DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Air Photo
Topographic

Sheet No. T 5035

State

CALIFORNIA

LOCALITY

Sacramento - San Joaquin Delta

HERALYN

1934

CHIEF OF PARTY

L. E. Bynor
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

REGISTER NO. T-5035

State: CALIFORNIA

General locality: SACRAMENTO-SAN JOAQUIN DELTA

Locality: HERDLYN

Date of Photographs, January 3, 1932

Scale: 1:10,000

Date of Survey Compilation, November 25, 1933

Vessel: Army Air Corps FlA Airplane

Chief of Party: Lieut. L. F. Raynor

Compiled by

Surveyed by: S. B. Lane

Inked by: K. R. Walker

Heights in feet above to ground to tops of trees

Contour Approximate contour Form line interval feet

Instructions dated: August 12, 1933 and September 21, 1933

Remarks: Compiled from photographs Nos. 55 to 1032, inc. and 1069 to 1080, inc., and 1152 to 1160, inc. Reduced to scale and printed by photo-lithographic process.
<table>
<thead>
<tr>
<th>DESCRIPTION OF WORK</th>
<th>DATE BY</th>
<th>DATE COMPLETED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Polyconic Projection</td>
<td>S.B. Lane</td>
<td>November 13, 1933</td>
</tr>
<tr>
<td>Projection Verified</td>
<td>S.S. Whitehead</td>
<td>November 13, 1933</td>
</tr>
<tr>
<td>Control Plotted</td>
<td>S.B. Lane</td>
<td>November 14, 1933</td>
</tr>
<tr>
<td>Control Verified</td>
<td>S.S. Whitehead</td>
<td>November 14, 1933</td>
</tr>
<tr>
<td>Compiled in Pencil</td>
<td>S.B. Lane</td>
<td>November 25, 1933</td>
</tr>
<tr>
<td>Inked</td>
<td>K.B. Walker</td>
<td>February 13, 1934</td>
</tr>
<tr>
<td>Hachures and Woodland Symbol</td>
<td>S.S. Whitehead</td>
<td>February 15, 1934</td>
</tr>
<tr>
<td>Proofreading</td>
<td>T.F. Pendleton</td>
<td>February 15, 1934</td>
</tr>
<tr>
<td>Lettering Attached</td>
<td>Various Members of Party</td>
<td>February 27, 1934</td>
</tr>
<tr>
<td>Descriptive Report</td>
<td>S.B. Lane</td>
<td>February 26, 1934</td>
</tr>
</tbody>
</table>
PROJECT NO. H.T. 153

DESCRIPTIVE REPORT
To Accompany

SHEET NO. T-5035

HERDLYN, CALIFORNIA

L. P. Raynor, Lieut., C.& G.S., Chief of Party

See report for Sheet No. T-5027 for information which applies to the entire project

GENERAL INFORMATION

Area of Sheet, 26.6 square miles.
Length of Rivers and Sloughs, 26.4 miles.
The land begins to slope gently upward a short distance south and west of the tracks of the Southern Pacific. North and east of this track the entire area of the sheet is low; a few feet above to a few feet below mean sea level.
The western limit of this sheet is a large irrigation canal into which water is pumped through an underground pipeline by a pumping plant at the head of the dredged cut near Herdlyn. West of this canal the slope of the ground steepens rapidly.

North of the sharp bend due east of Herdlyn the middle of the channel of Old River forms the boundary line between the counties of Contra Costa and San Joaquin. This boundary line has not been shown on the map due to the need for keeping the waterways clear. The boundary lines between
Contra Costa and Alameda Counties, and between Alameda and San Joaquin Counties do not fall in the river, and are therefore shown by the usual symbol.

There are no permanent, recoverable monuments on any of the county boundaries shown on this sheet. The law specifying the boundaries was found to be vague and unsatisfactory. The information used in locating these lines on the map was secured from the office of the County Surveyor of Alameda County. This information was carefully checked in the field by means of the changes in the pavement of different highways, County markers on the highways and on the Southern Pacific, and all other available information. It is believed that the lines have been plotted on the sheets within a possible error of less than five meters.

Clifton Court Road on Union Island is a paved county highway. It ends at Old River, where the county operates a free cable ferry operated by gasoline power. In addition to this county ferry, there are two private ferries shown on this sheet, both operated by hand. One operates between Union and Coney Islands across Old River, the other across Italian Slough just above its junction with Old River.

Diablo Valley Highway is a paved county highway. It provides a connection between the Lincoln Highway east of Tracy and the Borden Highway north of Byron.

There are no bridges over navigable streams shown on this sheet.
TRANSMISSION LINE CROSSINGS OVER NAVIGABLE WATERS

<table>
<thead>
<tr>
<th>ACROSS</th>
<th>LOCATION</th>
<th>TOWERS OR POLES</th>
<th>CLEARBANCE HW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old River</td>
<td>At Grant Line Canal</td>
<td>Steel</td>
<td>112 feet</td>
</tr>
<tr>
<td>Old River</td>
<td>Between Union and Coney Islands</td>
<td>Steel</td>
<td>110 feet</td>
</tr>
</tbody>
</table>

SUBMARINE CABLE CROSSINGS

All underwater cable crossings noted by the field inspection party or by the photo compilation party have been shown.

PHOTOGRAPHS WHICH FALL ON THIS SHEET

North Flight  Nos. 1016 to 1032, inc.
Middle Flight Nos. 1069 to 1080, inc.
South Flight  Nos. 1152 to 1160, inc.

The photographs of the north flight were taken December 19, 1931 between 11:45 a.m. and 12:45 p.m. Those of the middle and bottom flights were taken January 3, 1932 between 1:30 and 2:30 p.m.

CONTROL

Coney and Herd were triangulated by J. Bowie in 1931. Byron Hot Springs is a U.S.G.S. station. Other control points were triangulated by L. P. Raynor in 1932 and 1933. Traverse stations by L. P. Raynor in 1933. All control has been adjusted to the 1927 N.A. Datum.

The locations in the following table are the values
Note: In addition to the objects listed on the opposite page, the following objects located by the photo plot are recoverable and are shown as topographic stations on this sheet:

<table>
<thead>
<tr>
<th>Station</th>
<th>Approx. Lat.</th>
<th>Approx. Long.</th>
<th>Height</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 Power Line Poles</td>
<td>37° 49.1'</td>
<td>121° 33'</td>
<td>Overhead 110 ft.</td>
<td>Not clearance described</td>
</tr>
<tr>
<td>Warehouse North Gable</td>
<td>37° 49.1'</td>
<td>121° 35.1'</td>
<td></td>
<td>Described on Form 524</td>
</tr>
<tr>
<td>Windmill and Tank</td>
<td>37° 49.8'</td>
<td>121° 33.4'</td>
<td></td>
<td>Described on Form 524</td>
</tr>
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</table>

O. J. Jones
TABLE OF CONTROL

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coney, 1931</td>
<td>37 - 51 - 45.683</td>
<td>121 - 33 - 07.244</td>
</tr>
<tr>
<td>Herd, 1931</td>
<td>37 - 49 - 13.192</td>
<td>121 - 33 - 09.456</td>
</tr>
<tr>
<td>East Transmission Pole, 1931</td>
<td>37 - 50 - 33.261</td>
<td>121 - 32 - 10.508</td>
</tr>
<tr>
<td>1069 B - 3pt. fix, not recoverable</td>
<td>37 - 50 - 18.30</td>
<td>121 - 36 - 41.38</td>
</tr>
<tr>
<td>1018 B - 3pt. fix, not recoverable</td>
<td>37 - 52 - 03.24</td>
<td>121 - 37 - 50.90</td>
</tr>
<tr>
<td>Traverse Station 1017 C</td>
<td>37 - 50 - 39.34</td>
<td>121 - 37 - 00.26</td>
</tr>
<tr>
<td>Traverse Station 1070 B</td>
<td>37 - 50 - 17.56</td>
<td>121 - 36 - 22.57</td>
</tr>
<tr>
<td>Vista, 1933</td>
<td>37 - 47 - 32.61</td>
<td>121 - 36 - 57.21</td>
</tr>
</tbody>
</table>

COMPILATION

Compilation was by the radial line method. The work was completed in pencil before being inked. County lines were located as explained above (page 1). Passing tracks and spurs of the Southern Pacific were worked out from notes by the field inspection and from information secured from the railroad.

LANDMARKS AND RECOVERABLE OBJECTS.

For reference to these features see general section of descriptive report for sheet No. T-5027.

*This notation was not connected to by U.S.C. and G.S. triangulation and was data concerning it is on file in the office except the position as given here.

By Jones
RECOMMENDATIONS

This sheet is believed to have a probable error of less than five meters in all places.
REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T-5035

Title (Par. 56)

Chief of Party  L.F. Raynor  Compiled by

Project  153 H.& T.  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 instruc-
tions and the "Notes on the Compilation of Planimetric Line Maps
from Five Lens Aerial Photographs".

Yes

/ 3. The control and adjustment of the radial plot were adequate.
(Par. 12, 29.)

Yes

/ 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.) Maps from other sources were not used.

\ 5. High water line on marshy and mangrove coast is clear and ade-
quate for chart compilation.  (Par. 16a, 43, 44.)

/ 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.) These features, other than low water
line, do not occur on this sheet.  A general statement
regarding water line appears in Descriptive Report Sh. T-5027

/ 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.  No previous surveys for navigational
use have been made.

/ 8. The span, draw and clearance of bridges are shown.  (Par. 16c.)
These details are shown in Descriptive Reports.

/ 9. The data furnished by the Field Inspection is adequate.

Yes.

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.
The descriptive report covers all details listed in the Manual, so far as they apply to this survey. (Par. 64, 65 and 66.)

Yes

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

The descriptions of recoverable points were accomplished on Form 524, and scaling of positions checked. (Par. 29, 30 and 57.)

Yes

A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) Yes. This is a duplicate of list supplied by L.P. Raynor with omitted positions scaled, and a few additional marks. See desc report 7.5027.

Yes

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

Yes

Junctions with contemporary surveys are adequate.

Yes

Geographic names are shown on the sheet and are covered by the Descriptive Report. (Par. 64, 66k.)

Yes

The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46.) Yes, except that black celluloid ink was used throughout.

No additional surveying is recommended.

Remarks:

Examined and approved:

L.P. Raynor
Chief of Party

T. P. Bartlett
Chief Photo Compiler

Reviewed in office by:

B. J. Jones

K. T. Adams
Chief, Section of Field Records

L. D. Bolling
Chief, Division of Charts

T. B. Borden
Chief, Section of Field Work

W. H. Mace
Chief, Division of Hydrography and Topography.
**GEOGRAPHIC NAMES**

Date: **Oct 31, 1934**

Names underlined in red approved Oct 31, 1934.

* Approved by the Division of Geographic Names, Department of Interior.

Ø Not Approved by the Division of Geographic Names, Department of Interior.

R Referred to the Division of Geographic Names, Department of Interior.

**Survey No.** 75035

**Chart No.** H-6019

**Diagram No.**

Comparison made with U.S.G.S. Bethany Quad. Further inquiry to be made confirming names not approved. H.B.

<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart or other Maps or Reports</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Byron Tract</td>
<td>USGS, Same</td>
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<td>Byron</td>
<td>Same, USGS</td>
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<td></td>
<td>Byron Hot-Springs sta</td>
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<td>Herdlyn</td>
<td>Same, USGS</td>
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<td>Italian Slough</td>
<td>Same, USGS</td>
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<td>Old River</td>
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<td>Clifton Court Road</td>
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<td>See Data Report</td>
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<td>Grant Line Canal</td>
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<td>Fabian and Bell Canal</td>
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<td></td>
<td>Alameda County</td>
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<td>Contra Costa County</td>
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<tr>
<td></td>
<td>San Joaquin County</td>
<td>Same, USGS</td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td>Widdows Island</td>
<td>Same, USGS命名为查斯·H·Widdows,奥维特,Stockton, Calif.</td>
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<tr>
<td></td>
<td><strong>Clifton Court</strong></td>
<td>Appears on all later maps and blueprints.</td>
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<tr>
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<td><strong>Clifton Court-Tract</strong></td>
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<td>Clifton Court Canal</td>
<td>from DR H-6019</td>
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**Byron-Bethany Irrigation District** See House Doc. 791-71st Cong, 3rd Sess. Research by RMS.