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U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: California

DESCRIPTIVE REPORT

Topographic } Sheet No. E 6046
Hydrographic }

LOCALITY

Southern California
Pacific Coast

Los Alamos Creek to Schumann Canyon.

19 33

CHIEF OF PARTY

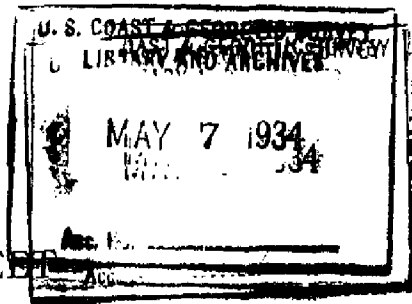
O. W. Swainson, H. & G. Engr.

U. S. GOVERNMENT PRINTING OFFICE: 1921

6046

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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 E

REGISTER NO.

6046

State California

General locality Pacific Coast

Locality Los Alamos Creek to Schumann Canyon

Scale 1:10,000 Date of survey December, 1933

Vessel U.S.C. & G.S.S. PIONEER

Chief of Party O. W. Swainson

Surveyed by Harold Clarke

Inked by Harold Clarke

Heights in feet above MHW to ground ~~to tops of trees~~

~~Contour~~ Approximate contour Form line interval 100 feet

Instructions dated November 18,, 1932

Remarks:

DESCRIPTIVE REPORT TO
ACCOMPANY TOPOGRAPHIC SHEET NO. E.,
VICINITY PURISIMA POINT NORTH.

Latitude 34° 47' to 34° 51'

U.S.C. & G.S.S. PIONEER

O. W. SWAINSON, CMDG.

AUTHORITY

This work was done in accordance with instructions dated November 18, 1932, to the Commanding Officer of the PIONEER, for Project No. 120, and also those dated April 4, 1932, to the Commanding Officer of the GUIDE, for Project No. 101. The topography was done during the month of December, 1933.

CONTROL

The control was established by cuts on triangulation points located previously by F. G. Johnson in 1933 at an approximate maximum distance of two miles along the coast. The traverses from Δ Beach-2 to Δ Pond-2 checked flat. The traverse from Δ Pond-2 to Δ Schumann checked 9 meters long. The traverse was adjusted proportionally and the adjustments checked by cuts from a set-up near the railroad. The traverse along the railroad from Δ Prominent-2 to Δ Schumann checked flat.

Elevations of the more prominent dunes were determined and contours checked from a form line standpoint. East of the railroad the very gradual change in ground level made a form line check of little value.

GENERAL DESCRIPTION

This section generally is characterized by sand beach, immediately backed up by a narrow continuous stretch of low grassy dunes followed by bare brown sand rising gradually to chaparral covered dunes near the railroad.

From Δ Beach-2 to Los Alamos Creek, the sand beach below the high water line is very abrupt and of coarse sand. The high water line is undulating in character. It is of note that Los Alamos Creek, in San Antonio Valley, empties into a comparatively wide basin in the sand, a portion of which is thickly covered with reeds and marsh grass and then flows northward before finally emptying into the ocean. The dunes rising abruptly on either side of the creek mark San Antonio Valley as a very prominent land feature. The railroad bridge with its skeleton framework of steel further marks this valley.

The only offlying rocks on this sheet are about 300 meters north of Beach-2 and are not an extensive group.

From Los Alamos Creek northward to Δ Schumann, the character of the sand beach changes quickly to a very flat beach and its characteristic fine sand and smoother high water line. Immediately back thereof are the grassy dunes, 20 to 30 feet in elevation. Back of these dunes are broad stretches of bare sand gradually rising to the chaparral covered dunes near the railroad. At Δ Pond-2 and about 500 meters north thereof, the bare sand is broken up by comparatively high, large, chaparral covered dunes. Approaching Δ Schumann

the bare sand is broken up by sparsely located small grassy knolls.

Schumann's Canyon marks the change in character of the section, marking approximately the northern extent of the sand dunes.

The small settlement at Narlon is hardly worthy of note, is not visible from offshore and marks only the siding to the sugar-beet company.

A fine black line was used to indicate the bank at the edge of the low, grassy dunes, the bank being very abrupt.

LANDMARKS

Los Alamos Creek S.P.R.R. Bridge - This bridge, about 105' elevation top of rail, with its supporting network of steel piers and deep girders is visible from the northwest down San Antonio Valley particularly, and should be charted.

CHANGES IN COAST LINE

South of Δ Beach-2 the high water line is built out about 30 meters as compared to the old survey.

Note offlying rocks about 300 meters north of Δ Beach-2 not indicated by the old survey.

From Δ Beach-2 to Δ San Antonio-2 the high water line is virtually unchanged with minor exceptions.

There are changes in location of the outlet of Los Alamos Creek and minor changes in the channel.

The pier Edith indicated on the old topographic sheet no longer exists.

From Δ San Antonio-2 to the outlet of Los Alamos Creek the high water line is 10 to 25 meters farther west.

Thence to Δ Pond-2 the high water line approximated that of the old survey.

At Δ Pond-2 the high water line moves westward about 20 meters, this movement increasing uniformly to approximately 90 meters at Δ Schumann.

About 900 meters north of Δ San Antonio-2, the dune indicated on the old topographic sheet no longer exists.

Note new dune about 800 meters south of Δ Pond-2.

Note Changes in contours at the railroad.

Note depression contour just south of San Antonio Valley replacing approximately the 120' contour shown on the old topographic sheet.

Note change in elevation of dune about 500 meters north of Δ Pond-2.

Many elevations indicated on the old topographic sheet, to which only one cut could be obtained, checked very close to the old elevation, using transferred locations.

There are no roads west of the railroad, as these have been fenced off at the railroad.

Note location of the Southern Pacific Railroad not shown on the old topographic sheet.

NAMES

San Antonio Creek correct - see Des. R # 5747

Los Alamos Creek and San Antonio Valley, designated as San Antonio Creek on the old topographic sheet, should be changed to this name. This information was obtained from Mr. Marshall of the Jesus Maria Ranch on whose property this creek and valley lie. Also a marker at the S.P.R.R. Bridge reads Los Alamos Creek. It is recommended that the valley and creek be named accordingly.

STATISTICS

Shoreline	5.9 statute miles.
Area	7.0 square statute miles.
S.P.R.R.	5.5 statute miles.

Harold Clarke
Harold Clarke,
Topographer.

Approved and forwarded:

O. W. Swainson
O. W. Swainson,
H. & G. Engineer,
Commanding PIONEER.

Recoverable Plane Table Positions - Sheet "E".

Item	Lat. o ' "	DM meters	Long. o ' "	DP meters	Height
Block Signal #2955	34 46	1511	120 36	1025	25' Ground
	Back	338	Back	502	
Block Signal #2950	34 47	303	120 36	956	25' Ground
	Back	1546	Back	569	
MILE POST 295	34 47	304	120 36	940	
	Back	1545	Back	585	
MILE POST 294	34 47	1779	120 36	442	
	Back	70	Back	1083	
Block Signal #2937	34 48	245	120 36	272	25' Ground
	Back	1604	Back	1253	
Block Signal #2936	34 48	736	120 35	1519	
(West side)	Back	1113	Back	116	25' Ground
Windmill	34 48	955	120 35	1340	35' Ground
	Back	894	Back	185	
Block Signal #2928	34 48	1480	120 35	1154	25' Ground
(West side)	Back	369	Back	371	
W. Gable Section House	34 48	1329	120 35	1194	10' Ground
	Back	520	Back	331	
Block Signal #2926	34 49	234	120 35	1026	25' Ground
	Back	1615	Back	499	
Block Signal #2921	34 49	925	120 35	876	25' Ground
	Back	924	Back	649	
Block Signal #2916	34 49	1679	120 35	726	25' Ground
	Back	170	Back	799	

Non-recoverable Plane Table Positions - Sheet E.

Item	Latitude		Longitude	
	°	'	°	'
Do	34	46	120	37
Wet	34	47	120	37
Plank	do		do	
Hail	do		do	
Rain	do		do	
Sno	do		do	
Box	34	48	120	37
Blak	do		do	
Far	do		do	
Wel	34	48	120	36
Two	do		do	
Arms	34	49	120	36
MY	do		do	
Iad	do		do	
Be	do		do	
Good	do		do	
If	34	50	120	36
Not	do		do	
Cool	do		do	

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6046 (1933)

Los Alamos Creek to Schuman Canyon, Pacific Coast, California

Surveyed: December, 1933

Instructions dated: Nov. 18, 1932 (PIONEER), April 4, 1932 (GUIDE)

Plane Table Survey

Aluminum Mounted

Chief of Party - O. W. Swainson.

Surveyed by - H. Clarke.

1. Condition of Records.

The records conform to the requirements of the Topographic Manual in every respect.

2. Compliance with Instructions for the Project.

The survey complies with instructions.

3. Junction with Contemporary Surveys.

Satisfactory junctions were made with T-6045 (1933) and T-6047 (1933).

4. Comparison with Prior Surveys.

a. T-1555b (1879).

The coast line varies from an abrupt sand beach to the flat beach on the northern half of the present survey. There appears to have been very little change in high water line from the southern limit of the present survey to about lat. $34^{\circ}49'$, where the high water line is now 20 meters farther out than shown on the 1879 survey. This emergence increases uniformly to about 75 meters in lat. $34^{\circ}50.8'$. Some change has occurred in Los Alamos Creek and also changes have been found in some of the sand dunes and their contours. However, it is not necessary to add anything to the remarks in the Descriptive Report where these changes are fully discussed.

5. Field Drafting.

The field inking of the survey is satisfactory.

6. Additional Field Work Recommended.

The survey is complete and no additional field work is required.

7. Superseding Old Surveys.

Insofar as the topography actually included on the present survey is concerned, it supersedes the following surveys for charting purposes:

T-1555b (1879) in part.

8. Reviewed by - A. F. Jankowski, March, 1935.

Examined and approved:

C. K. Green, *C. K. Green*
Chief, Section of Field Records.

L. O. Polkitt
Chief, Division of Charts.

B. Borden
Chief, Section of Field Work.

G. Hude
Chief, Division of H. & T.

Applied to drawing of Chart 5302 - Mar. 24, 1936 - JFW