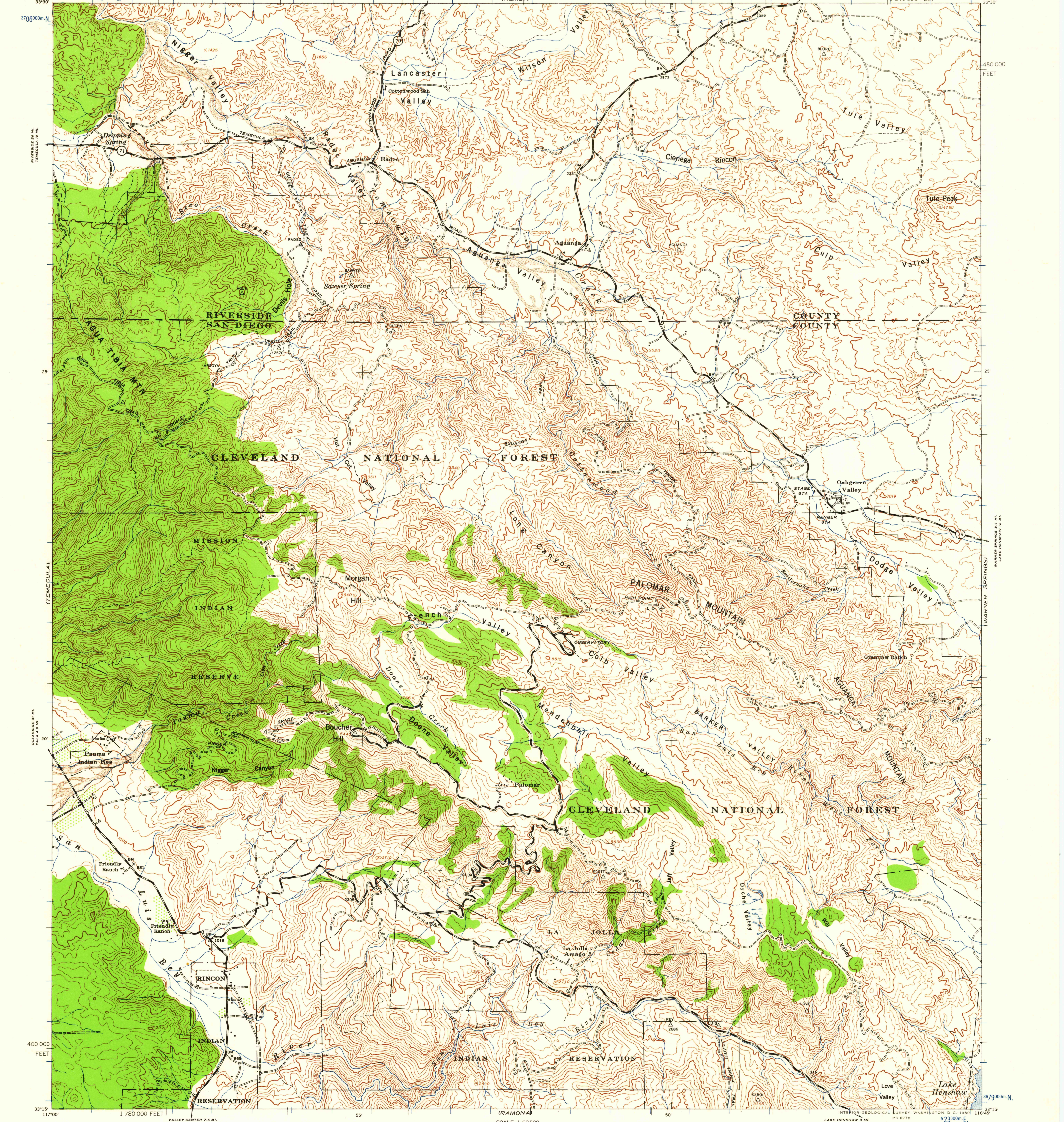




Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), U.S. Army, Washington, D.C. Scale changed, marginal data revised and Universal Transverse Mercator Grid added, 1947. Copied in 1947 from California, 1:62,500, AMS, Palomar Mt., 1942. Original map compiled by photogrammetric methods for the Army Map Service by the 29th Engineer Battalion, U.S. Army. Horizontal control by USC&GS and the 29th Engineer Battalion, U.S. Army. Vertical control by USC&GS, USGS and the 29th Engineer Battalion, U.S. Army. Aerial photography 1939. Grid values and marginal data revised, 1951.

LEGEND
ROAD DATA 1942

Hard surface, heavy duty road, more than two lanes wide	Loose surface, graded, dry weather road
Hard surface, heavy duty road, two lanes wide; Federal route marker	Trail; Dirt road
Secondary, hard surface, all weather road, two lanes wide; State route marker	Railroad in street; Carline in street
RAILROADS	UNDER CONSTRUCTION
Standard gauge	Single track
Narrow gauge	Double track
Single track carline	Double track carline
BOUNDARIES	ABANDONED
International	Intermittent lake
State	Horizontal control sta
County (with monument)	Bench mark
County subdivision	Spot elevation, feet
Reservation	Large rapids and falls
Military reservation	Swamp, marsh
School; Church	Rocks awash at low tide
Cemetery	Wharf, pier
Churchyard	Man-made shoreline

SCALE 1:62,500

CONTOUR INTERVAL 100 FEET
VERTICAL DATUM: SEA LEVEL DATUM OF 1929
TRANSVERSE MERCATOR PROJECTION
HORIZONTAL DATUM: 1927 NORTH AMERICAN DATUM

10-000-FOOT GRID TICKS, CALIFORNIA PLANE COORDINATE SYSTEM, ZONE 6, SHOWN IN BLACK
1000-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM ZONE II, SHOWN IN BLUE

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PALOMAR MOUNTAIN, CALIFORNIA
N3315—W11645/15
1939