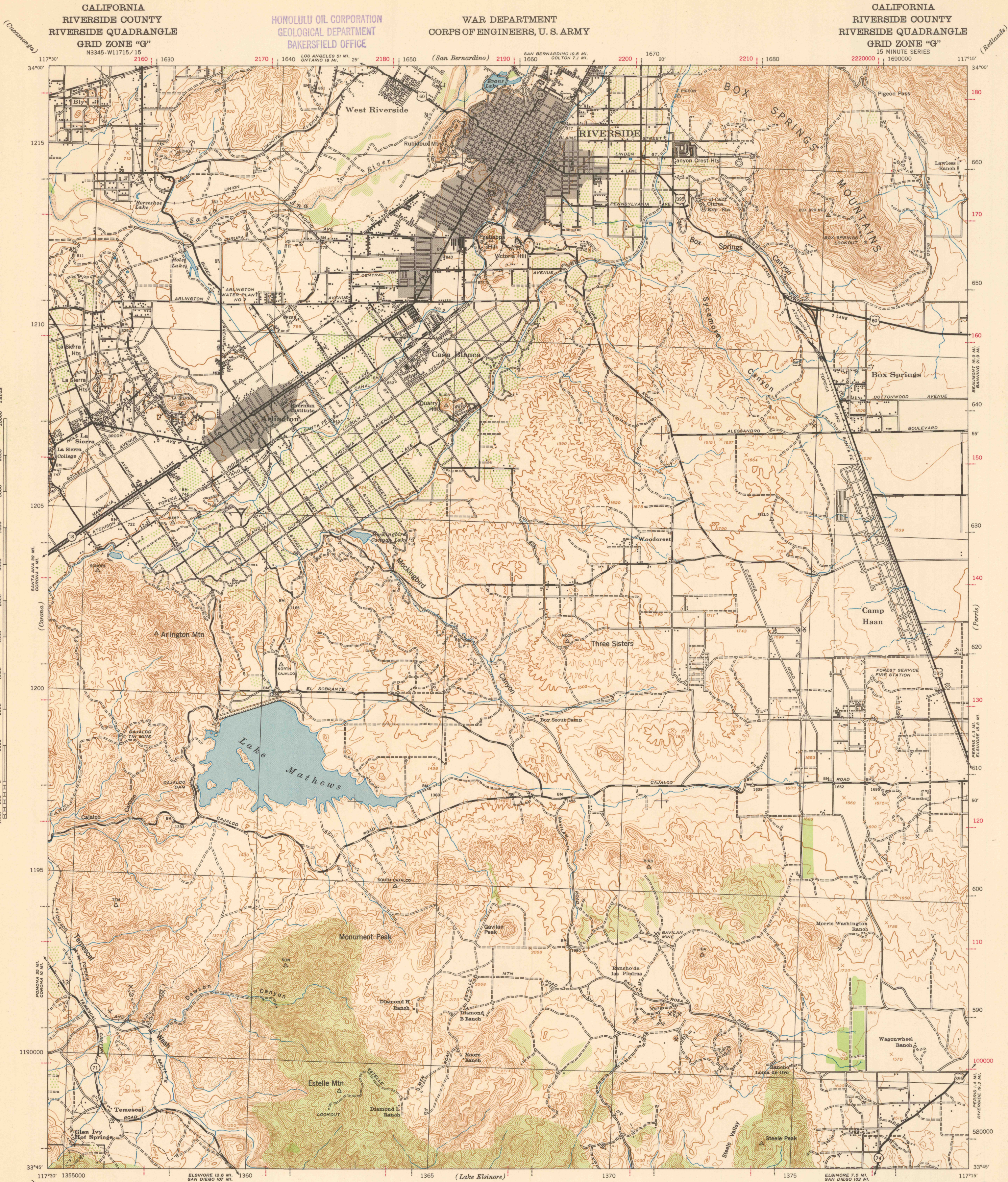




Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Horizontal control by U. S. Coast and Geodetic Survey, 1928 and 1939, Metropolitan Water District of Southern California, 1939 and 29th Engineers, U. S. Army, 1939.
Vertical control by U. S. Coast and Geodetic Survey, 1906-1935, U. S. Geological Survey, 1933, Metropolitan Water District of Southern California, 1939 and 29th Engineers, U. S. Army, 1939.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex zero-projectors from Tandem T-3A (5 lens) aerial photographs.
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1939.
Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATIONS

Dependable hard surface, heavy duty road. ——— U. S. Route 205
Secondary, hard surface, all weather road. ——— State Route 18
Loose surface graded, dry weather road. ———
Unimproved road. ———

More than two lanes indicated by note with tick at point of change.
Road Data 1942

Scale 1/62500
Contour interval 50 feet
Datum is mean sea level (1929 Adj.)
FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." ZONE G, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59 (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

GRAY OVERPRINT SHOWS URBAN AREA WHERE ONLY LANDMARK BUILDINGS ARE PLOTTED

TEN THOUSAND FOOT PLANE COORDINATES COMPUTED FROM U. S. C. & G. S. PROJECTION TABLES FOR CALIFORNIA VI ARE INDICATED BY SHORT DOTTED LINES ON ALL MARGINS AND BY COORDINATE NUMBERS ON THE TOP AND RIGHT MARGINS (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)

OVERLAPPING GRID FOR CALIFORNIA VI INDICATED BY RED DOTTED LINES ON ALL MARGINS AND BY COORDINATE NUMBERS IN RED ON THE TOP AND RIGHT MARGINS.

APPROXIMATE MEAN DECLINATION 1943
ANNUAL MAGNETIC CHANGE 0.1" INCREASE

915-A
RIVERSIDE, CALIF.
N3345-W11715/15