

5372

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

DESCRIPTIVE REPORT

Photo
Topographic
~~Hydrographic~~

Sheet No. T-5372

5372

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

JUL 17 1934

Acc. No. _____

State CALIFORNIA

LOCALITY

Southern California

~~From~~ Chula Vista Northward

To San Diego

1934

CHIEF OF PARTY

Robert W. Knox, H. & G. Engr.

5372

Applied to chart 5107 2.m. 6. Feb. 1936

" " " 5101 May, 1936 2.m. 3.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5372

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. T-5372
5372

State CALIFORNIA

General locality SOUTHERN CALIFORNIA

Locality CHULA VISTA TO SAN DIEGO

Scale 1:10,000 Date of survey photographs December 22, 1933, 19...

Vessel Project No. 102, Launch and ^{Shore} ~~Field~~ Party, California

Chief of party Robert W. Knox

Surveyed by See data sheet of descriptive report

Inked by

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated April 14, 1932 and supplemental 19...

Remarks: Compiled from aerial photographs Nos. 18 to 36, inc. and Nos. 75 to 86, inc. at a scale of 1:10,500 for reproduction by photo lithographic process at a scale of 1:10,000 ...

Applied & Oct 5/05. July 1935. St. J. Bamber

DATA SHEET

NO. T-5372

PORTION OF WORK	DONE BY	DATE COMPLETED
PROJECTION PLOTTED	<i>W. J. Mignola</i> W. J. Mignola	April 16, 1934
PROJECTION CHECKED	<i>John C. Mathisson</i> J. C. Mathisson	April 16, 1934
CONTROL PLOTTED	<i>W. J. Mignola</i> W. J. Mignola	April 19, 1934
CONTROL CHECKED	<i>S. B. Lane</i> S. B. Lane	April 19, 1934
RADIAL LINE PLOT	<i>W. J. Mignola</i> W. J. Mignola	April 23, 1934
RADIAL PLOT CHECKED	<i>John C. Mathisson</i> J. C. Mathisson	April 24, 1934
COMPILED IN PENCIL	<i>W. J. Mignola</i> W. J. Mignola	May 29, 1934
INKED	<i>W. J. Mignola</i> W. J. Mignola	June 18, 1934

Area of Sheet: 11.5 square statute miles

Length of Shore Line: 19.0 statute miles

Length of Rivers and Sloughs: 3.8 statute miles.

DESCRIPTIVE REPORT
PHOTO TOPOGRAPHIC SHEET NO. T-5372

CHULA VISTA TO SAN DIEGO

CALIFORNIA

SCALE 1:10,500

*See also General Report for the Project
filed with descriptive report T-5371*

PROJECT INFORMATION

For information which applies to the entire project see descriptive report for sheet No. T-5371.

DESCRIPTION OF AREA

This sheet covers the area from Chula Vista to San Diego, and from the high water line on Silver Strand eastward for about three and a half miles. It joins with Sheet No. T-5371 to the south and Sheet No. T-5373 to the north.

Silver Strand is a narrow neck of land between San Diego Bay and the Pacific Ocean. It is a narrow strip of sand dunes covered with a patchy growth of vegetation. Areas of marsh extend into San Diego Bay at intervals along the east side.

The terrain east of the bay rises gradually toward foothills which lie just east of this sheet. It is crossed by Sweetwater River, Las Chollas Creek, La Palata Creek, Paradise Creek, and Telegraph Canyon, as well as other stream beds.

All of these are normally dry stream beds and, except the Sweetwater River, are known locally as "canyons" or "valleys." As the tidal creek at the mouth of each of these streams is the most prominent feature of each on this sheet, the term "canyon" or "valley" was regarded as inappropriate, and the word "creek" substituted. Water flows in these stream beds only at rare intervals, usually separated by several years.

Each of these streams has eroded a distinct valley for itself. Where the sides are particularly steep, they have been indicated on the sheet by hachures.

The U.S. Navy Destroyer Base is located on this sheet. It is on the east shore on San Diego Bay immediately north of the boundary line between San Diego and National City.

National City, on the east side of San Diego Bay, is the southern terminus of the Atchison Topeka and Santa Fe Railway. That company has an extensive Timber and Tie Treating Plant which covers a considerable area along the shore.

The San Diego and Arizona Eastern Railway, a Southern Pacific property, operates from San Diego, through Mexico, to a junction with the Southern Pacific main line at El Centro. This railway also operates a branch between San Diego and Coronado and North Island.

This branch extends along the east side of San Diego Bay, across the south end, and up Silver Strand.

A new road south and east of the U.S. Navy Destroyer Base has been built since the date of the photographs. Field inspection showed that this road closely paralleled a line of telegraph poles. As these poles were clearly shown on the photographs, they were used to plot the new road on the sheet.

There are several tracks on the pier of the McCormick Lumber Co. pier at the foot of Crosby Street, San Diego. It was found impossible to show more than one track at the scale of the sheet without enlarging the dock, so the additional tracks were omitted.

The dock immediately north of the McCormick Lumber Co. dock has been lengthened 88 feet since the date of the photographs. The next dock north has been shortened forty feet. These changes were discovered by inspection in the field, and have been shown on the sheet. Both these docks are the property of Cohn Hopkins, inc.

Two new bridges are now under construction on National Avenue by the Highway Division of the State of California. These bridges are in Sweetwater Valley. They have been plotted on the sheet from information furnished by the State of California.

The system of rectangular co-ordinates established by the U.S. Engineers has been shown on this sheet. The line 16,000 feet east falls almost exactly on the meridian for 117 - 08', and has therefore been omitted. For a further discussion of this system of co-ordinates see descriptive report for sheet No. 5371.

A fill just north of the U.S. Navy Destroyer Base has been made since the date of the photographs. This fill was located in the field by plane-table and has been plotted on the sheet from that information.

The area south of the Sweetwater Valley and east of San Diego Bay is extensively cultivated. A large part of this area is devoted to oranges, lemons, and avocados.

North of the Sweetwater Valley and east of San Diego Bay the population is too dense to allow much cultivation, although there is a limited amount in the valleys.

Silver Strand consists of sand dunes and marsh area. It is quite unsuitable for cultivation, and none has been attempted. The sand dunes are covered with a typical growth of vegetation, which shows clearly in the photographs.

At the time of compilation a new fill was being made at the head of Glorieta Bay. The extent of this fill at the time of field inspection is shown by dotted line.

GENERAL INFORMATION

The area of this sheet is covered by photographs Nos. 18 to 36, inc. secured December 22, 1933 between the hours of 11:16 and 11:19 A.M. and Nos. 75 to 86, inc. secured December 22, 1933 between the hours of 11:35 and 11:38 A.M.

The tide at the time of the photographs was about 4 feet above M.L.L.W. This data was not used, however, in delineating the high water mark, which was determined along the ocean beach by the deposit of debris, with due regard to that deposited by storm high water.

A field inspection was made at high water to determine the high water line and the limits of the marshes on both sides of San Diego Bay. After this inspection the location of the high water line was easily determined.

CONTROL

The control for the compilation of this sheet was executed by Charles Pierce in 1933^{*}. This control was supplemented by theodolite three-point fixes executed by the compilation party in 1934.

There is appended hereto a list of the triangulation stations and three-point fixes used in the compilation, giving the plotting distances used

** Field computations on NA 1927 datum
used for this sheet compilation*

for the scale of the sheet -- 1:10,500.

In several cases the names of the intersection stations as given by the triangulation party have been shortened to facilitate showing them on the sheet.

COMPILATION

The usual radial line method was used in the compilation of this sheet.

No adjustments were made in the radial plot as there was sufficient control to fix each photograph.

INTERPRETATION OF PHOTOGRAPHS

Generally, most of the detail on the photographs was clear for charting purposes.

An area along the shore of San Diego Bay just north of the Benson Lumber Co. dock has been enclosed by a log boom for the storage of logs. This area was shown on the photographs and checked by field inspection. It is shown by a ^{dashed} dotted line on the sheet.

A considerable area adjacent to the shore line at the dock of the Standard Oil Co. in San Diego has recently been filled. The water in this vicinity is therefore extremely shallow, and at one place, about midway of the dock, is slightly above high water. It is therefore shown as an island on the sheet.

Approximate limits Sweetwater River shown dotted.

The positions of Beacons Nos. 3,4,5,7,8, 10 & 12 in Glorieta Bay, south of the City of Coronado, were readily determined from the photographs.

In thickly settled localities only the larger and more important buildings adjacent to the shore line have been shown. In less thickly populated districts all buildings which may prove useful to mariners have been shown.

Schools and post offices have been shown.

The low water line is shown on the ocean side of Silver Strand. This was determined from the photographs, and is approximate only. From a careful study of the pictures and a field investigation of the slope of the beach, it is believed that this line falls well inside of the outer line of breakers.

No attempt was made to show the low water line in the shoal areas of San Diego Bay.

Broken concrete walls inside breakwater west of Coronado Hotel shown on sheet by solid lines.
INFORMATION FROM OTHER SOURCES

The following beacons in Glorieta Bay were located by triangulation: * Entrance Beacons (Nos. 1&2) Outer Range, front and rear, Mid Range, front and rear and Inner Range, front and rear. The positions are shown on the attached list of control.

These are theodolite apt fixes described on Form 524 and shown on sheet the compilation thus (d)

B. J. Jones

A new fill has been made on the east shore of San Diego Bay a short distance north of the U.S.Navy Destroyer Base. This work has been done since the date of the photographs. It was located on Topo Sheet Field No. "L" by the topographic party, and transferred to the celluloid sheet.

Maps furnished by the Atchison Topeka and Santa Fe Railway and by the San Diego and Arizona Eastern Railway were used to check the location of trackage as determined from the photographs. They were found particularly valuable in the matter of location and length of sidings and spurs.

The Public Works Office of the U.S.Navy furnished a map of the Destroyer Base which was used to verify the location and size of buildings as determined from the photographs.

Maps furnished by the Division of Highways, State of California, were used to plot bridges now being constructed on National Avenue in Sweetwater Valley.

Certain irregularities in the street lay-out of the City of San Diego were verified in the office of the City Engineer. The location of boundary lines of Silver Strand State Park was furnished by the Park Department of the State of California.

CONFLICTING NAMES

The creek marked "Las Chollas" on this sheet is shown as "Las Choyas" on the U.S.G.S. quadrangle.

The spelling "Las Chollas" was used because the U.S.Navy has a radio station in the upper part of this valley, which station is designated as Las Chollas in their records.

The spelling "Las Chollas" is that adopted on all city and county maps available, and is also the spelling on signs in the valley -- "Las Chollas Valley Meat Market" etc.

The spelling "Las Chollas" is evidently the generally accepted one, the U.S.G.S. quadrangle being the only place discovered in which the spelling "Las Choyas" was used. For this reason, "Las Chollas" was the one adopted.

This locality is very near Mexico, and the "ll" of Spanish is in common use. A good example of this is the name "La Jolla", pronounced, but never spelled, "La Hoya." It would seem, therefore, that the generally accepted local spelling rather than the Anglicized form should be the one used in the preparation of such sheets as this.

The name "Glorieta Bay" appears on previous C. & G.S. charts of this locality. This bay lies just south

of Coronado and east of Silver Strand.

This spelling is shown also on the U.S. Engineer map of San Diego Bay, but on the U.S.C.S. quadrangle, on all city maps, and on other maps of this section it is spelled Glorietta. The street around the point just east of the bay is designated "Glorietta Boulevard." Check was also made in the office of the County Surveyor of San Diego, who reported that his records show the spelling "Glorietta". A map prepared by the City of Coronado for some dredging work now underway also uses the spelling "Glorietta."

There appears to be a great deal of evidence to support the spelling "Glorietta", however the word was spelled "Glorieta" in the preparation of this sheet to conform to the spelling on earlier sheets of the U.S.C & G.S.*
~~Note: Spelling was~~

COMPARISON WITH OTHER SURVEYS

The junction of this sheet with T-5371 to the south and the junction with T-5373 to the north have been checked and found to be satisfactory.

Previous charts of this area were compiled on a different scale, but this sheet was compared with them as carefully as it was possible to do. There have been many changes since the date of previous surveys, but, after making due allowance for this, the sheet was found

** Name changed to Glorietta on this
compilation before printing*

B.G. Jones

to agree with them as well as could be expected.

Two docks on the southeast shore of Coronado, about midway between Glorieta Bay and the main channel, have been completely removed. These docks are shown on U.S.C & G.S. Charts Nos. 5105 and 5107. They should be removed from both.

U.S.C & G.S. Chart No. 5107 shows a dock at the foot of 13th Street, National City, one block south of landmark "STACK", a dock at the foot of 23rd Street National City, about a block north of triangulation station NAT, and a long dock extending into San Diego Bay a short distance south of triangulation station COTTONSEED. All three of these docks have been completely removed, and have not been shown on celluloid sheet. They should be deleted from Chart No. 5107. ✓

The beacons in Glorieta Bay were very carefully located by methods described above. From this work it developed that they were not shown in the correct positions on the charts. They are, in general, slightly north and east of the positions shown on chart, and the chart should be revised accordingly.

The correct positions for these beacons is shown in the table of control.

Three piles about midway between the U.S. Navy Destroyer Base and Glorieta Bay, in San Diego Bay, were

found to be slightly out of position on Chart No. 5107. They have been correctly located on the celluloid sheet from the photographs. The location shown on Chart No. 5107 should be revised accordingly.

A beacon shown on Chart No. 5107 and included in triangulation system of Charles Pierce in 1933 under the name of "South Range Marker, Lower Bay, San Diego" has been removed and will not be replaced, according to the Port Manager of San Diego. This beacon should therefore be removed from Chart No. 5107. Position as given by Charles Pierce: Lat. 32 - 38 - 08.792 Long. 117 - 07 - 19.613

Small island shown on chart 5107 about 1 mile south of Coronado and just east of Silver Strand could not be found.

LANDMARKS

List of landmarks on Form No. 567 has been submitted to cover the entire area of this sheet. Duplicate copy is attached to this report.

The following landmarks shown on Chart No. 5107 no longer exist and should be removed from chart:

HO. CHIMNEY about half way from Coronado Hotel Tower and Coronado Heights.

ELEVATOR on shore at end of railroad spur about half a mile south of Sweetwater River.

STACK north of 12th Street, National City and between the tracks of the Atchison Topeka and Santa Fe, Ry and the tracks of the San Diego and Arizona Eastern Ry.

SQUARE TOWER, just west of the tracks of the Atchison Topeka and Santa Fe Railway and east of the south boundary of the U.S.Navy Destroyer Base. The building is still in place, but the tower has been demolished.

SCH. HO. north of Destroyer Base, position Lat. 32 - 41.8' Long. 117 - 07.9'. This building is still in place, but the locality has built up and it is no longer sufficiently conspicuous to be an effective landmark.

RECOMMENDATIONS FOR FURTHER SURVEYS

This compilation is believed to have a probable error of less than 2 meters in positions of well defined detail of importance for charting purposes, and of less than 4 meters for all other data.

To prove the compilation, several points were plotted from the U.S.Engineer list of rectangular co-ordinates after the grid had been placed on the sheet. These points checked the compilation within the above specified limits.

LETTERING

As far as possible, lettering was placed on the sheet from the printed name lists furnished by the office. The names of topographic features for which there were no

names included in the name list have been shown on the cover name sheet. The names of three point fixes are also shown on cover sheet, and if the picture reference point from a set-up, it is so noted.

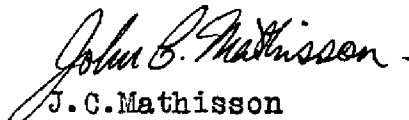
A line was drawn through a name on the cover name sheet when that name was attached to the celluloid. It is respectfully requested that names be provided and attached in the office for all names not so ruled out on the cover name sheet.

Respectfully submitted:



W.J. Mignola
Compiler

Approved



J.C. Mathisson
Jr. H. & G. Engr.
U.S.C. & G. Survey

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T-5372

Title (Par. 56) Chula Vista to San Diego, California

Chief of Party Robert W. Knox

Compiled by W.J. Mignola

Project No. 102

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".
Except as noted in descriptive report
3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.)
Control adequate. No adjustment necessary
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.)
No maps are transmitted with the sheets
5. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)
Yes
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.)
See Page 7
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. Pages 10 to 13 of report.
Yes
8. The span, draw and clearance of bridges are shown. (Par. 16c.)
There are no bridges on this sheet over navigable waters.
9. The data furnished by the Field Inspection is adequate.

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 references to shore line 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.) See pages 12 and 13 of this report and the complete list of Landmarks attached to descriptive report 5371.

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

unadjusted

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 Page 9 of the report

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

18. No additional surveying is recommended.

19. Remarks:

20. Examined and approved:

Robert W. Knox
Robert W. Knox
Chief of Party

21. Remarks after review in office: Review report attached at back.

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

Examined and approved:

K.T. Adams
Chief, Section of Field Records

R.O. Colburn
Chief, Division of Charts

H.B. Borden
Chief, Section of Field Work
Thide
Chief, Division of
Hydrography and Topography.

TABLE OF CONTROL

TRIANGULATION STATION	POSITION	DMs & BPs METERS		PLOTTED DISTANCE SCALE 1:10,500	
Brewery	Lat. 32° - 41' Long. 117° - 07'	240.4 777.3	(1607.9) (785.8)	228.9 740.2	(1531.3) (748.4)
Brush Dune	Lat. 32° - 38' Long. 117° - 08'	364.4 772.0	(1483.9) (792.0)	347.0 735.2	(1413.2) (754.2)
Cottonseed	Lat. 32° - 38' Long. 117° - 06'	730.9 1254.9	(1117.3) (309.0)	696.1 1195.1	(1064.1) (294.3)
Silver Strand	Lat. 32° - 39' Long. 117° - 09'	1055.6 473.4	(792.7) (1090.1)	1005.3 450.9	(754.9) (1038.2)
South Pylon, USN 25 km. course	Lat. 32° - 39' Long. 117° - 09'	1051.8 479.5	(796.5) (1084.1)	1001.7 456.6	(758.6) (1032.4)
Coronado Tower	Lat. 32° - 40' Long. 117° - 10'	1513.6 997.9	(334.7) (565.3)	1441.5 950.3	(318.7) (538.3)
Marsh	Lat. 32° - 38' Long. 117° - 08'	589.6 419.4	(1258.7) (1144.5)	561.5 399.4	(1198.6) (1089.9)
Nat	Lat. 32° - 39' Long. 117° - 06'	929.1 1298.4	(919.1) (265.2)	884.8 1236.5	(875.3) (252.5)
Largest Gas Tank in So. San Diego	Lat. 32° - 42' Long. 117° - 09'	853.5 224.7	(994.8) (1338.0)	812.8 213.9	(947.3) (1274.3)
Finial on Black Tank	Lat. 32° - 41' Long. 117° - 09'	1374.0 1501.7	(474.2) (61.2)	1308.6 1430.2	(451.6) (58.2)
South Tower, Castell'd Bldg.	Lat. 32° - 40' Long. 117° - 10'	1049.3 310.3	(799.0) (1252.9)	999.3 295.6	(760.9) (1193.2)
Black Incinerator	Lat. 32° - 41' Long. 117° - 08'	1484.3 1272.0	(364.0) (290.9)	1413.6 1211.4	(346.6) (277.0)
Flag Pole Memor'l Junior High Sch.	Lat. 32° - 41' Long. 117° - 07'	1585.0 1459.3	(263.3) (103.6)	1509.5 1389.8	(250.7) (98.6)
House on Stilts stand. Oil Plant	Lat. 32° - 41' Long. 117° - 08'	1058.6 595.8	(789.7) (967.1)	1008.1 567.5	(752.1) (921.0)

TABLE OF CONTROL (continued)

TRIANGULATION STATION	POSITION	DMS & DPs	METERS	PLOTTED DISTANCE SCALE 1:10,500	
Red Light on Pier Standard Oil Co.	Lat. 32° - 41' Long. 117° - 08'	725.9 766.4	(1122.4) (796.8)	691.3 729.9	(1068.9) (758.7)
Green Light on Pier Standard Oil Co.	Lat. 32° - 41' Long. 117° - 08'	694.3 715.0	(1153.9) (848.0)	661.2 680.9	(1098.9) (807.6)
Silver Stack near Destroyer Base	Lat. 32° - 40' Long. 117° - 07'	1321.4 578.3	(526.9) (984.9)	1258.4 550.7	(501.8) (938.0)
North Tank, Marine Gasoline Co.	Lat. 32° - 40' Long. 117° - 06'	145.3 1178.4	(1702.9) (385.1)	138.4 1122.2	(1621.8) (366.7)
Dolphin at end pier south Destroyer Base	Lat. 32° - 39' Long. 117° - 07'	1613.5 451.4	(234.8) (1112.1)	1536.6 429.9	(223.6) (1059.1)
Tallest of Twin Stks. Santa Fe Yards	Lat. 32° - 39' Long. 117° - 06'	756.3 906.9	(1092.0) (656.7)	720.2 863.7	(1040.0) (625.4)
North Range Marker Lower Bay	Lat. 32° - 38' Long. 117° - 07'	513.1 518.2	(1335.2) (1045.7)	488.6 493.5	(1271.6) (995.9)
South Range Marker Lower Bay	Lat. 32° - 38' Long. 117° - 07'	270.8 511.2	(1577.4) (1052.7)	257.9 486.9	(1502.3) (1002.6)
Cupola, Cottonseed Warehouse	Lat. 32° - 38' Long. 117° - 06'	774.2 920.4	(1074.1) (643.5)	737.3 876.6	(1022.9) (612.8)
Flagpole, U.S.N. Destroyer Base	Lat. 32° - 40' Long. 117° - 07'	1648.6 792.5	(199.6) (770.7)	1570.1 754.7	(190.1) (734.0)
Flagpole, Old Brewery Tower	Lat. 32° - 41' Long. 117° - 07'	244.3 790.1	(1603.9) (772.9)	232.6 752.5	(1527.5) (736.1)

T-5372

TABLE OF CONTROL
(continued)

THREE POINT FIXES BY COMPILATION PARTY, 1934 *

STATION	POSITION	DMS & DPs	METERS	PLOTTED DISTANCE SCALE 1:10,500
ENTRANCE RANGE FRONT	Lat. 32° - 40' Long. 117° - 10'	858.8 2.6	(989.4) (1560.8)	817.9 (942.2) 2.5 (1486.5)
ENTRANCE RANGE REAR	Lat. 32° - 40' Long. 117° - 10'	801.2 54.5	(1047.0) (1508.9)	763.0 (997.1) 51.9 (1437.0)
MID RANGE, FRONT	Lat. 32° - 40' Long. 117° - 10'	1145.0 335.3	(793.2) (1228.1)	1090.4 (669.7) 319.3 (1169.6)
MID RANGE, REAR	Lat. 32° - 40' Long. 117° - 10'	1176.0 474.5	(672.2) (1088.9)	1120.0 (640.2) 451.9 (1037.0)
INNER RANGE FRONT	Lat. 32° - 40' Long. 117° - 10'	1526.6 715.8	(321.6) (847.6)	1453.9 (306.3) 681.7 (807.2)
INNER RANGE REAR	Lat. 32° - 40' Long. 117° - 10'	1601.1 810.4	(247.1) (753.0)	1524.8 (235.3) 771.8 (717.1)
NORTH ENTRANCE BEACON	Lat. 32° - 40' Long. 117° - 09'	1210.0 1279.9	(638.2) (283.2)	1152.4 (607.8) 1219.0 (269.6)
SOUTH ENTRANCE BEACON	Lat. 32° - 40' Long. 117° - 09'	1174.7 1250.3	(673.5) (312.8)	1118.8 (641.4) 1190.7 (297.9)
STATE PARK MON. NO. 1	Lat. 32° - 40' Long. 117° - 09'	251.8 1138.5	(1596.5) (424.7)	239.5 (1520.5) 1084.3 (404.5)
NORTH PYLON, 3 km. USN	Lat. 32° - 39' Long. 117° - 08'	174.5 1561.3	(1673.8) (2.4)	166.1 (1594.1) 1486.9 (2.3)
BLACK SPOT	Lat. 32° - 38' Long. 117° - 08'	1598.8 1280.7	(249.4) (283.0)	1522.7 (237.5) 1219.8 (269.5)
"T" ROAD	Lat. 32° - 38' Long. 117° - 04'	1605.2 239.0	(243.0) (1324.8)	1528.8 (231.4) 227.6 (1261.7)
STRAWBERRY	Lat. 32° - 38' Long. 117° - 06'	1432.3 96.9	(416.0) (1466.7)	1364.1 (396.2) 92.8 (1396.8)
18th and HIGHLAND	Lat. 32° - 40' Long. 117° - 05'	308.6 1046.0	(1539.7) (517.3)	293.9 (1466.4) 996.2 (492.7)
30B	Lat. 32° - 40' Long. 117° - 06'	826.1 1117.6	(1022.1) (445.7)	786.7 (973.4) 1064.4 (424.5)
ROAD CENTER	Lat. 32° - 41' Long. 117° - 05'	54.3 721.8	(1793.9) (841.3)	51.7 (1708.5) 687.4 (801.2)

* Described on Form 524 and shown thus
on the compilation: (d) Computations filed
in section of Air Photo Mapping.

REVIEW OF AIR PHOTO COMPILATION T5372 (1934)

Geographic names differing with the present chart are discussed in detail on page 9 of the report except for railroad names. The railroad names shown on this compilation are more complete than on chart 5107. Railroad maps used by the compiler are listed on page 8 of this report and pages 7 to 9 of report T5371 (1934).

This compilation shows considerable change and additional information as compared with chart 5107 and topographic survey T-3644 (1916-17). Changes in important detail including landmarks are discussed in detail on pages 10 to 14 of the descriptive report.

T-3644 (1916-17) shows a number of recoverable topographic stations which were not mentioned in the report and are not shown on this compilation.

B.G. Jones

Additional Review Note Added March 3, 1936

Comparison with Graphic Control Surveys

This compilation was reviewed and completed prior to the receipt in this office of the Graphic Control Surveys:

T-6222 a (1:10000)(1934)

T-6223 a " "

Comparison has been made at this date and all detail shown on the graphic control surveys in this area appears on this compilation and is in agreement.

Ralph M. Berry

Ralph M. Berry

V.B.G. Jones

Report T 5372 Supplemental

T 5372 Supplemental filed 3/3/36

1. change in Position of Δ San Diego Bay North Range mark. addition of name. 3/3/36

2. Buildings at U.S. Naval Reservation removed in accordance with chart letter 682, 1934

All above corrections applied to plates and for new printing for vol 2/4/38. Old supplemental sheet removed from tube and replaced by a duplicate made on whatmans paper 4/5/38.

B. G. Jones