



3665

C. & G. SURVEY
L. & A.
MAY 8 1917
Acc. No.

Form 504
 DEPARTMENT OF COMMERCE
 U. S. COAST AND GEODETIC SURVEY

State: _____

11-5613

DESCRIPTIVE REPORT.

Top Sheet No. 3665

LOCALITY:

191

CHIEF OF PARTY:

3665

Top. 3665.

DESCRIPTIVE REPORT TO ACCOMPANY SHEET ("A")

SOUTHERN SHORE OF LAKE PONTCHARTRAIN, FROM POINT AUX HERBES LIGHT HOUSE TO THE WESTERN LIMIT OF THE SHEET.

Instructions.

The work on this sheet was done under instructions from Captain H.A. Seran of the HYDROGRAPHER, dated March 21st, 1917.

Method of Procedure.

Since the shore line follows closely the tracks of the New Orleans and North Eastern Railroad for the first 15 miles west from the Pt. aux Herbes L.H. use was made of the 1000 foot marks which the railroad company had placed on the tracks. A short traverse was first run from the Pt. aux Herbes L.H. to the railroad and tied in to one of the railroad 1000 ft. marks. The planetable was then set up on the tracks on a range with the Pt. aux Herbes L.H. and the West Rigolets L.H. and the railroad tangent laid off on the sheet. The traverse was then continued to Port Pontchartrain L.H., all except the last mile being along the railroad. From Port Ponchartrain L.H. another traverse was run to the New Canal L.H. at West End, and from the latter a third traverse was run along the shore to the western limit of the sheet.

Adjustment.

The long traverse from South Point to the Port Pontchartrain L.H. was found to be out 180 meters and was adjusted throughout its length so as to make it come within the two end points as plotted on the sheet. The traverse between the two light houses was found to close within less than 15 meters and was not adjusted. Since there are no signals west of West End the last traverse could not be verified, even by a three point fix. It was carefully run, however, and there is no reason to think that it is not as accurate as the rest of the work.

Nature of the shore.

The shore is mostly low and swampy, although for much of the distance between South Point and Seabrook the shore is formed by the railroad embankment which is protected by a double row of piling. The outside row consists of circular piles driven as close together as possible and is shown on the sheet by a dash line. The inner row is 14 meters from the other and consists of sheet piles. It is not shown on the sheet on account of the congestion of lines. The outside piling serves as a break-water, while the inside protects the railroad embankment from being washed away. From Seabrook to the western limit of the sheet the shore is swampy except the portion between New Canal and Upper Drainage Canal.

Here a concrete seawall has been built and the swamp behind filled in and made into a park. Also at Spanish Fort the shore is protected by a seawall which is made of piling.

Towns and Villages.

There are several towns along the railroad which are not shown on previous charts. These are South Point, Little Woods, Citrus, and Seabrook. The first of these consists of a Post Office and about a dozen houses. Little Woods is somewhat larger than South Point and is largely composed of cottages used by fishing parties. Citrus is the center of the cultivated area which has been drained by the New Orleans and Lakeshore Land Co. A pumping station for draining the entire cultivated area is maintained here. Seabrook is just a station stop for trains. Milneburg is a good sized town composed mostly of cottages which are built out from shore on piles. There are no street lines since the houses are built very close together and with no definite arrangement. Spanish Fort is maintained as a park and amusement place, there being few houses except the park buildings. West End and Bucktown are places similar to Milneburg but not nearly so large.

Canals and Bayous.

There is an important canal running right along the railroad embankment on the south side from Little Woods to Lake Pontchartrain, into which it empties. From Little Woods to Seabrook another canal runs in the same manner, but has very little water in it. Both these canals were formed by dredging out the earth to form the railroad embankment. Between the swamp and the cultivated area is a large drainage canal which empties into the lake at Citrus through the pumping station. The cultivated area is cut up into numerous sections by good shell roads as shown on the sheet. A drainage canal has recently been dug along the trolley road from Spanish Fort to West End. Another one from Bucktown West. The numerous bayous which were formerly along the shore have for the most part been drained by the canals. From South Point to Seabrook the only stream emptying into the lake is Little River. Also to the west of Bucktown several bayous have been drained by the new drainage canal, including Indian Bayou and Tchoupitoulas Bayou. At West End just south of the park is a small lake used by the Southern Yacht Club as an anchorage. It is called locally the S.Y.C. Pen. It is connected with New Canal.

Changes in Shore line.

From South Point to Seabrook much of the shore line has been washed away. Where this has occurred the bottom of the railroad embankment which is protected by a break-water in the form of a double row of piling, forms the shore line.

There are now two outlets from the large lagoon southwest of Point aux Herbes L.H., into Lake Pontchartrain. Neither of these are shown on the previous charts. The one called "The Gap" is artificial.

At Spanish Fort it was noticed that the wharf that connects Bayou St. John L.H., with the shore was washed away in several places.

It is noticed on previous charts that the Peoples Avenue Canal along the No. & N.E.R.R., empties into Lake Pontchartrain. This canal is now intercepted by a drainage canal and the part near the shore is filled up.

Information was furnished by residents of this locality that a sea wall is to be built along the shore from West End to Spanish Fort and possibly continued to Milneburg.

Approved.
H.A. Evans,
Chief of Party.

Planetable Positions.

Description.	Latitude.	D.M.	Long.	D.P.
Water tower at Citrus, La.	30°02'	1537	89°59'	599
Factory stack at Little Woods, La.	30°04'	1043	89°56'	1117

*A. C. Witherspoon
and C. P. G. Sweeney.*

Statistics.

Total length of shore line -----	25.5 mi.
(11.5 mi. for Mar.; 14 mi. for April)	
Total length of canals -----	30 mi.
Total length of roads -----	34 mi.
Total length of railroads -----	14.5 mi.
Total length of trolley roads -----	3.5 mi.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. 3665

State . . . Louisiana

General locality East end Lake Pautkatrain

Locality Plaque Merveille - West end

Chief of party H. A. Fran

Surveyed by A. G. Witherspoon

Date of survey . . . April 1917

Scale 1:40,000

Heights in feet above

Contour interval feet.

Inked by A. G. W. Lettered by A. G. W.

Records accompanying sheet (check those forwarded): Photographs,
✓ Descriptive report, Horizontal angle books, Field computations,
Data from other sources affecting sheet

Remarks: Topographic sheet "A" was divided in 7 sheets. This is A. A₂ embraces the East end of Lake Pautkatrain, and will be forwarded in a few days.