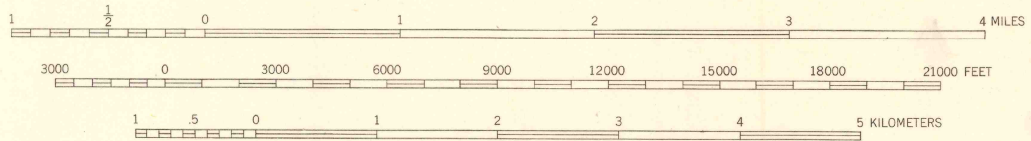




Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), U.S. Army, Washington, D.C. Scale changed, marginal data revised and Universal Transverse Mercator Grid added, 1947. Copied in 1947 from California, 1:50,000, AMS, Palomar M., 1942. Original map compiled by photogrammetric 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

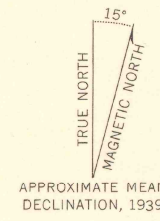
ROAD DATA 1942	
Hard surface, heavy duty road, more than two lanes wide	3 LANE 4 LANE
Hard surface, heavy duty road, two lanes wide, Federal route marker	
Secondary, hard surface, all weather road, two lanes wide, State route marker	
Loose surface, graded, dry weather road	
Trail; dirt road	
Railroad in street; Carline in street	
RAILROADS	
Standard gauge	Single track Double track
Narrow gauge	Single track Double track
Single track carline	Double track carline
BOUNDARIES	
International	Mine
State	Horizontal control sta
County (with monument)	Bench mark
County subdivision	Spot elevation, feet
Reservation	Woods-brushwood
Military reservation	School; Church
Cemetery	Orchard
Churchyard	Vineyard
Intermittent lake	Intermittent stream
Dam	Rapids; Falls
Large rapids and falls	Swamp, marsh
Rocks awash at low tide	Wharf, pier
Man-made shoreline	



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 11, SHOWN IN BLUE

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N3315—W11645/15
1939