

# 10850

*Qrio*

Diag. Cht. No. 6157.

Form 504

U. S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

## DESCRIPTIVE REPORT

Type of Survey SHORELINE

Field No. Ph-5807 Office No. T-10850

### LOCALITY

State Oregon & Washington

General locality Columbia River

Locality The Dalles

1959

### CHIEF OF PARTY

Lorne G. Taylor, Photogrammetric Office

### LIBRARY & ARCHIVES

DATE May 1962

USCOMM-DC 5087

# 10850

DESCRIPTIVE REPORT - DATA RECORD

T - 10850

Project No. (II): Ph-5807

Quadrangle Name (IV):

Field Office (II): The Dalles, Oregon

Chief of Party: Lorne G. Taylor

Unit Chief: K. W. Jeffers

Photogrammetric Office (III): Portland, Oregon

Officer-in-Charge: Lorne G. Taylor

Instructions dated (II) (III): Undated

Field and Office

Copy filed in Division of  
Photogrammetry (IV)

Modification - Letter 73/rrj dated 9 March 1959

Letter 831/es dated 12 March 1959

Letter 732/rrj dated 21 May 1959

Method of Compilation (III): Kelsh Stereoscopic Instrument

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Viewing Scale

1:6000

Pantograph Scale

1:10,000

Scale Factor (III): None

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV):

10 Aug 1961

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Refer to datum pre-  
Vertical Datum (III): file on manuscript

Mean sea level except as follows:

Elevations shown as (25) refer to mean high water

Elevations shown as (5) refer to sounding datum

1.5 m. mean low water or mean lower low water

From 72.0 ft. above M.S.L. at Bonneville Dam Forebay and upstream at the gradient of Bonneville Pool as of the date of photography, 28 & 30 Aug. 1958.

Reference Station (III): FARM (USE) 1939

Lat.: 45° 37' 42.719"

Long.: 121° 11' 51.669"

Adjusted X  
Unadjusted

Plane Coordinates (IV):

State: Oregon

Zone: North

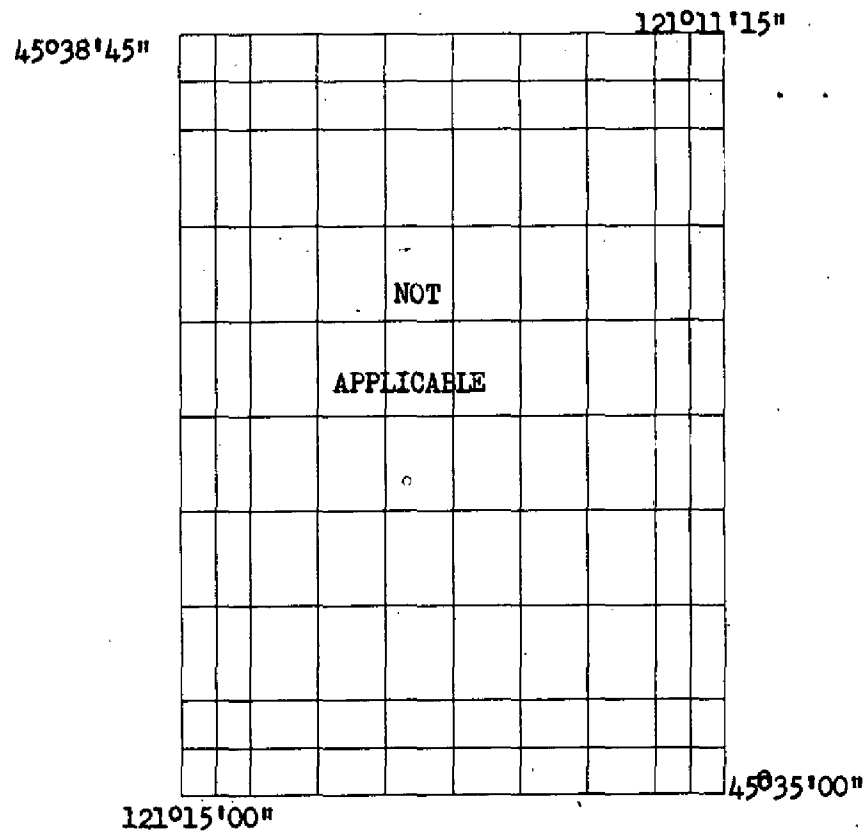
Y= 716,014.61

X= 1,821,514.36

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.

## DESCRIPTIVE REPORT - DATA RECORD

U.S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

Areas contoured by various personnel  
(Show name within area)  
(II) (III)

DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): C. H. Bishop  
K. W. Jeffers

Date: March 1959  
May 1959

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location): Located by field inspection on 3-11-59 on single lens ratio prints taken 8-28-58 and delineated by Kelsh Stereoscopic Instrument on this photography. The shoreline is the gradient of Bonneville Dam Pool from 72.0 ft. normal pool level at the forebay and proceeding upstream at the pool gradient of 28 and 30 Aug. 1958, the date of photography.

Projection and Grids ruled by (IV): P. Dempsey

Date: 4-16-59

Projection and Grids checked by (IV): Shoup

Date: 4-17-59

Control plotted by (III): L. L. Graves

Date: 5-6-59

Control checked by (III): J. L. Harris

Date: 5-7-59

Radial Plot or Stereoscopic  
Control extension by (III): Robert Fuechel

Date: May 1959

Planimetry D. N. Williams  
Stereoscopic Instrument compilation (III):  
Contours None

Date: 6-23-59

Date:

Manuscript delineated by (III): L. L. Graves (Scribing)  
L. L. Graves (Stick-up)

Date: 11-9-59  
1-5-60

Photogrammetric Office Review by (III): J. L. Harris  
J. E. Deal

Date: 7-2-59  
1-21-60

Elevations on Manuscript  
checked by (II) (III): None

Date:

# DESCRIPTIVE REPORT - DATA RECORD

5. U.S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

Camera (kind or source) (III): U.S.C.&G.S. Single lens 58-S

| Number     | Date    | PHOTOGRAPHS (III) |                  | Scale              |
|------------|---------|-------------------|------------------|--------------------|
|            |         | Time              |                  |                    |
| 58-S-7789A | 8-28-58 | 11:20             | 1:30,000 Contact | 73.5' above M.S.L. |
| thru 7792A |         |                   | 1:10,000 ratio   |                    |

Bonneville Dam  
Pool Level (Forebay)  
~~Subordinate~~

Tide (III)

Reference Station: Not applicable  
Subordinate Station:  
Subordinate Station:

| Ratio of<br>Ranges | Mean<br>Range | Spring<br>Range |
|--------------------|---------------|-----------------|
|                    |               |                 |
|                    |               |                 |
|                    |               |                 |

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Date:

Date:

Date:

Date:

Land Area (Sq. Statute Miles) (III):

Shoreline (More than 200 meters to opposite shore) (III):

Shoreline (Less than 200 meters to opposite shore) (III):

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II):

Number of BMs searched for (II):

Number of Recoverable Photo Stations established (III):

Number of Temporary Photo Hydro Stations established (III):

6 statute miles

0.5 Statute miles

Recovered: 10

Recovered:

Identified: 2

Identified:

Remarks:

6

**SUMMARY**  
**TO ACCOMPANY SHORELINE MAP MANUSCRIPTS**  
**T-10847 through T-10857**

These eleven (11) shoreline surveys are a part of PM-5807. The project covers the Columbia River and adjacent land areas of Oregon and Washington from Houseville eastward to Portland. It was designed to aid in the revision of present nautical charts and in the construction of new charts from the Dalles Dam upstream to the McNary Dam. The surveys extend from the vicinity of Multnomah Island eastward to Miller Island.

A stereogram bridging plot of T-10847 through T-10857 was made in the Washington Office in February 1959 (see separate report). They were compiled by stereoscopic instruments (Kath Flotter) in the National Photogrammetric Office in the latter part of 1959 from photography of August 1958 and field inspection information of March and May 1959.

The completed compilations as submitted to the Washington Office are the result of adequately revised sheets and suitable for the direct reproduction of registration copies.

A master film positive at the compilation scale of 1:10,000 and the Descriptive Report of each will be registered and filed in the Bureau Archives.

July 1961

## FIELD INSPECTION REPORT

Sheets 10850, 10852 &amp; 10854

Project Ph-5807

2. Areal Field Inspection:

The area covered by this report includes both shores of a portion of the Columbia River from Seufert, Oregon to Crates Point, Oregon.

Woodland cover is sparse on the Oregon side, and almost entirely lacking on the Washington side. The more gentle slopes surrounding The Dalles on the Oregon side are under cultivation, orchards comprising about 50 per cent of the cultivated regions.

The major transportation routes are the Spokane, Portland and Seattle Railway along the Washington shore, U. S. Highway 30 and the Union Pacific Railroad along the Oregon shore, and U. S. Highway 197 connecting Oregon and Washington across the Wasco County Toll Bridge. In addition to these routes, a new Dufur Highway is now under construction on the Oregon side.

The area includes the entire city of The Dalles, Oregon, and the unincorporated communities of North Dalles and Dallesport, Washington, and Crates and Petersburg, Oregon.

Photo coverage was complete for sheet 10852, but only covered the eastern part of sheet 10850 and the western part of sheet 10854. Photo coverage extended for a sufficient distance inland from the Columbia River and was considered adequate.

3. Horizontal Control:

(a) Two supplemental control stations were established at this time:

| <u>Sheet</u> | <u>Station</u>                                                                              |
|--------------|---------------------------------------------------------------------------------------------|
| 10852        | Dallesport, The Dalles Municipal Airport, Rotating Aero Beacon by third order intersection. |
| 10854        | The Dalles, Center one of Five, Radio Range Tower by third order intersection.              |

(b) No datum adjustments were made in the field.

- (c) Stations of other agencies were not recovered.

All horizontal control stations indicated on the project diagram were investigated.

- (d) The following stations have been reported as destroyed:

Sheet 10852

Portland-Spokane Airway Beacon, No. 7-A, 1939  
Covington Point Light, 1939  
Three Mile Rapids Range Front Light, 1939  
Three Mile Rapids Range Rear Light, 1939

4. Vertical Control:

Not applicable.

5. Contours and Drainage:

Contours not applicable.

Drainage has been delineated on the photographs wherever it is obscure in interior regions that were accessible by truck, and along the Columbia River where visible from the skiff.

6. Woodland Cover:

Representative areas of woodland cover have been noted on the photographs. Along the Washington side of the Columbia River there is practically no woodland cover.

Orchards have been noted on the photographs.

7. Shoreline and Alongshore Features:

- (a) through (c) Water Levels and Shoreline.

The river level and shoreline depend on the volume of runoff and the rate of flow controlled at Bonneville Dam and The Dalles Dam.

The photographs were taken on 28 and 30 August 1958. Listed below are actual river levels at three locations in or near the area at the time of photography.

| <u>Location</u>         | <u>Normal River Level on</u><br><u>28 &amp; 30 Aug. 1958</u> | <u>Actual River Level on</u><br><u>28 &amp; 30 Aug. 1958</u> |
|-------------------------|--------------------------------------------------------------|--------------------------------------------------------------|
| Lyle Gage               | 73.1 feet                                                    | 74.6 feet                                                    |
| The Dalles Tailrace     | 74.0 feet                                                    | 75.5 feet                                                    |
| The Dalles Forebay Gage | 160.0 feet                                                   | 159.8 feet                                                   |



Because of the steep gradient of the shore in most of the area, a  $1\frac{1}{2}$  foot change in the river level causes negligible displacement of the shoreline so the shoreline at the time of photography may be considered the same as that of normal river level.

Low gradient shoreline features such as mud flats, sand bars, and shoals have been noted on the photographs. Foul areas have been sketched on the photographs.

(d) Bluffs and cliffs along both shores of the Columbia River have been noted on the photographs and estimated heights given.

(e) There is a wooden pier on the Oregon shore about 0.15 mile south of West Dalles Light 42, and a three track marine railway is located about 0.4 mile east of the wooden pier. The Port of The Dalles dock is located at the foot of Union Street in The Dalles, and there are several small boat floats in The Dalles Boat Basin just east of The Port of The Dalles. There is a small boat launching ramp at the foot of Union Street in The Dalles, Oregon, and another one is located in Washington at the northeast end of the navigation locks of The Dalles Dam. These features are indicated on photographs 58 S 7791A and 58 S 7801A.

(f) There are two submarine cable crossings downstream from The Dalles. One is indicated by field inspection on photo 58 S 7791A and the other was located by sextant fixes recorded on the back of photo 58 S 7791A.

(g) There are several wrecked barges along the Washington shore about  $\frac{3}{4}$  mile west of North Dalles, and there are piling in the vicinity of the Port of The Dalles. These features are indicated on photograph 58 S 7791A.

#### 8. Offshore Features:

Estimated heights along with time and date of inspection are noted on the photographs for all offshore rocks. The limits of offshore foul areas have also been sketched on the photographs.

#### 9. Landmarks and Aids:

(a) Two old landmarks for charts, both triangulation stations, were retained, and elevation and height determinations are given on the back of photograph 58 S 7790A:

| <u>Landmark</u> | <u>Triangulation Station Name</u>                         | <u>Sheet</u> |
|-----------------|-----------------------------------------------------------|--------------|
| SPIRE           | The Dalles, St. Peter's Church<br>Spire, Finial, 1939     | 10852        |
| TANK            | The Dalles, Wasco Warehouse Milling<br>Company Tank, 1939 | 10852        |

Two new landmarks for charts were selected and pricked on the photographs; elevation and height determinations are given on the back of the photographs:

| <u>Landmark</u>       | <u>Photograph</u> | <u>Sheet</u> |
|-----------------------|-------------------|--------------|
| TANK, Steel, Elevated | 58 S 7792A        | 10850        |
| SILLO, Southerly of 4 | 58 S 7792A        | 10850        |

(b) No interior landmarks were selected.

Buildings have been circled and classified on the photographs in accordance with Photogrammetric Instructions 54, dated 2 January 1958.

(c) Two aeronautical aids were located as third order intersection stations:

| <u>Aid</u>                                                     | <u>Photograph</u> | <u>Sheet</u> |
|----------------------------------------------------------------|-------------------|--------------|
| Dallesport, The Dalles Municipal Airport, Rotating Aero Beacon | 58 S 7791A        | 10852        |
| The Dalles, Center One of Five, Radio Range Tower              | 58 S 7813A        | 10854        |

(d) There are four fixed aids to navigation in the area;

| <u>Aid</u>                                                              | <u>Photograph</u> | <u>Sheet</u> |
|-------------------------------------------------------------------------|-------------------|--------------|
| Klindt Point Light 40<br>(triangulation, 1939)                          | 58 S 7791A        | 10850        |
| West Dalles Light 42<br>(triangulation, 1939)                           | 58 S 7791A        | 10850        |
| The Dalles Boat Basin Light<br>(temporary structure)                    | 58 S 7791A        | 10852        |
| Threemile Point Light<br>(triangulation, Three Mile Rapids Light, 1939) | 58 S 7800A        | 10852        |

(e) There is one floating aid to navigation in the area;

Sturgeon Point Buoy 3, Pricked on photograph 58 S 7800A  
sheet 10852

10. Boundaries, Monuments and Lines:

The area falls entirely within Klickitat County on the Washington side and Wasco County on the Oregon side.

The Dalles (Dalles City) is the only incorporated town in the area. Five points (A through E), on the city limits of The Dalles, were pricked on photograph 58 S 7790A, and are located on the city map of The Dalles which is submitted with the photographs and CSI cards.

The limits of restricted water around The Dalles Dam have been shown on photograph 58 S 7801A.

11. Other Control:

A red clearance light, maintained by the Corps of Engineers, was pricked on photograph 58 S 7800A as a topo. station.

12. Other Interior Features:

The Dalles Municipal Airport is indicated on photograph 58 S 7791A, sheet 10852.

The New Dufur Highway, now under construction, is to be a two lane paved road. The centerline of this highway was located on photograph 58 S 7800A by inspection of photo detail in the field.

The Wasco County Toll Bridge, and the navigation locks, lock approach, and cable crossings at The Dalles Dam measurements were not called for in project instructions, and no clearances were obtained.

Project instructions called for a clearance measurement of a cable crossing at Lat.  $45^{\circ} 38' 05''$ , Long.  $121^{\circ} 11' 43''$ . There is no cable crossing at this location as indicated on C&GS Chart No. 6157. Refer to Item 14 (c).

13. Geographic Names:

Geographic names are the subject of two special reports:

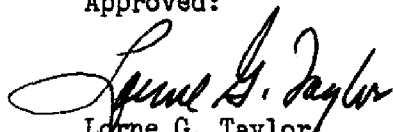
Geographic Names Report, Part 1, Columbia River, Bonneville to The Dalles, forwarded in March, 1959.

Geographic Names Report, Part 11, Columbia River, The Dalles to Umatilla, forwarded in June, 1959.


14. Special Reports and Supplemental Data:

- (a) Geographic Names Report, Part 1, Columbia River, Bonneville to The Dalles, forwarded in March, 1959.
- (b) Geographic Names Report, Part 11, Columbia River, The Dalles to Umatilla, forwarded in June, 1959.
- (c) Special Report, Bridge and Cable Clearance, Ph-5807, dated 15 January 1960.

Approved:

  
Lorne G. Taylor  
CDR, C&GS

Respectfully submitted:

  
K. William Jeffers  
LTJG, C&GS

## PHOTOGRAMMETRIC PLOT REPORT

Map Manuscript T-10850

Project Ph-5807

Refer to the Photogrammetric Plot Report, Columbia River, Ph-5807 (Stereoplanigraph Bridge) T-10847 thru T-10857, which is included in the Descriptive Report for T-10847, pages 12, 13 and 14.

U.S. DEPARTMENT OF COMMERCE  
DESCRIPTIVE REPORT  
COAST AND GEODETIC SURVEY  
CONTROL RECORD

| MAP T. 10850                                                       |                               | PROJECT NO. Ph-5807 |                                                                   | SCALE OF MAP 1:10,000                                                         |                  | SCALE FACTOR                                                                              |  | None                                                                           |  |
|--------------------------------------------------------------------|-------------------------------|---------------------|-------------------------------------------------------------------|-------------------------------------------------------------------------------|------------------|-------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------|--|
| STATION                                                            | SOURCE OF INFORMATION (INDEX) | DATUM               | LATITUDE OR $\psi$ -COORDINATE<br>LONGITUDE OR $\chi$ -COORDINATE | DISTANCE FROM GRID IN FEET.<br>OR PROJECTION LINE IN METERS<br>FORWARD (BACK) | DATUM CORRECTION | N.A. 1927 - DATUM<br>DISTANCE FROM GRID OR PROJECTION LINE<br>IN METERS<br>FORWARD (BACK) |  | FACTOR DISTANCE<br>FROM GRID OR PROJECTION LINE<br>IN METERS<br>FORWARD (BACK) |  |
| FARM (USE) 1939                                                    | Oreg.N.<br>Pg.43              | N.A.<br>1927        | 716,014.61<br>1,821,514.36                                        | 1014.61 (3985.39)<br>1514.36 (3485.64)                                        |                  | 309.3 (1214.7)<br>461.6 (1062.4)                                                          |  |                                                                                |  |
| DO                                                                 | Office<br>Comp.               | "                   | 715,778.68<br>1,821,428.70                                        | 778.68 (4221.32)<br>1428.70 (3571.30)                                         |                  | 237.3 (1286.7)<br>435.5 (1088.5)                                                          |  |                                                                                |  |
| Sub Station "A"                                                    | "                             | "                   | 716,006.14<br>1,821,553.66                                        | 1006.14 (3993.86)<br>1553.66 (3446.34)                                        |                  | 306.7 (1217.3)<br>473.6 (1050.4)                                                          |  |                                                                                |  |
| Sub Station "B"                                                    | Oreg.N.<br>Pg.43              | "                   | 715,337.04<br>1,822,075.28                                        | 337.04 (4662.96)<br>2075.28 (2924.72)                                         |                  | 102.7 (1421.3)<br>632.5 (891.5)                                                           |  |                                                                                |  |
| KLINDT POINT<br>LIGHT, 1939                                        | "<br>Pg.276                   | "                   | 709,997.59<br>1,818,275.93                                        | 4997.59 (02.41)<br>3275.93 (1724.07)                                          |                  | 1523.3 (0.7)<br>998.5 (525.5)                                                             |  |                                                                                |  |
| THE DALLIES, RADIO<br>STATION KRMW MAST<br>1957                    | "                             | "                   | 702,424.86<br>1,821,079.12                                        | 2424.86 (2575.14)<br>1079.12 (3920.88)                                        |                  | 739.1 (784.9)<br>328.9 (1195.1)                                                           |  |                                                                                |  |
| WEST DALLIES LIGHT,<br>1939                                        | "<br>Pg.43                    | "                   | 711,609.33<br>1,821,685.51                                        | 1609.33 (3390.67)<br>1685.51 (3314.49)                                        |                  | 490.5 (1033.5)<br>513.7 (1010.3)                                                          |  |                                                                                |  |
| THE DALLIES STATE<br>TUBERCULOSIS HOSPI-<br>TAL, BRICK STACK, 1939 | "<br>Pg.44                    | "                   | 702,058.41<br>1,823,970.23                                        | 2058.41 (2941.59)<br>3970.23 (1029.77)                                        |                  | 627.4 (896.6)<br>1210.1 (313.9)                                                           |  |                                                                                |  |
| D.L.C. 38 (USE)                                                    | "                             | "                   | 720,406.36<br>1,819,060.03                                        | 406.36 (4593.64)<br>4060.03 (939.97)                                          |                  | 123.9 (1400.1)<br>1237.5 (286.5)                                                          |  |                                                                                |  |
| RM 1, 1957                                                         | Pg.276                        | "                   | 720,375.96<br>1,819,107.72                                        | 375.96 (4624.04)<br>4107.72 (892.28)                                          |                  | 114.6 (1409.4)<br>1252.0 (272.0)                                                          |  |                                                                                |  |
| D.L.C. 38 (USE)                                                    | "                             | "                   | 708,077.75<br>1,822,375.37                                        | 3077.75 (1922.25)<br>2375.37 (2624.63)                                        |                  | 938.1 (585.9)<br>724.0 (800.0)                                                            |  |                                                                                |  |
| THE DALLIES, STATE<br>POLICE BARRACKS,<br>STEEL AERIAL, 1939       | "<br>Pg.44                    | "                   | 720,467.65<br>1,819,093.46                                        | 467.65 (4532.35)<br>4093.46 (906.54)                                          |                  | 142.5 (1381.5)<br>1247.7 (276.3)                                                          |  |                                                                                |  |
| Union Pacific Rail-<br>road mile post<br>81, 1939                  | "<br>Pg.45                    | "                   |                                                                   |                                                                               |                  |                                                                                           |  |                                                                                |  |

1 FT. = 3048006 METER

COMPUTED BY: J.E.D.

DATE

12-4-58

CHECKED BY: J.L.H.

DATE

12-5-58

COMM-DC-5784

## COMPILATION REPORT

Map Manuscript T-10850

Project Ph-5807

31. Delineation:

The Kelsh Stereoscopic Instrument was used to compile the planimetry.

Centers of the 1958 C&GS photographs used to compile this manuscript lie either to the east or north of T-10850 on adjacent manuscripts. These photographs were not adequate to complete the compilation of planimetric details for T-10850 to reach the west limits of compilation indicated on the project index. The interior area compiled is a strip adjacent to the west shoreline of the Columbia River that varies in width from 0.5 mile to 1.3 miles. This includes the extent of the stereoplanigraph bridge and is believed to meet the needs for chart purposes. Refer to modified instructions letter 732/rrj dated 21 May 1959.

Refer to the last paragraph under this heading in the Descriptive Report for T-10837 (1959).

32. Control:

Refer to the Photogrammetric Plot Report, Columbia River, Ph-5807 (Stereoplanigraph Bridge) T-10847 thru T-10857, which is included in the Descriptive Report for T-10847, pages 12, 13 and 14. The stereoplanigraph bridge was adequate for compilation as outlined in Item 31, Delineation.

33. Supplemental Data:

A map of Dalles City, Oregon (The Dalles, Oregon) Scale 1:10,000, dated February 1945, Homer S. Wall, City Engineer, was used to supplement the field inspection of identified points on the city boundary. Streets appearing on this map which are not visible on the photographs have not been shown on the manuscript.

34 thru 37.

Facts relative to the subjects of these items are identical with those described under these headings in the Descriptive Report for T-10837 (1959) pages 20 and 21, except that under Item 34, the U.S.G.S. 15 minute "The Dalles, Oreg - Wash" quadrangle,

Scale 1:62,500, Published 1957, was available for drainage comparison. Also, under Item 37, Forms 567 were forwarded to Washington on 31 August 1959.

38. Control for Future Surveys:

Two recoverable topographic stations were located by Kelsh Instrument. They are listed under Item 49, Notes to the Hydrographer.

39. Junctions:

A satisfactory junction was made with T-10851 and T-10852 on the east and with T-10849 on the north. There are no contemporary surveys to the west and south.

40. Horizontal and Vertical Accuracy:

Refer to the remarks under this heading in the Descriptive Report for T-10837 (1959) page 22.

46. Comparison with Existing Maps:

Comparison was made with U.S.G.S. 15 minute "The Dalles, Oreg - Wash" quadrangle, Scale 1:62,500, published 1957.

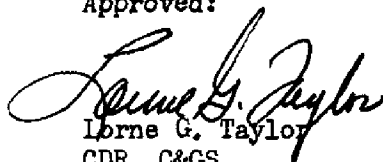
47. Comparison with Nautical Charts:

Refer to remarks under this heading in the Descriptive Report for T-10837 (1959) page 22, except


"Items to be applied to the nautical chart immediately".

Form 567 has been submitted for the deletion of an overhead power cable shown on this chart at Lat. 45° 38' 05.0" and Long. 121° 11' 43.0".

Approved:

  
Lorne G. Taylor  
CDR, C&GS  
Officer-in-Charge

Respectfully submitted:

  
J. Edward Deal  
Cartographer  
C&GS



GEOGRAPHIC NAMES LIST

\*Chenoweth Creek  
\*Columbia River  
Columbia River Highway

Klickitat County

Mill Creek

\*Oregon

Sorosis Park  
Spokane, Portland & Seattle R.R.

The Dalles (Dalles City)

Union Pacific R.R.

Wasco County  
\*Washington

\* B.G.N. Decision

*George M. Ball*  
GEOGRAPHIC NAMES SECTION  
9 MARCH 1960

49. Notes to the Hydrographer:

Forms 567 have been submitted listing the scaled geographic positions of two objects selected for landmarks to charts:

SILO, 1959      and      TANK, 1959

## PHOTOGRAMMETRIC OFFICE REVIEW

T-10850

1. Projection and grids X 2. Title X 3. Manuscript numbers X 4. Manuscript size X

## CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy X 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) X 7. Photo hydro stations None 8. Bench marks None 9. Plotting of sextant fixes X 10. Photogrammetric plot report X 11. Detail points X

## ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline X 13. Low-water line None 14. Rocks, shoals, etc. X 15. Bridges None 16. Aids to navigation X 17. Landmarks X 18. Other alongshore physical features X 19. Other along-shore cultural features X

## PHYSICAL FEATURES

20. Water features X 21. Natural ground cover X 22. Planetable contours None 23. Stereoscopic instrument contours None 24. Contours in general None 25. Spot elevations None 26. Other physical features X

## CULTURAL FEATURES

27. Roads X 28. Buildings X 29. Railroads X 30. Other cultural features X

## BOUNDARIES

31. Boundary lines X 32. Public land lines None

## MISCELLANEOUS

33. Geographic names X 34. Junctions X 35. Legibility of the manuscript X 36. Discrepancy overlay None 37. Descriptive Report X 38. Field inspection photographs X 39. Forms X 40. \_\_\_\_\_

Reviewer

J. Edward Deal

Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

## FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

\_\_\_\_\_  
Compiler\_\_\_\_\_  
Supervisor

43. Remarks:

**REVIEW REPORT  
OF  
ENGINEER MAP MANUSCRIPTS  
T-10047 through T-10097  
July 1961**

**62. Comparison with Registered Topographic Surveys**

There are no registered topographic surveys of this area.

**63. Comparison with Maps of Other Agencies**

WHITE MOUNTAIN, CONN.-MASS., 1:62,500, 1957, U.S. Geological Survey  
THE FALLS, CONN.-MASS., 1:62,500, 1957, U.S. Geological Survey  
WINDHAM, CONN.-MASS., 1:62,500, 1957, U.S. Geological Survey

A detailed comparison is impractical because of scale differences. However, several disagreements in shoreline delineation are apparent.

**64. Comparison with Contemporary Hydrographic Surveys**

There are no contemporary hydrographic surveys of subject area.

**65. Comparison with Nautical Charts**

6157

1:40,000

Revised to March 1961

There are shoreline differences between these surveys, which should be considered in the future revision of chart 6157. Additional navigation aids have been installed since the field inspection of the T-sheets in 1959 and that are shown on the nautical chart. The surveys, however, are in agreement with their corresponding light lists.

The eastern portion of this group of T-sheets is not covered by existing nautical charts. A new series of nautical charts of the upper Columbia River is being constructed now and at the time of the Washington Office Review, not available for comparison.

**66. Adequacy of Results and Future Surveys**

T-10047 through T-10097 have been compiled according to instructions and meet the adequacy and accuracy requirements for this type of survey.

Reviewed by:

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## NAUTICAL CHARTS BRANCH

SURVEY NO. T-10850

### Record of Application to Charts

[illegible]

M-2158-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.