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U. S. COAST & GEODETIC SURVEY
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Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton, Director

State: California.

DESCRIPTIVE REPORT

Topographic } Sheet No. T-5018.
Hydrographic } 5018a

LOCALITY

Sacramento River Valley

Deadhorse Island to Western
Pacific Railroad.

1933.

CHIEF OF PARTY

M. H. Reese.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

T-5018

AIR PHOTO TOPOGRAPHIC TITLE SHEET

5018a

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. 16

REGISTER NO. T-5018

5018a

State California

General locality ~~San Joaquin River~~ Sacramento River Valley

Locality Deadhorse Island to Western Pacific Railroad

Date of Photographs - Dec. 15, 1931.

Scale 1:10,000 Date of ^{compilation} ~~survey~~ April 4, 1933.

Vessel Army Air Corps Fla airplane Lieut. J. F. Phillips, Pilot
Capt. A. W. Stevens, Photographer

Reviewed and recommended for approval
Chief of ~~party~~ ^{maps} Compilation *M. H. Reese* M. H. Reese, May 20, 1933.

Photographs plotted by *P. A. Kelly* P. A. Kelly, March 3, 1933.

~~Surveyed by~~
Inked by *P. A. K.* P. A. Kelly, April 4, 1933.

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated November 15, 1932.

Remarks: Compilation of aerial photographs Nos. SS. 261-270,

344-356, and SS. 357-370, Reduced to scale and printed by
photo lithographic process. ... *P. A. K.*

Polyconic projection by *P. A. Kelly* P. A. Kelly Feb. 24, 1933

Projection verified by *M. H. Reese* M. H. Reese Feb. 24, 1933.

Control plotted by *P. A. Kelly* P. A. Kelly Feb. 25, 1933.

Control verified by *M. H. Reese* M. H. Reese Feb. 27, 1933.

Descriptive Report to Accompany
Air-photo Topographic Sheet T-5018.

See Descriptive Report T-4685 for general report of Field Inspection.

General Information:

- a. Date of Instructions- November 15, 1932.
- b. Sheet data-

Projection by	P. A. K.	Feb. 24, 1933.
Projection checked by	M. H. R.	Feb. 24, 1933.
Control plotted by	P. A. K.	Feb. 25, 1933.
Control checked by	M. H. R.	Feb. 27, 1933.
Radial line plot by	P. A. K.	Feb. 27-March 3, 1933.
Drafting of photographs by	P. A. K.	March 6-Apr. 4, 1933.
- c. Statistics-

Area of sheet; 18.2 sq. statute miles.
Shoreline of Rivers and Sloughs less than 300 meters wide; 26.2 statute miles.
- d. Reports affecting sheet-

The information shown on this sheet is from the notes made on the photographs by the field inspection party. The notes were complete and no difficulty was experienced in interpreting the detail on the photographs.

The area covered by this sheet is all cultivated farms except the area along the Mokelumne River which is wooded. In some instances there is considerable brush over-hang along the sloughs. The field party made notes as to the amount of over-hang and this information was used in drawing in the shoreline.
- e. Numbers, time, and date, of photographic flights-

SS. 261 - 270, 1:45 P. M., Dec. 15, 1931.
SS. 344 - 356, 10:00 A. M., Dec. 15, 1931.
SS. 357 - 370, 10:10 A. M., Dec. 15, 1931.

Control:

Sources-

1. First Order Triangulation by John Bowie, 1931; adjusted to N. A. Datum 1927.
2. Three point fixes and intersection points by L. P. Raynor, 1933; computed on N. A. Datum 1927.
3. Traverse along Western Pacific Railroad by L. P. Raynor, 1933; computed on N. A. Datum 1927.

Compilation:

a. Method used-

The radial line plot as applied to five lens photographs was used throughout the sheet.

b. Junctions with adjoining sheets-

Satisfactory junctions were obtained with sheets T-5002, T-5013, and T-5019.

Landmarks:

Landmarks for the sheet were submitted by the field party. Additional objects located by the compilation party are submitted on Form 567.



M. H. Reese,
Lieut.(j.g.), C. & G. Survey.

GEOGRAPHIC NAMES

Survey No. T-5018

H-6007

Chart No. _____

Date. Jan. 3, 1935

HMS

Names approved Jan. 3, 1935,

Harlow Bacon

Diagram No. _____

* Approved by the Division of Geographic Names, Department of Interior.

∅ Not Approved by the Division of Geographic Names, Department of Interior.

R, Referred to the Division of Geographic Names, Department of Interior.

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	<u>Staten Island</u> ✓	U.S.G.S. New Hope quadrangle and other maps			
	<u>Deadhorse Island</u> ✓	"			
	<u>Beaver Slough</u> ✓	"			
	<u>Mokelumne River</u> ✓	"			
	<u>Snodgrass Slough</u> ✓	"			
	<u>North Fork Mokelumne River</u> ✓	"			
	<u>New Hope</u> ✓	"			
	<u>Thornton</u> ✓		U.S. Postal Guide, 1934/		
	<u>Taison</u> ✓	"			
	<u>New Hope Tract</u> ✓	"	Maps		
	<u>South Fork Mokelumne River</u> ✓	"			
	<u>Cox Slough</u> ✓ OK				
	For references consulted see DR for T-4385,		HMS		

✓ *JBW* ^(M 100)

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

DESCRIPTIVE REPORT

Topographic } Sheet No. 5018a
~~Hydrographic~~

State California

LOCALITY

Sacramento River Valley

Deadhorse Island to Western
Pacific Railroad

1934

CHIEF OF PARTY

F. C. Erskine
(Corrections)

DESCRIPTIVE REPORT TO ACCOMPANY
AIR PHOTO TOPOGRAPHIC SHEET NO. 5018 A
(to be included in report for T-5018)

JAN 25 1935

Deadhorse Island to Western Pacific Railroad, Sacramento River Valley, California.

This sheet contains corrections (shown in red) to the original survey of this area.

Sources of Information: Hydrographic Survey No. 6007; sheet 12a (April 19, 1934) Air Photo Section files; letter No. 5, Air Photo Section files; blue print No. 25708.

Compilation: The hydrographic survey furnished overhead cable and bridge clearances. The clearance of the overhead cable across Beaver Slough was changed from the U. S. Engineer's value of 110FT to L. P. Raynor's observed value of 105FT at M.H.W. The east span of the New Hope Drawbridge as observed by L. P. Raynor has an effective clearance of 38 feet although the horizontal clearance of that span was measured as 51 feet.

The hydrographic survey also called attention to the fact that Tyler Island does not fall within the limits of this sheet.

Plane table revision sheet No. 12a, consisting of a shoreline revision to that part of the Mokelumne River on the eastern part of the sheet, was applied by *D.H. Benson* and checked by *Frank G. Erskine*. This revision also contained a slight change to the Western Pacific R.R. and to the roads around Thornton.

Several signals used in the hydrography were located during this plane table revision which is filed in the Air Photo Sections as letter No. 5 and sheet No. 12a.

Blueprint No. 25708 supplied several additional geographic names.

*Approved: G. H. Green
S. H. Field Records*

November 5, 1934.

Respectfully submitted,

Frank G. Erskine

Frank G. Erskine.

NAMES: There are no charts covering the area of this project except chart 5534 at the junction of the Sacramento and San Joaquin Rivers. The following maps files as Blueprints were furnished by the field party with corrections made from field examination to show the names in local use and have been used in making the corrections to compilations on this project.

Capt. Weathers Map (1931) EP.-25708

U.S.G.S. Quadrangles-- EPs.- 25702 to 25707

(see also chart letter No. 698 (1932))

Name lists are now being prepared under Mr. Bacon's direction and will be attached at the back of the descriptive reports when completed. Any changes in names indicated by the name lists will be applied to the compilations at the next printing.

November 26, 1934.

Paul G. Eskine

*Applied to drawing of Chart 5527
Jan. 31, 1935 - J.W.*

*Applied to drawing of Chart 5528
Feb. 1, 1935 - J.W.*

Examined and approved:

G. J. Green
Chief, Section of Field Records

R. W. Borden
Chief, Section of Field Work

L. O. Robert
Chief, Division of Charts

G. W. Hilde
Chief Division of H&T