

# 7136

## Graphic Control

Diag. Cht. No. 5534-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

### DESCRIPTIVE REPORT

Type of Survey Graphic Control

Field No. BO - D - 49 Office No. T-7136

#### LOCALITY

State California

General locality Carquinez Strait-Suisun Bay

Locality Southern Pacific Railroad Bridge

194 9

CHIEF OF PARTY

C. A. George

LIBRARY & ARCHIVES

DATE JUL 12 1951

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Graphic Control

FORM 537a  
(9-24-47)

DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

REGISTER NO. T - 7136

TOPOGRAPHIC TITLE SHEET

FIELD NO. BO-D-49

Each Planetable and Graphic Control Sheet should be accompanied by this form, completed so far as practicable, when forwarded to the Washington Office.

STATE

California

GENERAL LOCALITY

Carquinez Strait - Suisun Bay

LOCALITY

Southern Pacific Railroad Bridge

SCALE

1:5000

DATE OF SURVEY

August November, 19 49

VESSEL

Ship BOWIE

CHIEF OF PARTY

C. A. George

SURVEYED BY

H. W. Keith, Jr.

INKED BY

H. W. Keith, Jr.

HEIGHTS IN FEET ABOVE MHW OR

☐ TO GROUND

☐ TO TOPS OF TREES

CONTOUR

APPROXIMATE CONTOUR

FORM LINE INTERVAL FEET

PROJECT NUMBER

CS 256

REMARKS

Notes to Accompany  
Graphic Control Sheet T-7136

February 1950

Instructions dated 12 April 1949  
Supp. Instructions dated 9 August 1949

The purpose of this survey was to establish control for hydrography on the scale of 1:5000 in the area immediately east of the Southern Pacific Railroad Bridge.

CONTROL:

The existing control for this sheet consisted of the following triangulation stations:

ARMY POINT 2, 1886  
CLOCK TOWER FLAGSTAFF, 1909  
DOCK, 1949  
SOUTHERN PACIFIC RAILROAD BRIDGE, AVIATION BEACON, 1932  
BULLS HEAD POINT, MOCOCO FERTILIZER CO. STACK, 1922  
ZINC, 1922

DOCK, 1949, had already been established by triangulation before the start of this sheet.

It was found necessary to establish two additional triangulation stations in order to have a sufficient number of control stations falling within the limits of the sheet. To achieve this end, stations NICK, 1949, and NOVA, 1949, were put in. Both stations were located using standard triangulation procedures of concluded triangles, observing one set of 6 D. & R. with a 7" repeating theodolite.

The previous topographic positions of MAN and IRON, located by planetable in 1939, were verified by four-point fixes taken at the stations using sets of 3 D. & R. with a 7" repeating theodolite, and established as triangulation stations MAN, 1949, and IRON, 1949.

METHODS:

All of the work done on this sheet was done by planetable and alidade using conventional methods. Setups were made at triangulation stations and signals located by intersection; supplemented by a few resection setups, and rod readings to the shoreline and adjacent signals.

Field work on this sheet was begun by setting up at triangulation stations ARMY POINT 2, DOCK, IRON, MAN, ZINC, NOVA, and NICK, and taking cuts to signals. A resection setup was made on the fender piling around the pier on the north end of the lift span, and additional cuts were taken. Later a setup was again made at DOCK, and the west end of the Arsenal pier rodged in. Six resection setups

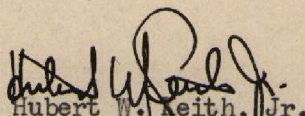
Notes to accompany Sheet T-7136 (continued)

were made between DOCK and the marked topographic station BAN in order to rod in the pier and the adjacent shoreline. All signals had at least four cuts with good intersections, or a rod reading to them, before being adequately located.

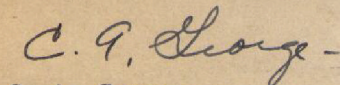
RECOVERABLE TOPOGRAPHIC STATIONS:

A list of the recoverable topographic stations is as follows:

SEM	DIA	FOR
ARE	SOS	FEN
TOP	DER	LIT
GET	CAS	BAN
PAS		

  
Hubert W. Keith, Jr.  
Ens. U.S.C. & G.S.

Approved and forwarded:



C. A. George,  
Chief of Party

*This graphic control survey has been compared with contemporary Hydrographic Survey H- 7786 (1949). No further review by the Hydrographic Surveys Section is necessary at the present time.*

*I. M. Zeskind*  
*10-22-51*