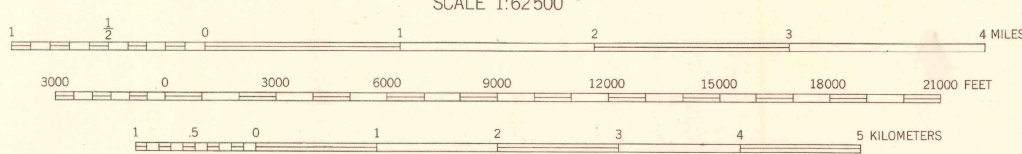




Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), U.S. Army, Washington, D.C. Scale changed, marginal data revised and Universal Transverse Mercator Grid added, 1947. Copied in 1947 from California, 1:50,000, AMS, Palomar Mt., 1942. Original map compiled by photogrammetric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

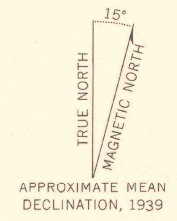
LEGEND	
ROAD DATA 1942	
Hard surface, heavy duty road, more than two lanes wide	3 LANE 4 LANE
Hard surface, heavy duty road, two lanes wide; Federal route marker	Loose surface, graded, dry weather road
Secondary, hard surface, all weather road, two lanes wide; State route marker	Trail; Dirt road
	Railroad 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	Reservation
Military reservation	MIL. RES.
School; Church	Woods-brushwood
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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