5413

5413

Form 504
Rev. Dec. 1933

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

DESCRIPTIVE REPORT

AIR PHOTO COMP.

Topographic / ~~*Hydrographic*~~ *Sheet No.* T - 5413

State CALIFORNIA

LOCALITY

Gulf of Santa Catalina

Oceanside

193 4

CHIEF OF PARTY

R. W. Knox

U. S. GOVERNMENT PRINTING OFFICE: 1934

Applied to Chart 5101 - May 11, 1936 - L.M.J.
Applied to chart 3360 Dec 22, 1943 Sam.

Form 537a

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 5413 **5413**

State CALIFORNIA

General locality ~~SOUTHERN CALIFORNIA~~ GULF OF SANTA CATALINA

Locality Oceanside

Scale ..... Date of ~~survey~~ photographs January 17, 1934, 19

Vessel Launch and Shore Party, California, Project No. 102

Chief of Party Robert W. Knox

Surveyed by see data sheet of descriptive report

Inked by .....

Heights in feet above ..... to ground to tops of trees

Contour Approximate contour Form line interval ..... feet

Instructions dated April 14, 1932 & August 6, 1934

Remarks: Compiled from aerial photographs at a scale of 1:10,500 for reproduction by the photo-lithographic process at a scale of 1:10,000.

U. S. GOVERNMENT PRINTING OFFICE: 1938

DATA SHEET

NO. T-5413

PORTION OF WORK	DONE BY	DATE COMPLETED
PROJECTION PLOTTED	W.J.Mignola	August 13, 1934
PROJECTION CHECKED	J.C.Mathisson	August 13, 1934
CONTROL PLOTTED	J.C.Mathisson	September 12, 1934
CONTROL CHECKED	D.L.Ackland	October 11, 1934
RADIAL LINE PLOT	D.L.Ackland	October 9, 1934
RADIAL PLOT CHECKED	J.C.Mathisson	October 11, 1934
COMPILED AND INKED	D.L.Ackland	November 26, 1934
TOPO. TRANSFERRED	D.L.Ackland	November 2, 1934
TOPO. CHECKED	J.C.Mathisson	November 5, 1934

AREA OF SHEET: 17.8 square statute miles
LENGTH OF SHORELINE: 7.4 statute miles
LENGTH OF RIVERS AND SLOUGHS: 6.1 miles

DESCRIPTIVE REPORT

To Accompany

PHOTO-TOPOGRAPHIC SHEET, REGISTER NO. 5413

OCEANSIDE

CALIFORNIA

1934

ROBERT W. KNOX, CHIEF OF PARTY

Scale 1:10,500

PROJECT INFORMATION

For information which applies to the entire project see descriptive report accompanying sheet Register No. 5410.

DESCRIPTION OF THE AREA

This sheet covers that section of the coast from just south of Loma Alta Creek to just south of Aliso Canyon.

The City of Oceanside occupies the land between Buena Vista Creek and the San Luis Rey River.

The Santa Margarita River enters the ocean a short distance north of the San Luis Rey River. The Rancho Santa Margarita y las Flores extends beyond the north limits of this sheet. There are no settlements on this sheet which fall inside the boundaries of the Rancho Santa Margarita y las Flores. This is a Spanish Land Grant dating from some two hundred or more years ago and

constitutes a title of such nature as to give the holder rights which supersede even those of eminent domain. No development in the way of settlements can be expected in this grant until such time as the property is released either by sale or lease by the present title holders.

The mouths of Loma Alta Creek and the San Luis Rey River were both closed by sand bars at the time of the photographs. They were also closed at the time of the planetable survey of the shore-line by the topographic party. The mouth of the Santa Margarita River is shown as open on the U.S.Geological quadrangle of the area and on Register No. 1900, dated 1887-88. At the time of the planetable survey by the topographic party, as well as at the time of the photographs, the mouth of the Santa Margarita River was open.

There is no evidence available that the mouth of the Santa Margarita River has ever been completely closed by a sand bar, although the nature of the terrain indicates that the shape and position of its features are constantly changing. The present survey shows the mouth to be some distance south of the position as developed by the survey of 1887-88; and the delineation of the bed inshore does not agree in every particular with that on Register No. 1900. Northwest of triangulation station SIDE a peculiar deposit of round stones about the size of a baseball indicates the existence of a moraine. Part of this deposit is being used commercially.

Oceanside is on a gently sloping bench just back of the bluffs along the shore. The principal part of the city is at an elevation of less than 150 feet.

The terrain is fairly low and the usual bluffs along the shore line are missing between the San Luis Rey River and the Santa Margarita River. In this place the land does not reach an elevation of more than 180 feet for a mile or more inshore.

North of the Santa Margarita River the bluffs along the shore are about 40 feet in height; back of these bluffs the land rises gradually to a height of about 140 feet in a distance of a little more than a mile, from whence the mountains rise rapidly.

The state highway (U.S.101) and the tracks of the Atchison, Topeka and Santa Fe Railway both parallel the coast for the entire length of this sheet. North of Oceanside the Fallbrook Branch of the Atchison, Topeka and Santa Fe Railway extends up the valley of the Santa Margarita River to Temecula. South of Oceanside, i.e. between Oceanside and South Oceanside, the Escondido Branch turns up Loma Alta Valley.

There are some orchards back of South Oceanside and a limited number of cultivated fields in the San Luis Rey Valley and between the Santa Margarita and San Luis Rey Rivers, but none to the north of the Santa Margarita River to the north limits of this sheet.

About one and a half miles north of the Santa Margarita River is Stuart, a railway section house and siding on the Rancho Santa Margarita y las Flores.

PHOTOGRAPHS

This sheet is covered by photographs Nos. 230 to 249 inclusive. These photographs were secured on January 17, 1934 between the hours of 10:30 and 10:38 A.M.

For further information regarding photographs see descriptive report accompanying Register No. 5410.

BRIDGES

The only bridges on this sheet are railway and highway bridges across the mouths of normally dry drainage. These bridges have been built only to provide an outlet for any flow in the streams. They made no provision for navigation, and no information regarding clearance or span was available to the compilation party.

GEOGRAPHIC NAMES

The junction of the main line of the Atchison, Topeka and Santa Fe Railway with the Fallbrook Branch is marked as Los Angeles Junction on the published charts. This same junction is designated Fallbrook Junction on the maps of the railway, and on all available maps except that of the U.S.Geological Survey. It is a railway point,

and has therefore been designated as Fallbrook Junction on this sheet to conform with the name on the railway map and the railway timetables.

The name Nelson Pond has been given to a large body of water found in Lat. 33 - 14 and Long. 117 - 23. This seems to be the name in common local use, although there is no other authority for this name that could be discovered by the compilation party.

The U.S.C.&G.Survey Register No. 1900, dated 1887-88, designates the Santa Margarita River as La Margarita River. No other authority can be found for this name, the usual name, Santa Margarita River, has therefore been retained here.

CONTROL

The control on this sheet was plotted from adjusted field computations of the triangulation survey by Charles Pierce in 1933; except for AIR BEACON NO.3 (OCEANSIDE AIRWAY). This station was corrected to N.A. 1927 datum by comparing several stations in the vicinity with the positions on the N.A. 1927 Datum (adjusted) as determined by Charles Pierce in 1933. The correction applied to bring this position to N.A. 1927 Datum was: minus 18.0 meters in latitude and minus 36.4 meters in longitude.

A proportional adjustment was made by the compilation party to overcome a discrepancy of several meters where

See Review

that part of the triangulation brought down from Newport Bay failed to coincide exactly with that part brought north from the vicinity of San Diego.

A table of positions used to plot the control on this sheet has been appended to this report. This table includes the DMs and DPs corrected for the scale of the compilation -- 1:10,500.

Triangulation stations FLAGPOLE, 1933 and OIL DERRICK, at Oceanside were demolished after the triangulation survey of Charles Pierce and before the date of the photographs; consequently they have not been shown on this sheet nor included in the appended list of control.

Triangulation station SPADE is listed in the Geographic Positions list as Spade, 1933. This should be Spade, 1887. This is shown correctly on the cover sheet.

INFORMATION FROM OTHER SOURCES

The high water line and everything offshore was run in by plane table and transferred to this sheet due to the fact that the height of the bluffs along the shore and the distance back of the center of the pictures made it impossible to be sure of this detail. For a comparison of the shore line and offshore rocks see descriptive report with Topographic Sheets, 'E', 'F', and 'U', 1934.
T-6221a, T-6227b T-4892

Street names at Oceanside, including South Oceanside, were taken from a map furnished by the Chief Engineer

of Oceanside, verified, where necessary, by inspection in the field.

Alignment of track and location of spurs and sidings was verified from right of way maps furnished by the Chief Engineer, Atchison, Topeka and Santa Fe Railway. All tracks on this sheet are owned and operated by that railway.

The position and alignment of the state highway (U.S.#101) as appearing on the photographs were checked for change with the highway department of the State of California. Some minor changes in width and surface have been made since the date of the photographs; but no changes which alter or affect the alignment have been made since January 17, 1934.

The position of the southeastern boundary of the Rancho Santa Margarita y las Flores was plotted from a fence clearly visible on the photographs. The position of this fence, and its identification as the rancho boundary, were checked from the right of way map of the railway, from Register No.1900, dated 1887-88, from the U.S.Geological Survey quadrangle, as well as by field inspection.

RECOMMENDATION FOR FURTHER SURVEYS

This compilation is believed to have a probable error of less than 2 meters in positions of well defined detail of importance for charting purposes, and of less

than 4 meters for all other data. A slightly greater error may be found in the positions of the drainage at the extreme east edge of this sheet.

BENCHMARKS

The positions of benchmarks occurring on the sheet have been determined by identification of points on the photographs during field inspection and intersection of radials by the compiler.

The positions of these benchmarks are believed to be indicated on the sheet with a probable error of less than 2 meters for those appearing at, or near, the azimuth of the flight; and a probable error of less than 4 meters for those appearing on the extremities of the wing prints.

A list of benchmarks for this sheet is appended to this report. Descriptions are given, and where the description given by the re-leveling party of G.R.Fish in 1932-33 does not coincide with the location of the benchmark as relocated by this compilation party, the corrected description is given.

LANDMARKS

Landmarks have been selected by the compilation

party after field inspection.

A list of landmarks is to be submitted later and a copy is to be tramsmitted with report for sheet Register No. 5410.

ERRORS TO BE NOTED

Disagreement between the topographic sheets and the photographs at the mouth of Santa Margarita River will be seen. The high water line was made to join that of the photographs at the tip of the high water line on the topographic sheet.

T-6227a

On topographic sheet 'E' the triangulation station MYER was plotted with an error of 15 meters in position. This error was corrected on the topographic sheet but the position appears in error on the photostat of that sheet.

LETTERING

All lettering required for the completion of this sheet has been shown in ink on the cover sheet. The positions and spelling of all geographic names has been checked and is believed to be correct.

Respectfully submitted:

D.L. Ackland
Compiler

Approved:

John C. Mathisson
Jr. H.& G. Engineer

REVIEW OF AIR PHOTO COMPILATION NO. T 5413

Chief of Party: Robert W. Knox H. & G. E. Compiled by: D.L. Ackland

Project: 102 Instructions dated: Aug. 6, 1934

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)

3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)

4. ~~Boundaries and maps from other sources which were transmitted by the party controlling surveys for their application to the chart. (Par. 66)~~

5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)

7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs." M-87

8. ✓ The representation of low water lines, ~~reefs, canals, and~~ and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

9. ✓ Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57) None submitted

Also bench marks located (see descriptive report for geographic positions).

10. ✓ A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)

11. ✓ All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)

No bridges over navigable streams on this sheet.

12. ✓ Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

13. ✓ The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted. (Field comp. field adj.)

14. ✓ Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)

15. The drafting is satisfactory and particular attention has been given the following:

1. ✓ Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.

2. ✓ The degrees and minutes of Latitude and Longitude are correctly marked.

3. ✓ All station points are exactly marked by fine black dots.

4. ✓ Closely spaced lines are drawn sharp and clear for printing.

5. ✓ Topographic symbols for similar features are of uniform weight.

6. ✓ All drawing has been retouched where partially rubbed off.

7. ✓ Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. ✓ No additional surveying is recommended at this time.

17. ✓ Remarks:

18. ✓ Examined and approved;

Robert W. Knox

Robert W. Knox, H. & G.E.
Chief of Party

19. ✓ Remarks after review in office:

Reviewed in office by: Joseph Hudnut ✓ B.J. Jones

Examained and approved:

E.K. Green.
Chief, Section of Field Records

T.H. Dodson
Chief, Section of Field Work

L.O. Colbert
Chief, Division of Charts

G. Rude
Chief, Division of Hydrography and Topography.

TRIANGULATION STATION	POSITION	SECONDS IN METERS +	SECONDS IN METERS -	PLOTTING DISTANCE (Scale 1:10,500) +	PLOTTING DISTANCE (Scale 1:10,500) -
MYER, 1933	33° 10'	1468.1 ✓	(380.3)	1398.2	(362.2)
	117° 22'	367.9 ✓	(1186.7)	350.4	(1130.2)
PIER, 1933	33° 11'	1189.1 ✓	(659.4)	1132.5	(628.0)
	117° 23'	38.2 ✓	(1516.0)	36.4	(1443.8)
SAN LUIS, 1887	33° 12'	240.4 ✓	(1608.0)	229.0	(1531.4)
	117° 22'	981.3 ✓	(572.7)	934.6	(545.4)
SIDE, 1933	33° 12'	876.1 ✓	(972.3)	834.4	(926.0)
	117° 23'	960.7 ✓	(593.3)	915.0	(565.0)
REYS, 1933	33° 13'	1295.1 ✓	(553.3)	1233.4	(527.0)
	117° 22'	44.2 ✓	(1509.3)	42.1	(1437.4)
STUART, 1933	33° 15'	1776.6 ✓	(71.9)	1692.0	(68.5)
	117° 23'	845.9 ✓	(706.9)	805.6	(673.2)
RABBIT, 1887	33° 16'	154.9 ✓	(1693.5)	147.5	(1612.9)
	117° 23'	1167.9 ✓	(385.0)	1112.3	(366.7)
OCEANSIDE, SOUTH BASE, 1933	33° 14'	776.3 ✓	(1072.1))	739.3	(1021.0)
	117° 24'	1021.1 ✓	(532.2)	972.5	(506.9)
JUNCTION, 1933	33° 14'	634.5 ✓	(1214.0)	604.3	(1156.2)
	117° 25'	361.0 ✓	(1192.3)	343.8	(1135.5)
SANTA MARGARITA RIVER, 1887	33° 14'	373.9 ✓	(1474.5)	356.1	(1404.3)
	117° 25'	182.2 ✓	(1371.2)	173.5	(1305.9)
SPADE, 1887 *	33° 15	792.4 ✓	(1056.1)	754.7	(1005.8)
	117° 26'	207.3 ✓	(1345.9)	197.4	(1281.8)
FLAG POLE, END OF OCEANSIDE PIER, 1933	33° 11'	988.1 ✓	(860.3)	941.0	(819.3)
	117° 23'	331.7 ✓	(1222.5)	315.9	(1164.3)
FINIAL ATOP DOME, Rosicrucian bldg., OCEANSIDE, 1933	33° 12'	1296.9 ✓	(551.6)	1235.1	(525.3)
	117° 21'	794.6 ✓	(759.2)	756.8	(723.0)
RED WATER TANK, STUART R.R. SIDING† 1933	33° 15'	229.2 ✓	(1619.2)	218.3	(1542.1)
	117° 25'	321.2 ✓	(1232.0)	305.9	(1173.3

* Triangulation Station SPADE is listed on Geographic Positions as 1933. This should be 1887.

The following from position by G.L.Anderson, 1932, adjusted to 1927 N.A. datum by compilation party:

AIR BEACON NO. 3	33° 13'	1459.8	(388.6)	1390.3	(370.1)
(Oceanside Airway,1932)	117° 23'	1545.8	(7.8)	1472.0	(7.50

Form 524 has been filled out for each of these stations.

BENCH MARKS

No. T-5413

E 131 1933 — About 5.2 miles northwest along the Atchison, Topeka and Santa Fe R.R. from the station at Oceanside, about 0.7 miles northwest of the signboard at Stuart, at the first pole southeast of milepost 221, 49 feet southwest of the center line of the track, and near the property fence. A standard disk, stamped "E 131 1933" and set in the top of a concrete post. (19.375 meters or 63.566 feet.)

F 131 1933 — About 3.2 miles northwest along the Atchison, Topeka and Santa Fe R.R. from the station at Oceanside, at milepost 223, at the extreme northwest end of bridge 223-A over Santa Margarita River, and in the top of the northwest corner of the concrete abutment, and about 1½ feet lower than the track. A standard disk, stamped "F 131 1933". (8.115 meters or 26.624 feet.)

G 131 1933 — About 1.6 miles northwest along the Atchison, Topeka and Santa Fe R.R. from Oceanside, about 0.4 miles northwest of milepost 225, at the southwest corner of bridge 225-C, and set in the top of the concrete offset wall on top of the abutment. A standard disk stamped "G 131 1933". (16.945 meters or 55.594 feet.)

A 64 1927 — At Oceanside, at the corner of Cleveland and Second Streets, at the northeast corner of the Atchison, Topeka and Santa Fe Railway Park, and about 100 feet east of the station. A standard disk, stamped "A 64 1927" and set in the top of a concrete post. (14.456 meters or 47.428 feet.)

B 64 1927 At Oceanside, at the end of Third Street, and innthe middle stud of the concrete pier at Oceanside Beach. A standard disk, stamped "B 64 1927".
(13.516 meters or 44.344 feet.)

R 1906 At Oceanside, on the northwest side of Third Street, between Tremont and Hill Streets, in the northeast side of a store on the west side of an alley, about 3 feet from the east corner and about 3 feet above the ground. A standard disk stamped "R 1906" and set vertically.
(19.626 meters or 64.390 feet.)

Y 63 1927 About 2.2 miles northeast along the Oceanside-San Luis Rey Road (Mission Avenue) from Oceanside, about at the foot of a hill leading out of San Luis Rey Valley, at a turn south, 36 feet west of the center line of the highway, and near a transmission-line pole. A standard disk, stamped "Y 63 1927" and set in the top of a concrete post.
(10.819 meters or 35.495 feet.)

Z 63 1927 About 1 mile northeast along the Oceanside- San Luis Rey Road (Mission Avenue) from Oceanside about 30 feet south of the center line of the highway, and in line with a row of poles, about 660 feet northeast of the intersection of Mission Avenue and Barnes Street. A standard disk, stamped " Z63 1927" and set in the top of a concrete post.
(50.994 meters or 167.303 feet.)

SHEET NO. 5413.

GEOGRAPHIC POSITIONS

OF

BENCH MARKS

B. M. E-131, 1933	Lat.	33°	15'	917.9	(930.5) m.
	Long.	117°	25'	807.2	(746.0) m.
B. M. F-131, 1933	Lat.	33°	14'	295.1	(1553.3) M.
	Long.	117°	24'	550.9	(1002.6) m.
B. M. G-131, 1933	Lat.	33°	12'	1734.1	(114.3) m.
	Long.	117°	23'	675.6	(878.5) m.
B. M. A-64, 1927	Lat.	33°	11'	1264.6	(583.8) m.
	Long.	117°	22'	1258.7	(295.7) m.
B. M. B-64, 1927	Lat.	33°	11'	1253.5	(594.9) m.
	Long.	117°	22'	1510.8	(43.6) m.
B. M. R 1906	Lat.	33°	11'	1465.7	(382.7) m.
	Long.	117°	22'	1227.5	(326.9) m.
B. M. Z-63 1927	Lat.	33°	12'	385.9	(1462.5) m.
	Long.	117°	21'	1348.6	(205.5) m.
B. M. Y-63, 1927	Lat.	33°	12'	1068.6	(779.8) m.
	Long.	117°	21'	189.7	(1364.4) m.

Scaled by: JCM
Checked by: DLA.

REVIEW OF PHOTO COMPILATION T-5413

Comparison with Other Surveys:

Chart 5102. Comparison shows only one difference. The name Los Angeles Junction appears as Fallbrook Junction. Discussed on page 4 of report.

T-6227a, T -6227b (1934) 1:10,000 are aluminum control sheets and show the shoreline only. This was transferred to the celluloid by the compiler and a comparison shows a complete agreement of detail except for a slight difference at the mouth of the Santa Margarita River, a change occured subsequent to the plane table work. This area is discussed as being of a changeable status on pages 2 and 9 of the report. All detail on these sheets is shown on the compilation.

A comparison of the triangulation control stations resulted in slight differences, all of which had a tendency to plot from one half to one meter northerly from the plane table positions.

T-4892 (1934) 1:10,000 plane table survey is in agreement but as on the preceding sheets the triangulation positions plot slightly north. Reference is made in this connection to the field adjustment of control discussed on page 11 of the Descriptive Report of T-5410 and the conclusion stated therein on page 13 which probably accounts for these differences. All detail on T-4892 within the area of the compilation is shown on the compilation except for temporary plane table stations and the magnetic declination.

T-1900 (1888) 1:10,000 plane table survey. A comparison was effectively made by means of a tracing paper print of the compilation and a marked agreement of detail resulted.

The High Water line shows an accretion of varying amounts, a maximum of 90 meters in the low area between San Luis Rey River and Santa Margarita River.

The azimuth of the railroad along the entire length of the compilation coincides almost perfectly. The Fallbrook Branch line does not coincide but parallels and crosses probably due to realignment of the tracks.

The delineation of washes fit the form lines with acceptable accuracy and speaks highly of the type of topography executed fifty years ago.

Except for the form lines the compilation is adequate to supersede T 1900 ~~these previous surveys~~. The projection has been checked and is satisfactory.

No descriptions were submitted on Form 524. The accuracy ~~as stated on page 7 is justified by the excellent character of the work.~~ of 2 to 4 meters as stated on page 7 is justified by the ample control and careful plotting except that this value is probably exceeded for the detail in the more rugged area back from the coast where a better estimate would be 2 to 5 meters for interpolated points and 2 to 10 meters for other detail. B.J. Jones

H-5648 (1934) 1:10,000. The shoreline of this survey is in agreement except for the same difference of the mouth of the Santa Margarita River as mentioned of T-6227ab.

A note regarding difference in control was appended to the Descriptive Report of T-6227ab.

Joseph W. Andrews 3d

Cards on Form 524 were made out for the bench mark descriptions on pages 14, 15 and 16. by andrews and early checked by JBGJ.

Reference is made to pages 32 to 35 of ~~T-5410~~ T-6227a and b for supplementary description ~~of this sheet~~. of High water line and offshore detail located by plane table

B.G. Jones

GEOGRAPHIC NAMES

Date. 4-3-35

Survey No. T-5413

Chart No. 5102

Diagram No.

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

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

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

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Oceanside				
	San Luis Rey River				
	Santa Margarita River				
	Stuart				
	Fallbrook Junction	~~Los Angeles Junction~~	✓		
	Nelson Pond				
	Loma Alta Creek				
	Gulf of Santa Catalina				

APPROVED NAMES
UNDERLINED IN RED
H. L. Flemer

(M 100)