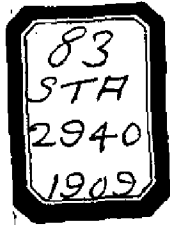


2940



Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann
Superintendent.

State: *Cal.*

DESCRIPTIVE REPORT.

Topo. Map Sheet No. *2940*

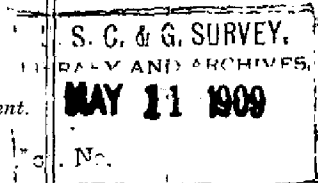
LOCALITY:

Oakland and Berkeley
Water Front

1909

CHIEF OF PARTY:

W. C. Dibrell



2940

2940

Descriptive Report to Accompany Topographic Tracing No.

Field No. 2

COAST AND
GEODETIC SURVEY

MAY 11 1909

REFERRED TO:

C. & G. SURVEY,
LIBRARY AND ARCHIVES
MAY 11 1909
Acc No.

This sheet shows changes in the waterfront of Oakland and vicinity since the last resurvey in 1895. On this sheet is shown the waterfront along Oakland Creek on both sides from Fallon street Oakland to the end of the training walls, and northward along San Francisco Bay to Fleming's Point.

The work is based on the same tracing as sheet No. 1. Projection and street lines were traced. The triangulation about the Bay done by the Western Pacific Engineers was examined and was used in plotting the position of the Alameda ferry slip or Narrow Gauge terminal, the new position of Oakland Harbor Lighthouse, and the Key Route terminal and pier. Data for the Western Pacific ferry slips and for the Southern Pacific's improvements was obtained from the two railroad companies' offices. Some data was obtained from miscellaneous sources. The same survey method described for sheet No. 1 was used for the work on this sheet.

The United Engineering Works occupies a fill in the old marsh on the south side of Oakland Harbor east of the Webster street bridge. Two old ferry slips shown on the present chart on the north side of Alameda marsh along the Creek are abandoned and in ruins. The ferry slip and railway terminal on the south side of the Creek, called the Narrow Gauge, (now standard gauge railway) has been changed in position. On the north side of Oakland Creek the position and layout of practically all wharves are somewhat changed and new wharves have been built. The old marsh from Adeline street west to the turn of the shoreline northward has been completely

(2)

filled and is now fast land. Oakland Harbor Lighthouse has been moved to the westward several hundred feet. The Western Pacific Railway terminal at the west end of the north training wall is under construction; the ferry slips are completed. The fill along the training wall will be extended out to the line of piles shown to the northward, and back east to the present shoreline. Dredging to a depth of 16 feet has been done from the Bay into the ferry slips. The Oakland Mole terminal of the Southern Pacific has been enlarged by the addition of a ferry slip south of the old one, and filling as shown. The long wharf is substantially unchanged. The Key Route pier and ferry terminal is shown. The center of this pier at the bend near the terminal was found to be about 100 meters north of the position shown on the chart. The subway where the Key Route crosses the Southern Pacific is merely a depression of the track, not a tunnel as appears from the chart. The timber trestle shown extending from a point along the Key Route Pier southward to the Southern Pacific mole was built for a bulkhead with the intention of reclaiming all the tideflats to the east. The work was halted however and only a double line of piles and capping remains. In the town of Berkeley a long wharf has been constructed out from University Ave. and several piers built to the northward. At Fleming's Point the wharf shown on the chart is in place and also the remains of the old long wharf, a line of stubs.

Approved;

Allen O. Durrell
Assist. C. & G. Survey Comd'g.

W. B. Blumming

Asst. C. & G. Survey.

ADDRESS ALL COMMUNICATIONS TO
"SUPERINTENDENT, COAST AND GEODETIC SURVEY,
WASHINGTON, D. C."

P. O. Box 2512, San Francisco, Cal.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY
Washington

San Francisco, Cal., October 29, 1909.

To the Superintendent,

Coast and Geodetic Survey,

Washington, D. C.

Sir:

Replying to your letter of October 23, 1909, I beg to state that plane table positions were not scaled from original topographic tracings No's 2939 to 2942, inclusive, for the reason that the field methods used are close enough for the purposes of chart correction but are not sufficiently accurate to furnish positions for future extensions of the surveys.

Respectfully,

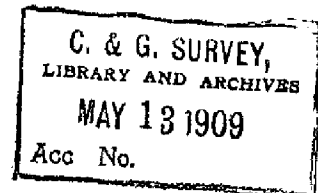
(Signed) Walter C. Dibrell,

Ass't. C. & G. Survey,

Commanding.

2940

DEPARTMENT OF COMMERCE AND LABOR



COAST AND GEODETIC SURVEY

O. H. TITTMANN, SUPERINTENDENT

TOPOGRAPHIC SHEET FIELD NO. 2

PACIFIC COAST

RESURVEY OF SAN FRANCISCO BAY

SAN ANTONIO CREEK NORTHWARD TO FLEMING'S POINT

RESURVEY OF WATERFRONT IN JAN. AND FEB. 1909.

STEAMER "EXPLORER"

WALTER C. DIBRELL, CHIEF OF PARTY

TOPOGRAPHY WITH 4 INCH THEODOLITE AND STADIA

BY

W. B. DUNNING, AID.

ORIGINAL SHEET

W.B.D. Del.

SCALE 1: 10000

2940

STATISTICS

Topographic sheet Field Number Two

Alameda Oakland and Northward to Fleming's Point

Number of statute miles of shoreline resurveyed-----21.4

 " " " " " new railroads surveyed----5.8

 " " " " " shoreline examined-----1.8

Field work begun January 4 1909

 " " finished February 15 1909