

5035

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

DESCRIPTIVE REPORT

Air Photo
Topographic

Sheet No. T - 5035

~~Hydrographic~~

State CALIFORNIA

LOCALITY

Sacramento - San Joaquin Delta

HERDLYN

1934

CHIEF OF PARTY

L.P. Taylor

5035

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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-5035

State CALIFORNIAGeneral locality SACRAMENTO-SAN JOAQUIN DELTALocality HERDLYN

Date of Photographs, January 3, 1932

Scale 1:10,000 Date of ~~Survey~~ Compilation, November 25, 1933Vessel Army Air Corps F1A AirplaneChief of Party Lieut. L. P. Raynor

Compiled by

Surveyed by S. B. LaneInked by K. B. Walker

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: Compiled from photographs Nos. SS 1016 to 1032, inc. and 1069 to 1080, inc., and 1152 to 1160, inc.

Reduced to scale and printed by photo-lithographic process.

JOB SHEET

T-5035

DESCRIPTION OF WORK	DONE BY	DATE COMPLETED
Polyconic Projection	<i>S.B. Lane</i> S.B. Lane	November 13, 1933
Projection Verified	<i>S.S. Whitehead</i> S.S. Whitehead	November 13, 1933
Control Plotted	<i>S.B. Lane</i> S.B. Lane	November 14, 1933
Control Verified	<i>S.S. Whitehead</i> S.S. Whitehead	November 14, 1933
Compiled in Pencil	<i>S.B. Lane</i> S.B. Lane	November 25, 1933
Inked	<i>K.B. Walker</i> K.B. Walker	February 13, 1934
Hachures and Woodland Symbol	<i>S.S. Whitehead</i> S.S. Whitehead	February 16, 1934
Proofreading	<i>T.P. Pendleton</i> T.P. Pendleton	February 15, 1934
Lettering Attached	Various Members of Party	February 27, 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-5035

HERDLYN, CALIFORNIA

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, 26.6 square miles.

Length of Rivers and Sloughs, 26.4 miles.

The land begins to slope gently upward a short distance south and west of the tracks of the Southern Pacific. North and east of this track the entire area of the sheet is low; a few feet above to a few feet below mean sea level.

The western limit of this sheet is a large irrigation canal into which water is pumped through an underground pipeline by a pumping plant at the head of the dredged cut near Herdlyn. West of this canal the slope of the ground steepens rapidly.

North of the sharp bend due east of Herdlyn the middle of the channel of Old River forms the boundary line between the counties of Contra Costa and San Joaquin. This boundary line has not been shown on the map due to the need for keeping the waterways clear. The boundary lines between

Contra Costa and Alameda Counties, and between Alameda and San Joaquin Counties do not fall in the river, and are therefore shown by the usual symbol.

There are no permanent, recoverable monuments on any of the county boundaries shown on this sheet. The law specifying the boundaries was found to be vague and unsatisfactory. The information used in locating these lines on the map was secured from the office of the County Surveyor of Alameda County. This information was carefully checked in the field by means of the changes in the pavement of different highways, County markers on the highways and on the Southern Pacific, and all other available information. It is believed that the lines have been plotted on the sheets within a possible error of less than five meters.

Clifton Court Road on Union Island is a paved county highway. It ends at Old River, where the county operates a free cable ferry operated by gasoline power. In addition to this county ferry, there are two private ferries shown on this sheet, both operated by hand. One operates between Union and Coney Islands across Old River, the other across Italian Slough just above its junction with Old River.

Diablo Valley Highway is a paved county highway. It provides a connection between the Lincoln Highway east of Tracy and the Borden Highway north of Byron.

There are no bridges over navigable streams shown on this sheet.

TRANSMISSION LINE CROSSINGS OVER NAVIGABLE WATERS

ACROSS	LOCATION	TOWERS OR POLES	CLEARANCE HW
Old River	At Grant Line Canal	Steel	112 feet
Old River	Between Union and Coney Islands	Steel	110 feet

SUBMARINE CABLE CROSSINGS

All underwater cable crossings noted by the field inspection party or by the photo compilation party have been shown.

PHOTOGRAPHS WHICH FALL ON THIS SHEET

North Flight	Nos. 1016 to 1032, inc.
Middle Flight	Nos. 1069 to 1080, inc.
South Flight	Nos. 1152 to 1160, inc.

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

CONTROL

Coney and Herd were triangulated by J. Bowie in 1931. Byron Hot Springs is a U.S.G.S. station. Other control points were triangulated by L. P. Raynor in 1932 and 1933. Traverse stations by L. P. Raynor in 1933. All control has been adjusted to the 1927 N.A. Datum.

The locations in the following table are the values

Note: In addition to the objects listed on the opposite page the following objects located by the photo plot are recoverable and are shown as topographic stations on this sheet:

<u>Station</u>	<u>Approx. Lat.</u>	<u>Approx. Long.</u>	<u>Height</u>	<u>Notes</u>
3 Power Line Poles	37° 49'.1	121° 33'		Overhead Not clearance described 110 ft.
Warehouse North Gable	37° 49.1'	121° 35.1'		Described on Form 524
Windmill and Tank	37° 49.8'	121° 33.4'		Described on Form 524

B.G. Jones

used in compiling this sheet.

TABLE OF CONTROL

DESCRIPTION	LATITUDE	LONGITUDE
△ CONEY, 1931	37 - 51 - 45.683	121 - 33 - 07.244
△ HERD, 1931	37 - 49 - 13.192	121 - 33 - 09.456
△ East Transmission Pole, 1931	37 - 50 - 33.261	121 - 32 - 10.508
△ West Transmission Pole, 1931	37 - 50 - 37.248	121 - 32 - 15.417
△ Bridge, U.S.G.S. 193 ³ 2	37 - 49 - 13.66	121 - 32 - 48.64
○ *Byron Hot Springs, U.S.G.S. <i>Marked but no desc. furnished</i>	37 - 50 - 59.88	121 - 37 - 53.24
○ 1069 B - 3pt. fix. <i>Not recoverable described on form 524</i>	37 - 50 - 18-30b	121 - 36 - 41.38
○ 1018 B - 3pt. fix. <i>not recoverable</i>	37 - 52 - 03.24	121 - 37 - 50.90
○ Traverse Station 1017 C <i>3pt. fix recoverable. described on 524</i>	37 - 50 - 39.34	121 - 37 - 00.26
Traverse Station 1070 B	37 - 50 - 17.56	121 - 36 - 23.57
△ Vista, 1933	37 - 47 - 32.61	121 - 36 - 57.21

COMPILATION

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

County lines were located as explained above (page 1)

Passing tracks and spurs of the Southern Pacific were worked out from notes by the field inspection and from information secured from the railroad.

LANDMARKS AND RECOVERABLE OBJECTS.

For reference to these features see general section of descriptive report for sheet No. T-5027

** This station was not connected to by h.c. and g.s. triangulation and no data concerning it is on file in this office except the position as given here.*

B.G. Jones

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-5035

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 line appears in 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 are shown 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 ~~points~~ ^{points} were accomplished on Form 524, and scaling of positions checked. (Par. 29, 30 and 57.)

Yes

13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) **Yes. This is a duplicate of list supplied by L.P. Raynor with omitted positions scaled, and a few additional marks. See desc report T5027**

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

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 celluloid ink was used throughout.**

18. No additional surveying is recommended.

19. Remarks:

20. Examined and approved:

L.P. Raynor T.P. Puckerton
Chief of Party Chief Photo Compiler

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. Dolhut.
Chief, Division of Charts

H.S. Jordan
Chief, Section of Field Work

G. Stude
Chief, Division of
Hydrography and Topography.

Survey No. T 5035
H 6019
 Chart No. _____

GEOGRAPHIC NAMES

Date. Oct 31, 1934

Names underlined in red approved Oct 31, 1934
H.B.

Diagram No. _____

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

Comparison made with U.S.G.S. Bethany Quad.

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

Further inquiry to be made concerning names not approved. H.B.

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

Status	Name on Survey	Name on Chart or other Maps or Reports	New Names in local use	Names assigned by Field	Location
	<u>Byron Tract</u>	U.S.G.S., same			
	<u>Byron</u>	same, U.S.G.S.			
	<u>Byron Hot Springs Sta</u>	same, U.S.G.S.			
	<u>Herdlyn</u>	same, U.S.G.S.			
✓	<u>Italian Slough</u>	same, U.S.G.S.			
✓	<u>Old River</u>	same, U.S.G.S. See	additional	placings	
	<u>Victoria Canal</u>	same, U.S.G.S.			
	<u>North Canal</u>	same, U.S.G.S.			
	<u>Coney Island</u>	same, U.S.G.S.			
✓	<u>West Canal</u>		Authority not given		
	<u>Union Island</u>	same, U.S.G.S.			
	<u>Clifton Court Road</u>	See Desc Report			
✓	<u>Grant Line Canal</u>	same, U.S.G.S.			
✓	<u>Fabian and Bell Canal</u>	same, U.S.G.S.			
	<u>Alameda County</u>	same, U.S.G.S.			
	<u>Contra Costa County</u>	same, U.S.G.S.			
	<u>San Joaquin County</u>	same, U.S.G.S.			
	<u>Widdows Island</u> (Widdows)	Named for Chas. H. Widdows, Civil Eng., Stockton, Calif.			
	<u>Clifton Court</u>	See Desc Report. Appears on all later maps and blueprints. of H 6019			
	<u>Clifton Court Tract</u>	So named on all later maps and blue prints			
	<u>Clifton Court Canal</u>	from DR H-6019			
	<u>Byron-Bethany Irrigation District</u>	See House Doc. 791-71st Cong. 3rd Sess. Research by HMS			
		For authorities consulted see DR T-5027 H.B.			