



2484

52091

U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: *Cal.*

DESCRIPTIVE REPORT.

Topographic Sheet No. *2484*

LOCALITY:

*Pacific Coast: Resurvey
of San Francisco Bay,
Mt. Tamalpais Scenic
Railway*

1900

CHIEF OF PARTY:

Fremont Morse

2484

Descriptive report to accompany the
topographic sheet entitled: 52091

"Treasury Department,

U.S. Coast and Geodetic Survey

Henry A. Pritchett, Superintendent

Pacific Coast

Reurvey San Francisco Bay

Mt. Tamalpais Scenic Railway

Surveyed Jan 17-26, 1910.

By Fremont Moore, Assistant,

Scale $\frac{1}{1000}$.

The lower portion of this road from its starting point in the town of Eastland for a distance of about a mile up the Corte Madera Cañon, is shown on the sheet "Valles Point to Point San Quentin", and the present sheet was undertaken so that the entire length of the road might be shown upon our published maps.

The road is a standard gauge steam rail road about eight miles in length starting, as has just been said, from Eastland and debouching

ing by many crooks and turns and steep gradients to the saddle near the top of Mt. Tamaalpaci close to the summit of the Eastern Peak. In the eight miles the rise is about 2300 feet. Leaving Eastland the road strikes up the Corte Madera Cañon for a distance of about two miles. Then it crosses the creek on a trestle and climbs in a general westerly direction up along the south slopes of the mountain. At the point where it left the cañon it had gained an altitude of nearly 500 ft. On the slope almost directly under the East Peak, and distant from it in an air line but little more than half a mile, a gentle slope gave an opportunity for a zig-zag to gain height, and the engineer who laid out the road took advantage of it to construct what is known as "The devil's bow-knot." At this point an elevation of 1200 feet has been gained. Still pursuing its westerly course the road keeps on to West Point, where it curves to the Eastland and keeps on in that general

direction to its terminus at the foot of the Eastern Peak. Here a fine hotel has been erected where tourists and sightseers can obtain refreshments after their trip up the mountain, and where those so inclined may remain overnight to view the splendour of the sunset in the Pacific, or its rising over the distant Sierra Nevada. As Mt. Tamalpais is so near to San Francisco the trip up and back can be made in a day, and most of the travelers who visit the city on pleasure make the ascent.

Owing to the sharp curves and steep grades of the railway it is of course impracticable to make use of the ordinary locomotive. Special engines of novel construction are used, in which the power is applied through geared wheels. As an extra precaution against accident the engine is always below the train - pushing it up the mountain, and going in front of it on the way down.

Close to the hotel near the summit of the mountain is the drilling house of the U.S.

Weather Bureau observer. This station has been established recently, and owing to its location near the Golden Gate and its altitude has been found to be one of considerable importance.