

5029

rel June-20-1934

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. 5029
~~Photographic~~

LOCALITY

Sacramento-San Joaquin Delta

French Camp

19-33

CHIEF OF PARTY

L.P. Raynor

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 Letter

REGISTER NO. **T-5029**State CALIFORNIA.....General locality SACRAMENTO-SAN JOAQUIN DELTA.....Locality FRENCH CAMP.....

Scale 1:10,000 Date of photographs December 19, 1931
Date of ~~survey~~ Compilation, October 26, 1933

Vessel Army Air Corps F1A Airplane.....Chief of Party Lieut. E. P. Raynor.....

Compiled by

Surveyed by K.B. Walker.....

Inked by

Heights in feet above..... to ground to tops of trees

Contour Approximate contour Form line interval..... feet

Instructions dated August 12, 1933 and September 2, 1933

Remarks: Compilation from photographs Nos. SS 947 to 978, inc. and 1049 to 1067, inc.
Reduced to scale and printed by photo lithographic process

JOB SHEET

T-5029

DESCRIPTION OF WORK	DONE BY	DATE COMPLETED
Polyconic Projection	<i>K.B. Walker</i> K.B. Walker	September 13, 1933
Projection Verified	<i>T.P. Pendleton</i> T.P. Pendleton	September 13, 1933
Control Plotted	<i>K.B. Walker</i> K.B. Walker	September 13, 1933
Control Checked	<i>T.P. Pendleton</i> T.P. Pendleton	September 13, 1933
Compiled in Pencil	<i>K.B. Walker</i> K.B. Walker	October 26, 1933
Inked	<i>K.B. Walker</i> K.B. Walker	November 22, 1933
Hachures and Woodland Symbol	<i>S.S. Whitehead</i> S.S. Whitehead	December 11, 1933
Proofreading	<i>T.P. Pendleton</i> T.P. Pendleton	January 16, 1934
Names Attached	Various members of Party	February 26, 1934
Descriptive Report	<i>S.B. Lane</i> S.B. Lane	February 26, 1934

PROJECT NO. H.T. 153

DESCRIPTIVE REPORT

To Accompany

SHEET NO. T-5029

L. P. Raynor, Lieut., C.& G.S., Chief of Party

See report for Sheet No. T-5027 for information which applies to the entire project.

GENERAL INFORMATION

Area of sheet, 31.1 square miles

Length of rivers and sloughs, 9.2 miles

The extreme southern part of the City of Stockton appears in the northeast corner of this sheet.

The land east of the San Joaquin River rises very gradually. The remainder of the area varies from a few feet above to a few feet below mean sea level.

The Lincoln Highway, a concrete paved state highway, extends across the eastern part of this sheet in a north and south direction. Garwood Road, a state highway surfaced with oil-macadam, extends from the City of Stockton to the western boundary of the sheet. That portion of Garwood Road which lies between the City of Stockton and the San Joaquin River, including the bridge over the river, has been built since the photographs were taken.

The bridge over the San Joaquin River shown on the

photographs just south of the Garwood Ferry Bridge on the map has been abandoned and dismantled. The new bridge is a steel bridge with trestle approach spans on the east end. It has an electrically operated swing span. The permit for the construction of this bridge shows no west channel, an east channel with a width of 102 feet and a clearance above high water of 3.0 feet.

A county bridge carries Tracy Island Road over Middle River. This is a steel truss bridge with a hand operated swing span. The permit shown a channel width of 75 feet. The clearance above high water will be secured by the hydrographic party.

SUBMARINE CABLE CROSSINGS

All underwater cable crossings noted by the field inspection party or by the photo compilation party are shown. They are located on Middle River at Union Island Bridge and 500 meters above and 190 meters below this bridge.

TRANSMISSION LINE CROSSINGS OVER NAVIGABLE WATERS

ACROSS	LOCATION	CLEARANCE ABOVE HW
San Joaquin River	Near Garwood Ferry Bridge	125 feet
San Joaquin River	Six miles south of Stockton	110 feet
French Camp Slough	Two miles south of Stockton	110 feet

PHOTOGRAPHS

The following photographs fall on this sheet:

North Flight, Nos. 947 to 962, inc.

Middle Flight, Nos. 963 to 978, inc.

South Flight, Nos. 1049 to 1067, inc.

The photographs of the north and middle flights were taken December 19, 1931 between 11:45 a.m. and 12:45 p.m. Those of the south flight were taken January 3, 1932 between 1:30 and 2:30 p.m.

CONTROL

Roberts, Saunders, Gar, Section Corner, T.1 N., R.6 E., Secs. 17, 18, 19, & 20, French Camp Water Tank, and Williams were triangulated by J. Bowie in 1931. All other stations by L.P. Raynor in 1932 and 1933, except those marked "T.P.P." The latter are all theodolite three point fixes, are all not marked and not recoverable, and are shown on the sheet by small circles. All control has been adjusted to 1927 N.A. Datum, including U.S.G.S. stations.

The locations shown in the following table are the values used in the compilation of this sheet.

Positions used were the field computation positions on 1927 NA Datum and will differ slightly from the final office adjusted positions

B.g. Jones

TABLE OF CONTROL

DESCRIPTION	LATITUDE	LONGITUDE
△ ROBERTS, 1931	37 - 54 - 22.890	121 - 20 - 04.098
△ SAUNDERS, 1931	37 - 52 - 56.403	121 - 19 - 53.439
△ GAR, 1931	37 - 55 - 29.217	121 - 19 - 24.920
△ WATER TANK, FRENCH CAMP 1931	37 - 53 - 07.669	121 - 17 - 06.040
△ WILLIAMS, 1931	37 - 52 - 54.574	121 - 23 - 03.552
△ Section Corner, T.1 N., R.6 E., Secs. 17, 18, 19, 20 - 1931	37 - 55 - 36.76	121 - 20 - 51.67
△ French Camp Slough, West of North Pair Steel Towers - 1933	37 - 55 - 02.76	121 - 18 - 14.52
△ French Camp Slough, East of North Pair Steel Towers - 1933	37 - 55 - 02.52	121 - 18 - 13.97
△ Stockton Stockyards Water Tank - 1933	37 - 54 - 09.24	121 - 16 - 17.14
△ San Joaquin River, West of French Camp, N.W. of No. Trio Steel Towers, 1933	37 - 52 - 44.83	121 - 19 - 50.75
△ San Joaquin River, West of French Camp, Middle of No. Trio Steel Towers, 1933	37 - 52 - 44.50	121 - 19 - 50.28
△ San Joaquin River, West of French Camp, S.E. of No. Trio Steel Towers, 1933	37 - 52 - 44.01	121 - 19 - 49.58
△ Mueller, 1933	37 - 55 - 46.36	121 - 15 - 57.65
○ 867 C - 3pt. Fix. Not recoverable	37 - 56 - 03.18	121 - 21 - 57.24
○ 960 B - 3pt. Fix. Not recoverable	37 - 55 - 58.16	121 - 17 - 21.15
○ Hospital, U.S.G.S. - *	37 - 53 - 09.17	121 - 16 - 59.06
○ Fourth St. & Hunter, Stockton. (T.P.P.) not recoverable - 3pt. Fix. - See T4690	37 - 56 - 03.12	121 - 16 - 56.35
○ A.T. & S.F. Ry. at Levee 3pt. Fix. - Approximate position recoverable. not described.	37 - 56 - 03.14	121 - 23 - 02.06

* This station was not connected to by U.S.C. and G.S. triang. and no description or position are filed in this office except as listed on this page. Bgg

NOTE. The differences in the location of detail at the junction with Sheet 4690 at the north edge of this sheet have been investigated in the office. The photo. plot has been checked across the junction of the two sheets and using the additional control furnished by this survey and the differences have been corrected. The report for Sheet 4690 A will give a detailed account of the replot and of the corrections applied.

B.G. Jones

COMPILATION

Compilation was by the radial line method. The map was completed in pencil before being inked.

* The north edge of this sheet was joined to T-4690A with minor changes only except west of Longitude 121-22, where it was found necessary to alter the alignment of the AT&SF Ry. The position of the railroad was determined by theodolite three point fix 867C and a traverse position farther west determined by Lieut. L. P. Raynor in 1933. The azimuth of the track at the three point fix is 89 - 57 - 58.

Owing to important changes in the azimuth of three north and south streets in the City of Stockton, and minor changes in the street system in the southern part of the city, it was necessary to show the overedge corrections east of 121 - 18 - 40 on Sheet "B". To properly fix the position and azimuth of these streets a theodolite three point fix, 960 B, was made and a traverse run to the intersection of Fourth and Hunter Streets. At this intersection the azimuth of Hunter Street was determined as 167 - 50 and that of Fourth Street as 257 - 53, both of these azimuths being determined only by bisection of the street at a relatively distant point.

No attempt has been made to supply the missing detail in the railroad yards on sheet No. T-4690A.

The track shown on Hunter Street on Sheet No. T-4690A has been abandoned and therefore does not appear on T-5029.

* See opposite page

LANDMARKS AND RECOVERABLE OBJECTS

For list of landmarks and recoverable objects, see reference in general section of Descriptive Report for Sheet No. T-5027

RECOMMENDATIONS

This sheet is believed to have a probable error of less than five meters in all places.

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T-5029

Title (Par. 56)

Chief of Party L.P. Raynor

Compiled by

Project 153 H. & T.

Instructions dated

- ✓1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 8; and 16, a, b, c, d, e, g and i.)
Yes
- ✓2. The character and scope of the compilation satisfy the instructions and the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".
Yes
- ✓3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.)
Yes
- ✓4. There is sufficient control on maps from other sources that were transmitted by the field party for their application to the charts. (Par. 28.) Maps from other sources were not used.
- ✓5. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)
- ✓6. 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.) These features, other than low water line, do not occur on this sheet. A general statement regarding water lines appears Descriptive Report Sh. T-5027
- ✓7. Important details shown on previous surveys and on the chart have been compared with this sheet and a statement has been entered in the report regarding the removal from the chart or change in position of important detail such as rocks, lights, beacons, prominent objects, bridges, docks, and structures along the water front. No previous surveys for navigational use have been made.
- ✓8. The span, draw and clearance of bridges are shown. (Par. 16c.) These details appear in descriptive reports
- ✓9. The data furnished by the Field Inspection is adequate.
Yes.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.

10. The descriptive report covers all details listed in the Manual, so far as they apply to this survey. (Par. 64, 65 and 66.)

Yes

11. The descriptive report also contains all additional information required in photo topography as prescribed in the instructions and in the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".

Yes

12. The descriptions of recoverable ~~stations and points~~ ^{points} ~~lines~~ were accomplished on Form 524, and scaling of positions checked. (Par. 29, 30 and 57.)
~~Yes~~ *None for this sheet described on 524.*

13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) **Yes. This a duplicate of list supplied by L.P. Raynor with omitted positions scaled and a few additional marks.**

14. The geographic datum of the sheet is **N.A. 1927** and the reference station is correctly noted. (Par. 34.)

Yes

15. Junctions with contemporary surveys are adequate.

Yes

16. Geographic names are shown on the sheet and are covered by the Descriptive Report. (Par. 64, 66k.)

Yes *has the general report for the project pages 10, 13, and 14 - filed with case report 15027*

17. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46.) **Yes, except that black**

cekluloid ink was used throughout. *drafting very good*

18. No additional surveying is recommended.

19. Remarks:

20. Examined and approved:

L.P. Raynor *T.P. Pemberton*
Chief of Party Chief Photo Compile

21. Remarks after review in office:

Reviewed in office by: *B.G. Jones*

Examined and approved:

K.T. Adams
Chief, Section of Field Records

L.O. Whit
Chief, Division of Charts

H.B. Brodum
Chief, Section of Field Wo
G. Glude
Chief, Division of
Hydrography and Topograp

GEOGRAPHIC NAMES

Survey No. T-5029

H-6016

Date Nov. 23, 1934

Chart No. _____

HMS *Names underlined in red approved Nov 24 1934 am No.*

H. Bacon

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

*Names of City Streets
not verified*

C 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>San Joaquin River</u>	U.S.G.B. 6th Rept			
	<u>Stockton</u>	U.S. Postal Guide 1934			
	<u>French Camp</u>	U.S. Postal Guide, 1934 re maps			
	<u>French Camp Slough</u>	Local usage and reliable maps			
	<u>Roberts Island</u>	"			
	<u>Middle River</u>	"	OK HB		
		<i>For authorities consulted see DR for T-5029</i>			
					<i>HB</i>