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.

1900

Chief of Party:

Frederick More
Description report to accompany the topographic sheet entitled:

Reconnoitring Department
U.S. Coast and Geodetic Survey

Wm. T. Pitroff, Superintendent
Pacific Coast

Reconnoitring San Francisco Bay
Mt. Tamalpais Scenic Railway

Surveyed Jan 17-26, 1900.

By Franklin Mann, Assistant.

scale 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 Creek, is shown on the sheet "Vallejo Point to Point Tamalpais," and the present plan 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 dem-
crossing by many crooks and turns and steep gradients to the saddle near the top of Mt. Parnalpea close to the summit of the Eastem Peak. In the eight miles the rise is about 2300 feet. Leaving Eastland, the road strikes up the Cito Madera Cañon for a distance of about two miles. Then it crosses the creek on a truss and climbs in a general northerly 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 engineers who laid out the road took advantage of it to construct what is known as the 'double loop knot.' At this point an elevation of 1500 feet has been gained. Still pursuing its northerly course the road keeps on to West Point, where it curves to the Eastward 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 climbers can obtain refreshments after their trip up the mountain, and where those so inclined may remain overnight to view the splendor 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, on 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 dwelling 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 of considerable importance.