 by G. C. Mattison
3rd Order Triangulation 1933-34 by G. C. Mattison
4th Order Triangulation 1933 by G. C. Mattison

All were adjusted to the North American Datum of 1927.

Errors

No errors in control were found by the radial plot.

COMPILATION

Method

The photographs were adjusted by means of the radial plot method.

The scale of the sheet as drawn is 1:10,526. The computed scale factors of the adjoining sheets to the east and west were both 0.95 and it was determined to use that factor in the compilation of this sheet.

Adjustments of Plot

It was necessary to supply additional control in order to satisfy the requirements for orienting certain photographs. This additional control, consisting of three theodolite three point fixes, is shown on the compilation as topographic stations Win and Key and triangulation station Orange.

The wing prints of all photographs contained a normal amount of distortion which was eliminated in tracing by interpolation between successive radial control points.

On the northerly border of the compilation, detail should not have been extended beyond two thirds of the wing prints, in the interest of accuracy. Hence it is recommended that all detail north-westerly of the line indicated on the overlay be omitted.

This has been done in printing the compilation. B.G.J.

This detail retained except for some road intersections
Sam

Interpretation

In general, no great difficulty was encountered in deciding the character of the photographic detail.

Some field inspection in the back country was made by Mr. James F. Johnson to decide the character of the photographic detail in a few marshy areas. This inspection was done subsequent to the compilation to verify discrepancies from other surveys.

The field inspection of the shore line was made by Lieutenant Commander G. C. Mattison and Mr. James F. Johnson. A considerable portion of the shore line was walked over, other portions could be determined by visiting a number of separated points.

High water lines on beaches were drawn in on a line which appeared to be the mean of the debris lines at about mean high water.

The area between high and low water along the coast line is, in general, boulders or large cobble resting on gravel. At Oyster River Beach this area is gravel and pebbles and at Merwin Beach the foreshore is fine sand.

Conventional Signs

Except as noted below, only the usual graphic symbols were used as approved by the Board of Surveys and Maps:

Fixed bridges are indicated by the road crossing the body of water, no symbol being used.

A full double line indicates roads that are public in nature and passable with convenience to vehicular traffic. A broken double line indicates poor private farm roads and poor public roads.

Although there are a number of farm houses, dwelling and commercial buildings within the limits of the compilation, only those near the shore line and the very large ones in the back country were shown by conventional sign upon the compilation.

The conventional sign for trees has been omitted in the heavier populated sections, but actually, there are a number of trees in these areas.

Trolleys

A single solid line, approximately paralleling the shore and extending across the compilation, represents the trolley line running from New Haven to Milford. *cross ties to be added Bgg*

Railroads

The main line of the N. Y. N. H. & H. R. R. Co. is a four track road. Only the two outer tracks were shown on the sheet to avoid crowding detail.

The branch line of the same railroad company, shown in the northeasterly corner of the compilation, is a single track road over

which service has been abandoned.

Transmission Lines

There are high tension trolley wires and transmission line wires carried on a system of steel bents, overlaying the tracks of the N. Y. N. H. & H. R. R. Co., which have not been characterized by any symbol.

Character of Marshes

The marshes in the rear of Merwin Beach and Oyster River Beach appear to be salt marshes, marshes indicated elsewhere on the sheet are probably fresh marshes.

Information From Other Sources

There is forwarded with the compilation, a Price and Lee Co. street guide map of Milford and Orange and also one of the metropolitan area of New Haven. These maps were used only to confirm the location of a street when there was some doubt as to its existence on the photograph. However, no streets shown on these maps were shown on the compilation, that did not appear on the photographs or on the ground. It is believed therefore, that no projected streets are indicated on the compilation.

No data on bridges was obtained as there are no bridges over navigable waters within the limits of the compilation.

Geographic Names

Except as noted below, there were no changes in names on the U. S. C. & G. S. Charts for this area. The name Fairview[?] Beach upon chart #218 is in error, it should be Farview Beach.

Conflicting Names

The point of land bearing the name Clark's Pt. and Oyster[?] River Pt. on U. S. C. & G. S. Chart #218 is known locally as Ames Pt.

New Names

The following new names are recommended for inclusion on the chart:

Ames Pt.

Lake Phipps

The observing party reported the local use of the name Ames Pt.. The authority for the name "Lake Phipps" is the Price & Lee Co. map of New Haven accompanying the compilation. *Verify!*

Comparisons With Other Surveys

Junctions. This sheet matches the adjoining sheets to the east and west with no differences. All junctions are satisfactory.

Changes. Discrepancies from chart #218 are apparently only

those due to the changes in the datum and artificial and natural changes in detail, the most prominent of which are the following:

The addition of a few groins and small piers along the shore front.

The substitution of a tile drain for the open stream from the marsh in the rear of Merwin Beach to the shore front.

The development of additional streets and houses along the waterfront.

The removal of the railroad station at Woodmont.

Two of the larger ponds converted to intermittent ponds.

The elimination of two of the small ponds.

The addition of some new small ponds.

The above discrepancies also are found from the map bearing register number #2935 and that bearing register number 3051a as well as these additional differences. The curve in New Haven Avenue at the junction of Baxter Lane has been reconstructed as shown in the compilation. Map No. 3051a shows the main line of the New Haven Railroad occupying the position shown as abandoned location upon the compilation.

United States Engineers Stations

I have no knowledge of and believe there are no United States Engineers stations within the limits of the compilation.

Changes in Navigational Features Shown on Chart #218

Outside of the changes reported under comparisons with other surveys, there are no important changes in navigational features except the landmarks reported herewith.

Error of Compilation

Compilation is believed to have a probable error of three (3) meters in position of well defined detail of importance for charting and six (6) meters for other data. *a better estimate of accuracy is 0.3 to 0.5 m.m. for well defined points and 0.5 to 0.8 m.m. for other detail except along the inner edge of the wharf where these values may be exceeded somewhat. S.G.G.*

Work Incomplete

Small brooks and streams within the limits of the sheet are shown by dashed lines where the location is only approximate and are omitted entirely where field inspection could not fix them on the photographs without survey.

To the best of my knowledge and belief, this sheet is complete in all detail of importance for charting purposes within the accuracy stated above and that no additional surveys are required.

Respectfully submitted,
James F. Johnson
 James F. Johnson,
 Draftsman, C. & G. S.

STATISTICS

- | | |
|--|---------------------------|
| 1. Area of land detail inked | 13.5 Square Statute Miles |
| 2. Length of shore line (more than 200 meters from nearest opposite shore) | 4.0 Statute Miles |
| 3. Length of rivers and sloughs (not navigable and less than 200 meters wide) | 3.4 Statute Miles |

Scaled by: James F. Johnson

Checked by: Charles More

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Bridgeport, Conn.

April 15, 1935

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

G. C. Mattison

Chief of Party.

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaves and like objects are not sufficiently permanent to chart.

JOB SHEET NO. 8

		Date
PHOTOGRAPHS TRIMMED BY:	J. Andrews 3d	1/15/34
FIELD INSPECTION BY:	G.C.Mattison & J.F.Johnson	2/25/35
INTERSECTION AND CONTROL POINTS MARKED BY:	J. Andrews 3d	1/29/34
PHOTOS MOUNTED BY:	J. F. Johnson	3/2/34
RADIAL LINES DRAWN BY:	J. F. Johnson	3/2/34
POLYCONIC PROJECTION BY:	J. F. Johnson	3/9/34
POLYCONIC PROJECTION VERIFIED BY:	C. More	3/9/34
TRIANGULATION STATIONS PLOTTED BY:	J. F. Johnson	5/3/34
TRIANGULATION STATIONS VERIFIED BY:	H. W. Jennings	5/4/34
SMOOTH RADIAL PLOT BY:	J. F. Johnson	5/14/34
TRACING OF PHOTOGRAPHIC DETAIL BY:	L. B. Walker	10/12/34
PRELIMINARY INSPECTION OF SHEET BY:	G. C. Mattison	2/16/35
FINAL INSPECTION OF SHEET BY:	G. C. Mattison	4/22/35
FORWARDED TO OFFICE:		4/22/35

Remarks


Decisions

1		
2		
3	not needed: see #2	
4	218 shows a named "Clark's Pt." at the sharp inner point of the main "Oyster Pt."	<u>Clark's Pt.</u>
5		
6		
7		
8		
9	spelled, incorrectly, "Fairview" on chf. 218	<u>Fairview</u>
10		
11		
12		
13		
14		
15		
16		
17	no authority can be found for this name: not found in Report, or on local maps.	<u> </u>
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

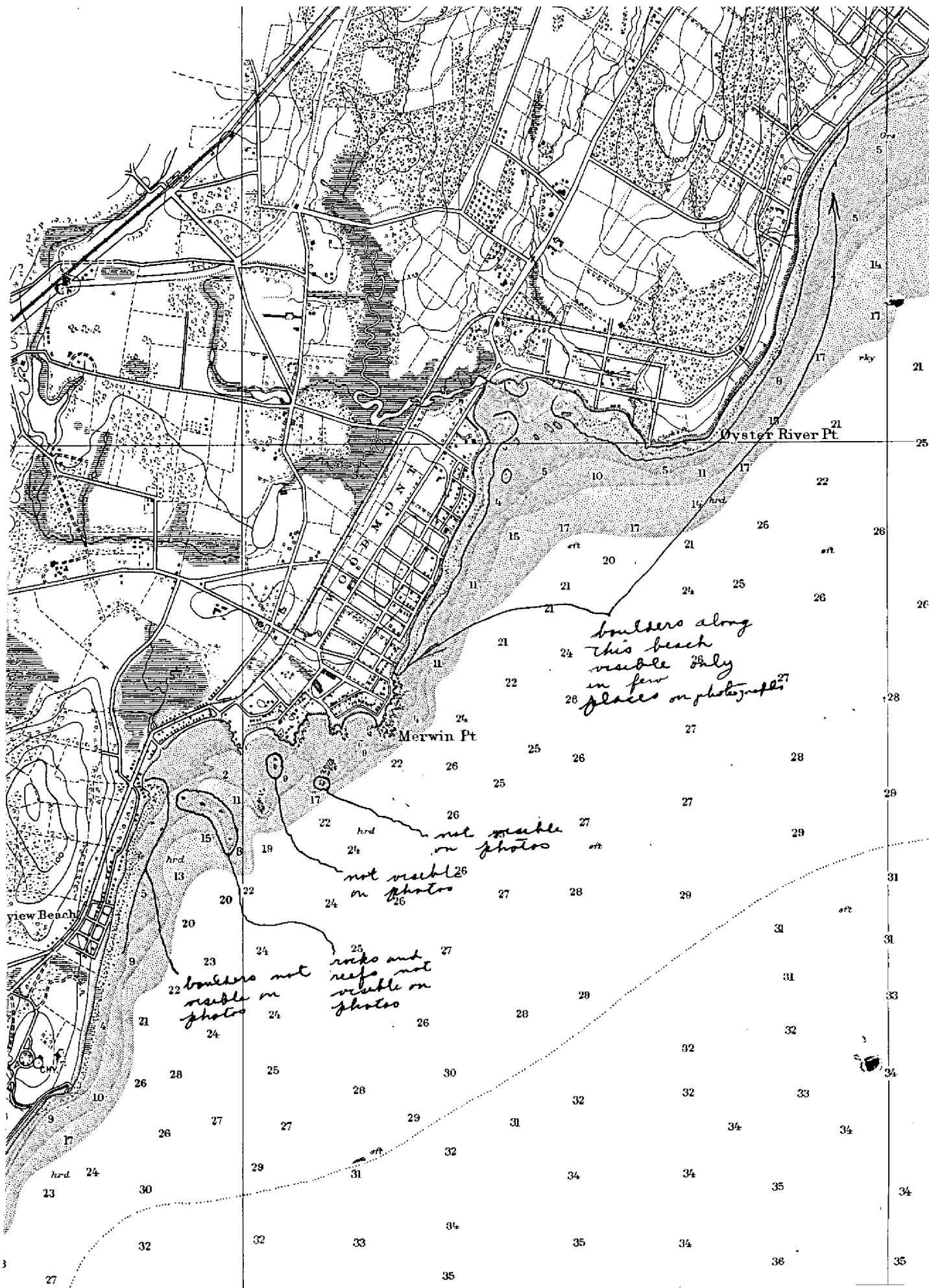
Survey No. T 5267

GEOGRAPHIC NAMES										
Survey No. T5267										
Name on Survey	<div>On Chart 218 No. 1212 On P. O. Guide No. 7351 On U. S. quadrangle Maps From local information On local Maps P. O. Guide or Map Rand McNally Atlas U. S. Light List</div>									
	A	B	C	D	E	F	G	H	I	J
Long Island Sound	* ✓		✓	✓	✓				✓	1
Oyster River Pt.	* ✓	✓	✓	✓			✓			2
Ames Pt.	✓		✓							3
Clarks Pt.	* ✓	✓		✓						4
Woodmont	* ✓	✓	✓	✓		✓			✓	5
Merwin Pt.	* ✓	✓	✓	✓	✓				✓	6
Merwin Beach	✓			✓	✓					* 7
Burwell Beach	✓			✓	✓					* 8
Farview Beach	* ✓	✓		✓	✓					* 9
N.Y.N.H. & H.R.R.	* ✓	✓	✓	✓	✓		✓			10
Indian R.	* ✓	✓	✓	✓						11
Boston Post Road	✓			✓	✓					* 12
Oyster R.	✓		✓	✓	✓					* 13
Oyster River Beach	✓			✓						* 14
West Haven Airport	✓			✓	✓					* 15
Colonial Park	✓			✓						* 16
Wood Crest Beach	✓									17
Lake Phipps	✓			✓	✓					* 18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined in red approved
by  on 9/8/36

M 234

Names underlined in red approved
by C. R. T. on 9/8/36



boulders along
this beach
visible only
in few
places on photographs

not visible
on photos

boulders not
visible on
photos

rocks and
reefs not
visible on
photos

REVIEW OF AIR PHOTO COMPILATION T-5267

Scale 1:10,000

There are no recent graphic control or hydrographic surveys in this area.

Comparison with Previous Topographic Surveys.

This compilation is complete and adequate to supersede the following topographic surveys except as noted:

T-22 (1837), 1:10,000
T-1296 (1872), 1:10,000 except for contours, low water line and some reef symbols.
T-1566 (1884-87), 1:10,000, except for contours, low water line, some rocks and reefs.
T-1779 (1887), 1:10,000 except for contours.
T-2935 (1909), 1:10,000.
T-3051 (1910), 1:10,000.

Comparison of photographs with T-1566 made it possible to add several reefs which the field party had omitted. Agreement of the compilation with T-1566 and T-1296 is good. All rocks on the old surveys could not be identified because the pictures were taken at approximately 3/4 tide. *Rocks from the old surveys not covered by this compilation are indicated on the adjacent page.*

Comparison with Charts 218 and 1212.

A section of Chart 218 accompanies this review and indicates rocks and reefs not verified by the compilation. These features should be carried on the charts until verified or disproved by future hydrographic surveys.

Remarks.

All landmarks submitted by the field party are shown on the compilation.

Descriptions of recoverable stations on Form 524 are filed under the number of this compilation.

Feb. 11, 1937

J. A. McCormick
J. A. McCormick.

W. J. Jones

REVIEW OF AIR PHOTO COMPILATION NO.

Chief of Party: *G. Mattison*Compiled by: *J. F. Johnson*Project: *H. T. - 150*Instructions dated: *8/14/33, 9/14/33.*

- ✓ 1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, ~~c~~, d, e, ~~f~~ and 1; 26; and 64)
- ✓ 2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)
- ✓ 3. Ground surveys by ~~plane table, sextant, or~~ theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)
- ✓ 4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)
Only common control is that furnished by street & road intersections.
- ✓ 5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
- ✓ 6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i)
- ✓ 7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

- ✓ 8. The representation of ~~low water lines, reefs, coral reefs and~~ rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
- ✓ 9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
- ✓ 10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
- ✓ 12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
- ✓ 13. The geographic datum of the compilation is *N.A. 1927* and the reference station is correctly noted.
- ✓ 14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
- ✓ 15. The drafting is satisfactory and particular attention has been given the following:
 - ✓ 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 - ✓ 2. The degrees and minutes of Latitude and Longitude are correctly marked.

- ✓ 3. All station points are exactly marked by fine black dots.
 - ✓ 4. Closely spaced lines are drawn sharp and clear for printing.
 - ✓ 5. Topographic symbols for similar features are of uniform weight. *Some variation*
 - ✓ 6. All drawing has been retouched where partially rubbed off.
 - ✓ 7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.
- (Par. 34, 35, 36, 37, ~~38~~, ~~39~~, ~~40~~, ~~41~~, 42, 43, 44, 45, 46, 48)

✓ 16. No additional surveying is recommended at this time.

✓ 17. Remarks:

✓ 18. Examined and approved;

April 19, 1935

J. C. Matteson
Chief of Party

19. Remarks after review in office:

McCormick

B. G. Jones

Reviewed in office by:

Examined and approved:

E. R. Green
Chief, Section of Field Records

L. O. Zolbert
Chief, Division of Charts

Fred L. Peacock
Chief, Section of Field Work

G. H. Hilde
Chief, Division of Hydrography and Topography.

Report for T 5267 Supplemental
6/15/39

1. Corrections in red have been made from the original photographs to perfect the junction with T 5268. No new information is shown in red.

Jagg 6/15/39