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Form 504
Ed. June, 1923

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

....., Director

State: *California*

DESCRIPTIVE REPORT

AIR PHOTO
Topographic
~~Hydrographic~~

Sheet No. *4643*

LOCALITY

*San Francisco Bay
Steinberger Slough
L. Dumbarton Highway
Bridge*

1931

CHIEF OF PARTY

O. A. Reading

U. S. COAST & GEODETIC SURVEY
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Descriptive Report to Accompany
Air Photo Topographic Sheet No.
4643, Steinbergen Slough to
Dumbarton Highway Bridge.

This sheet is a compilation of the aerial photographs taken by the Army Air Corps' five lens camera, Type T-3-A, No. 30-1. The photographs were made in three flights: AA, A and P. Flight AA, flown on May 7, 1931, consists of twelve pictures - AA11 to AA24 (photographs AA19 and AA20 being omitted) - and was taken 12:00 M at an approximate altitude of 5000 feet. Flight A, flown on April 29, 1931, consists of ten pictures - A25 to A34, - and was taken at 2:30 P.M. from an approximate altitude of 5000 feet. Flight P was flown on May 8, 1931, and consists of twelve pictures, - P37 to P48 - taken at 11:20 A.M. from an approximate altitude of 5000 feet.

The plane used was an Army O.25, piloted by Lieutenants Wallace and Bobzein.

A factor of .9389 was used in constructing the projection.

The following tide readings were taken from the tide tables adjusted to the time of the flights:

Flight AA	-0.2 at M.L.L.W.	
" A	2.0 at "	at Ravenwood
" A	2.6 at "	at San Mateo (beyond sheet limits).
" P	0.0 at "	

Limits:

The area of this sheet is covered by the three flights mentioned above, extending from Steinbergen Slough to Dumbarton Highway Bridge. The northern limits of the sheet southwestern shore of San Francisco Bay. The southern limit of the sheet is the Highway ElCamino Real connecting San Carlos, Redwood City and Palo Alto.

Control:

The scheme of triangulation executed in 1925 by Mussetter and in 1930-31 by Jones was used as the main control. Use was also made of all old triangulation stations that were obtainable and identified in the photographs and some material from topographic sheets 4605 and 4606.

Compilation:

The projection was constructed on celluloid to the approximate scale of Flights AA and A (Flight P was brought to the scale of the projection by photostat). A scale factor of .9389 was used and was obtained from the preliminary radial plot.

Comparisons were made with topographic sheet 4606 which was photographed to the scale of the projection. Comparison was also made with sections of T-4605. All computed triangulation stations were plotted on the projection. All triangulation stations that could be identified on the photographs were used in the radial plot.

Differences from old topography:

A direct comparison with topographic sheets 4605 and 4606 shows good agreement. There are, however, a few differences noted below:

1. The bend in Bayshore Highway, Latitude $37^{\circ} 29'$, Longitude $122^{\circ} 11'$, at the intersection of the second class road leading south, shows a difference of approximately fifteen meters. This is undoubtedly an error in inking since a careful investigation of the photograph disproves it as shown on the topographic sheet. This point in the road appears full on the center of a well controlled photograph.

2. The spur of the S. P. Railroad connecting the Rubber and Asbestos works with the main line curves into Chestnut Street (209° from 0°) on leaving the plant grounds and does not continue in a south westerly direction as indicated on the topographic sheet.

3. Slight changes were discovered in the small group of marsh islets in Redwood Creek east of the current plant.

4. A change was necessary in the delination of the high water line at the bight forming the mouth of the small drainage stream northwest of Marsh Point.

5. The shore end of Dumbarton Highway Bridge northeast of station "Dum" indicates some change since the topographic survey was made.

6. There has been a change in the highwater line on the east shore of the spit formed by Ravenswood Slough and the branch that makes north toward Ravenswood Point (Lat. $37^{\circ} 29.6'$, Long. $122^{\circ} 09'$). The topographic sheet shows a hump at this point. The photographs indicate that this bulge has receded, probably due to erosion.

7. Other differences are too small to be worthy of consideration and are changes that are likely to take place in an area as low and marshy as covered by this sheet.

Geographic Names:

The names appearing on this sheet were taken from Coast Survey chart 5530, topographic sheets 4605 and 4606 and the Sanborn Maps of Redwood City. The Postal Route Map, the Sanborn Map and T-4606 shows Redwood City to be correct, while on chart 5530 the city is designated Redwood. In view of the balance of evidence, the chart

designation was not used.

Symbols:

The standard topographic symbols adopted by the U. S. Geographic Board were used.

Culture:

The culture was noted on the field photographs during a field inspection made from the principal highways and roads. At inaccessible places the culture was interpreted in the office.

Respectfully submitted,

H. E. Ewen

Assoc. Cartographic Engineer.

*Approved
B. J. Reading*

Approved

K. T. Adams
FIELD RECORDS (O)

L. O. Pollock
Chief, Division of Charts

F. S. Borden
Chief, Section Field Work

G. W. de
Chief, Div. of Hyd'y and Top'y

DEPARTMENT OF COMMERCE
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DEC 13

Acc. No.

REG. NO. 4643

~~SEA-LEVEL~~
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 No.

REGISTER NO. 4643

State California

General locality San Francisco Bay

Locality Steinbergen Slough to Dumbarton Hwy., Bridge

Scale 1:10,000 compilation Date of ~~survey~~ March, April, 1932

Vessel Army Air Corps Plane

Chief of Party O. S. Reading

Compiled ~~surveyed~~ by H. E. MacEwen

Inked by H. E. M.

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated, 192

Remarks: This sheet is a compilation by the radial line method of 5 lens aerial photographs, numbers P37 to P48 and AA-11 to AA-23, taken May 7, 8, 1931, reduced to 1:10,000 and printed by photolithographic process.

GPO

Descriptive Report T 4643 Supplemental

4/11/39

The areas colored in red on T 4643 Supplemental have been corrected to perfect the junction with T 4642 and do not involve any new information since the date of the original photographs.

B. G. Jones