

4626

Form 504  
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: California

DESCRIPTIVE REPORT

Topographic

~~Hydrographic~~

Sheet No.  
#f

4626

LOCALITY

South San Francisco Bay

Charleston Slough to Calaveras

and Dumbarton Pts.

1931

CHIEF OF PARTY

G. C. Jones

DESCRIPTIVE REPORT

TO ACCOMPANY SHEET 67 TOPOGRAPHY

Date of instruction September 8 1930

General:

This sheet covers the area South of Dumbarton bridge and highway to where the bay breaks up into many small sloughs. The coast is low marsh with salt ponds on both sides of the bay. There are very few trees and only the Southern most of Coyote hills on the sheet.

The shore line from Newark slough, East to Mowry slough and a stretch East of Dumbarton point (both stretches indicated by pencil mark on the sheet) was run as near as possible at high water line. Along that shore there is a slope in the ground that does not follow the edge of the grass at all places. This was taken as the high water line when it was run. After completing it, it was learned that the edge of the grass should have been considered as shore line or high water line. Upon consulting the chief of party; taking into consideration the fact that it was hard to get to with a skiff even at extreme high water on account of the mud flats and the mud was so soft that it was almost impossible for a man to walk on it; it was left and the edge of the grass should be taken from the photographs. The shore line from Calaveras point East was first run at high water line and later run at the edge of the grass. *Both are shown on the sheet, the actual HW being shown heavier than the grass line.*

Prominent Objects.

The two tall towers used to lift the draw span of the Dumbarton bridge are approximately 175 feet high and are visible at a distance. They lift the

span 135 feet. South of this is the railroad turn bridge. The turn bridge across Newark slough can be seen from any part of the sheet. Neither of these bridges have a clearance of more than 10 feet at high tide when not drawn. Calaveras light is visible from any point on the sheet.

Control.

Triangulation stations located in 1919, 1925, and 1931 were used as control. There were enough triangulation stations visible at all times to get good three point fixes and when an error was found it was investigated at once and corrected in the field. In this way it was possible to keep the error in the traverses very small.

Detail and control for photographs.

Instructions from the Director were to locate such detail as would be necessary for the control of the photographs. After receiving these instructions no more levies were run, except those near shore line or sloughs, the large pipe lines and railroad were not run out. Detail such as groups of houses was omitted, except for a few definite points for control of the photographs. With the exception of the second pair of transmission towers East of Mountain View slough at about  $122^{\circ} 04'$  655 meters  $37^{\circ} 26'$  1590 meters All that are shown on the sheet are accurately <sup>and individually</sup> located by triangulation or plane table location with cuts from at least three positions or by stadia distances from the plane table. Those located by cuts were checked by stadia distances, when possible without running a separate traverse.

Changes and Improvements.

What was formerly known as Indigo slough has had its channel straightened and is now known locally, as Jagels slough. What was known as Jagels slough

has almost been filled up and only at high tide has any water in it  
Sunnyvale air base is to be located just South of <sup>South Bay, above port</sup> Jagels Landing. The

exact location of the hangar is not known. Work is to begin there soon.

San Jose expects to have a deep water harbor at the mouth of Guadalupe ~~ri~~  
river some time in the future. No work has been done, nor has it been ~~defina~~  
definitely decided that it would be there.

#### Distortion.

Distortion on the sheet was very little, not more than one or two meters  
per one thousand meters. It was about the same over the whole sheet. In  
the morning when the air was damp there was a little expansion and  
when it became dry not more than one meter contraction per 1000 meters.  
When the sheet was finished the sheet was nearly perfect as far as  
distortion was concerned.

#### Inking.

Conventional signs for levies, salt ponds, marsh etc. have been omitted.

#### Additional Changes:

The Bay Shore Highway is one of the important Highways on the  
peninsula, it crosses the S.W. corner of the sheet. Work is in progress  
now and plans may be obtained from the State Highway department.

Approved;

*H.G. Conerly*  
H.G. Conerly  
Deck Officer

*H.G. Jones*  
H.G. Jones  
H. & C.E. C. & G. Co.

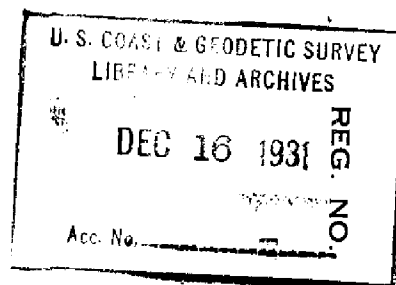
*The name "South Shore Port" is used locally  
instead of "Jagels Landing" as shown on exist-  
ing charts.*

List of prominent objects located by the Plane table, and suitable  
for airplane photographic control.

Object and description.	Lattitude o	D.M. '	Longitudo meters	D.P. o	Remarks meters
Tower in turn S.E. Magnesia works	37	30	1840 122	03	279 ✓
Tower in turn S.E. Magnesia works	37	30	1679.5 122	03	96 ✓
Lighted pile beacon N.W. Calaveras light	37	28	1353 122	04	510 ✓
Transmission tower	37	30	1250.5 122	01	1087 ✓
Transmission tower	37	30	1434 122	02	613 ✓
Pile beacon	37	27	175 122	02	1337

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## TOPOGRAPHIC TITLE SHEET



4626

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

Field Letter FREGISTER NO. 4626State CaliforniaGeneral locality South San Francisco BayLocality Charleston Slough to Calaveras and Dumbarton Pts.  
~~Charleston Slough to Calaveras and Dumbarton Pts.~~Scale 1:10,000 Date of survey June & July, 1931Vessel \_\_\_\_\_ Project #70Chief of Party G. C. JonesSurveyed by H. G. ConerlyInked by H. G. ConerlyHeights in feet above HW to ground to tops of trees

Contour Approximate contour Form line interval \_\_\_\_\_ feet

Instructions dated Sept. 8, 1931, 19

Remarks: \_\_\_\_\_