Appendix A

Aerial Photograph Interpretation

APPENDIX A

Aerial Photograph Interpretation

Rialto Ammunition Back-Up Storage Point
Rialto, California

Aerial Photograph Interpretation

Rialto Ammunition Back-Up Storage Point

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Aerial Photograph Interpretation

Rialto Ammunition Back-Up Storage Point

1.0 INTRODUCTION

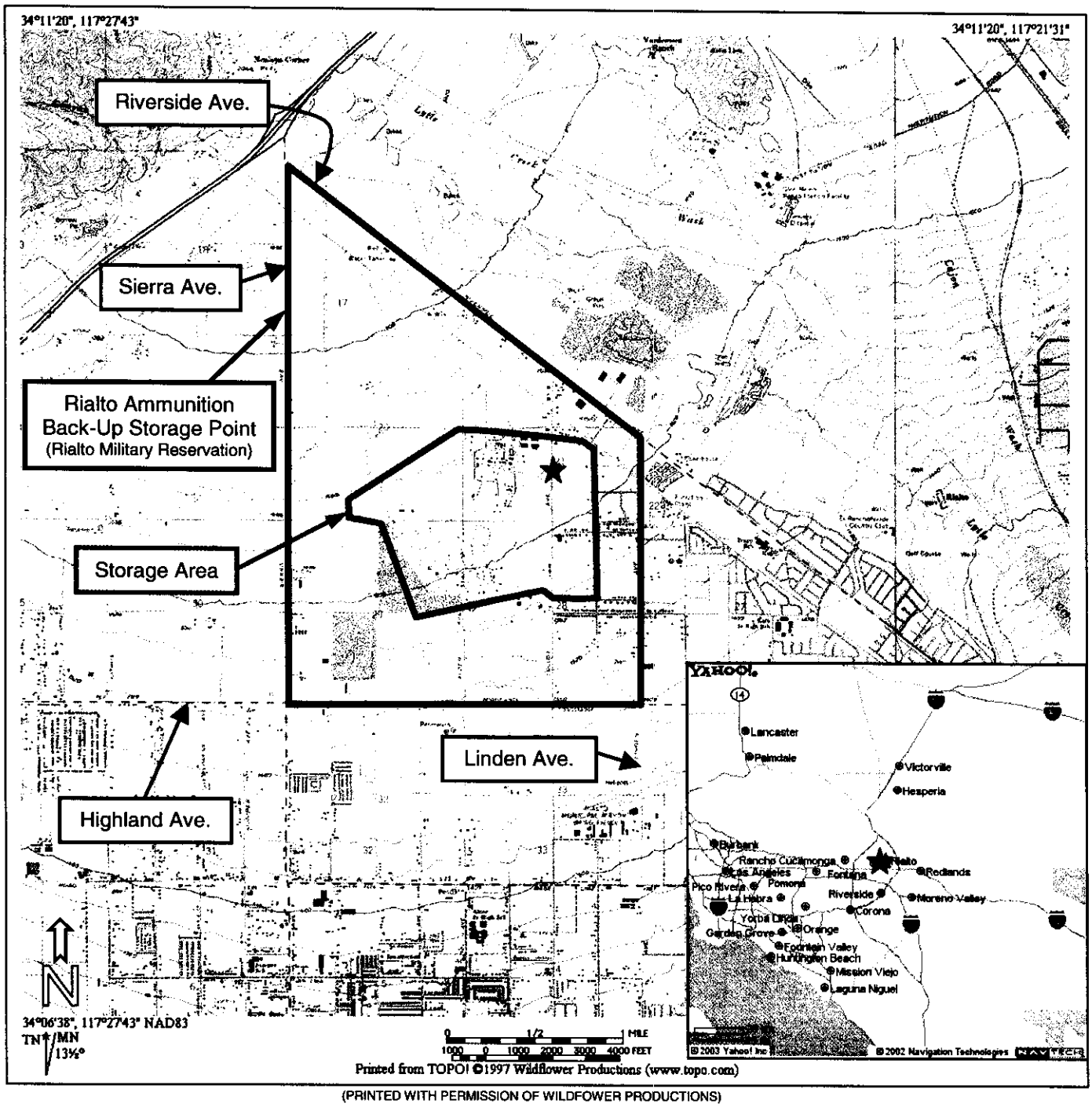
An aerial photographic analysis of Rialto Ammunition Back-Up Storage Point was performed by SAIC. Figure A-1 illustrates the location of Rialto Ammunition Back-Up Storage Point on a color copy of a Rialto, California, topographic map, electronic version provided by TOPO! Interactive Maps, © 1997 Wildflower Productions. The analysis was conducted to chronologically identify the development of, and changes to, Rialto Ammunition Back-Up Storage Point, with a focus on the location of the storage area.

Seven dates of aerial photography were acquired to represent the period from 1933 to 1955. Six dates of black-and-white aerial photographs, and one oblique photograph were selected for inclusion in this report.

Because of the restrictions on photographing military installations during World War II, the availability of aerial photographs of Rialto Ammunition Back-Up Storage Point in the period of its operation, 1941-45, is limited. Only one aerial photograph was found. Thus, in order to illustrate the size and scope of the operation during its period of activity, photographs are included of the site taken after it ceased operations in 1945 as the Rialto Ammunition Back-Up Storage Point (photograph series 1948-1955).

A copy of an historic reproduction of an aerial photograph of the site taken in July 1945 is provided as Figure 3-3, Section 3.0, page 3-6. Because the reproduction processes have made features indistinct, this photograph was not included in this interpretation. Neither the original photograph nor the negative was found.

The methodologies used to interpret the photographs are described in Section 2.0. Analysis of the aerial photographs is presented in Section 3.0, together with the photographs. Table A-1 presents a Summary of Interpretation Results; Table A-2 summarizes the chronological changes with respect to specific features. A list of all aerial photographs reviewed, with sources, is presented in Table A-3.



(PRINTED WITH PERMISSION OF WILDFOWER PRODUCTIONS)

U.S.G.S. TOPO, DEVORE, CALIFORNIA

Township 1 North, Range 5 West, parts of Sections 17, 20, 21 and 28 and 29

★Latitude N 34° 09' 15", Longitude W 117° 24' 32"
Elevation 1637 ft.

Figure A-1. Rialto Ammunition Back-Up Storage Point Site Location Map

2.0 METHODOLOGY

A search of government and commercial sources was undertaken to obtain aerial photographs of the Rialto Ammunition Back-Up Storage Point, spanning the period 1930 to 1958. Photographs were reviewed and selected from archived photographs at the Whittier College - Fairchild Aerial Photography Collection, Spence Collection - UCLA Geography Department, Rupp Aerial Photography, Inc., and NAPP (The National Aerial Photography Program). The analysis was performed by viewing aerial photographs at various magnifications in conjunction with interpretation of background information from collateral sources.

Photographic enlargement prints covering Rialto Ammunition Back-Up Storage Point were reproduced to illustrate the findings at the site. Findings are annotated to the enlargement prints, with additional comments and/or descriptions included in the accompanying text and tables. Significant features identified in the analysis will be annotated until they are no longer visible, unless otherwise specified. Due to factors inherent in the photographic printing process, the prints do not exhibit the level of detail that is visible in the original aerial photographs. Therefore, some features identified from the aerial photography may not be clearly discernable, or even visible in the photographic prints presented in this report.

3.0 AERIAL PHOTOGRAPHY SITE ANALYSIS

This section presents the findings from the aerial photograph interpretation. Table A-1 presents the interpretive analysis by photographic year. Table A-2 presents a summary of specific features by year. Table A-3 lists the aerial photographs reviewed, with their sources, as part of the research conducted for this project. For the period of Army operation, December 31, 1941 to September 1945, only one aerial photograph (No. 3), of a railroad spur to the facility, was found. This dearth of aerial photographs reflects the wartime restriction on photographing military installations.

Table A-1. Summary of Interpretation of Aerial Photographs

Photo Number	Comments	Date
1	Visible in this photograph is a cleared, triangular-shaped area where an airstrip would be developed. Construction of the Rialto Ammunition Back-Up Storage Point began on the location of this cleared landing strip in 1942. Highland Avenue and Riverside Avenue are visible to the south and northeast, respectively, of the cleared area.	1933
2	The airstrip is visible in this 1938 photograph. A road leading to the entrance of the airstrip from Highland Avenue is visible. Land to the east, west, and south of this site appears to be under cultivation.	1938
3	This photograph is of an area to the southeast of the Rialto Ammunition Back-Up Storage Point, which would have been operational for three months on the date of this photograph. Visible in this photograph are tracks of the Atchison, Topeka, and Santa Fe railroad spur. The spur leads to and ends at the Rialto Ammunition Back-Up Storage Point.	1943
4	The confluence of Lytle Creek and Cajon Creek Wash is seen in the foreground of this oblique view of the Rialto Ammunition Back-Up Storage Point, after Army operations ended in September 1945. This view is from the area of confluence of Lytle Creek and Cajon Creek Wash, east of the site. The igloos, and bunkers for railcar storage, are shown in the background.	1945
	Post Army Operations	
5a	The igloos, railcar bunkers, railcar tracks, and railcar classification yard remain visible three years after Army operations ceased in 1945.	1948
5b	Reduced definition of dirt tracks and the apparent growth of vegetation around the former storage igloos suggest a reduction of activity at the site, anticipated as Army use of the site ceased in 1945. The former railcar classification yard and former railcar bunkers are visible.	1948
6	Clearly defined dirt tracks in the area of the former storage igloos suggest use of the igloos after Army operations ended in 1945. There is a new building in the former railcar bunker area.	1952
7	The area of the former storage igloos continues to be utilized based on the clearly defined dirt tracks in the area. New buildings in the former railcar bunker and storage igloo areas suggest increased operations by new site owners.	1955

Table A-2 Feature Summary

Table A-2 lists features noted in the aerial photographs reviewed for Rialto Ammunition Back-Up Storage Point.

Features Noted	2/5/33 No. 1	3/ 15/38 No. 2	3/12/43 No. 3	11/3/45 No. 4* (1)	7/6/48 No. 5a*	7/6/48 No. 5b*	7/13/52 No. 6*	9/12/55 No. 7*
Triangular construction area	✓							
Airstrip (Fontana Airport) location where the Rialto Ammunition Back-Up Storage Point was developed		✓						
Spur of Atchison, Topeka and Santa Fe railroad leading to the site			✓		✓	✓	(✓)	(✓)
Tracks in the area of the former storage igloos					(✓)	(✓)	(✓)	(✓)
Storage Igloos				✓	✓	✓	✓	✓
Railcar Bunkers				✓	✓	✓	✓	(✓)

✓ - Clearly visible. (✓) - Diminished but still visible.
* - Photographs taken after Army operations ended in September 1945.
(1) – As this photograph is an oblique view, not all features are visible.

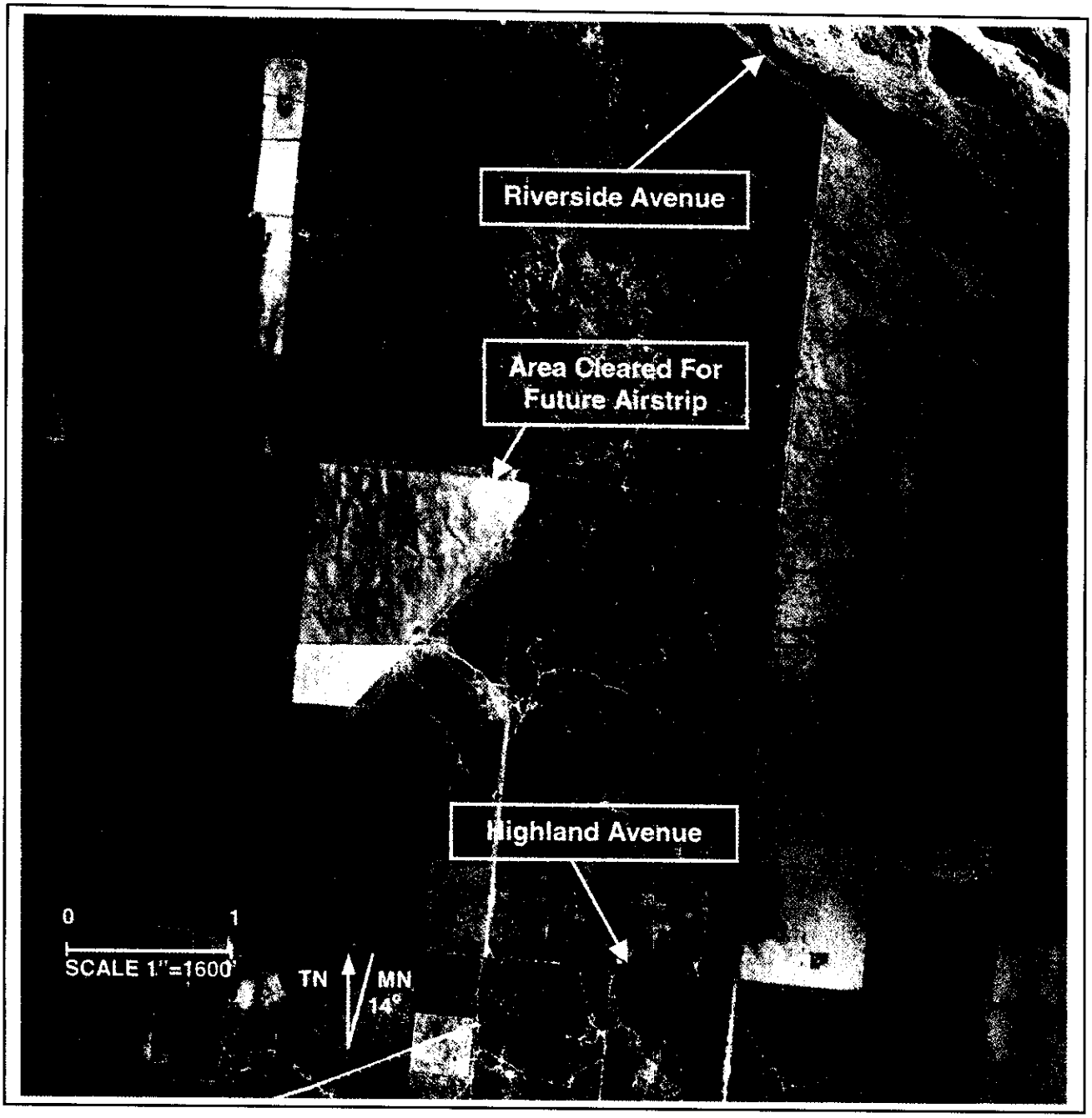
4.0 REFERENCES

Table A-3 lists aerial photographs reviewed for Rialto Ammunition Back-Up Storage Point.

Table A-3
Aerial Photographs Reviewed

Photo Number	Source	Scale	Flight Number	Date Flown	Frame Number(s)
The following photographs were reviewed and included in this analysis.					
1*	Fairchild Aerial Photos	1"=1200'	C-2510	February 5, 1933	72 and 74
2	Fairchild Aerial Photos	1"=2400'	C-5042	March 15, 1938	15
3	Fairchild Aerial Photos	1"=1200'	C-8305	March 12, 1943	40
4	Spence Collection	oblique		November 3, 1945	
5a*	USGS/EROS[1]			July 6, 1948	ARB000380300022
5b*	USGS/EROS[1]			July 6, 1948	ARB000380300022 (enlarged)
6*	Fairchild Aerial Photos	1"=2000'	C-17979	July 13, 1952	8:20 & 8:19
7	Fairchild Aerial Photos	1"=1000'	C-22250	Sept 12, 1955	2:5
The following photographs were reviewed, but not included in this analysis.					
Photo Number	**Source**		**Flight Number**	**Date Flown**	**Frame Number(s)**
	Fairchild Aerial Photos		C-910	1930	8-10, 15-18, 26-29
	Fairchild Aerial Photos		C-2387	October 22, 1932	6-12
	Fairchild Aerial Photos		C-2510	February 5, 1933	64-66, 73, D:24-26; E:23-25
	Fairchild Aerial Photos		C-2689	August 3, 1933	A:5-6; B:3-5
	Fairchild Aerial Photos		C-3163	August 28, 1934	B:3-8
	Fairchild Aerial Photos		C-3668	September 8, 1935	52-55
	Fairchild Aerial Photos		C-4061	June 11, 1936	29-31
	Fairchild Aerial Photos		C-5042	March 15, 1938	13,14,16
	Fairchild Aerial Photos		C-8305	March 12, 1943	36, 37, 38, 39,41
	Fairchild Aerial Photos		C-17979	July 13, 1952	8: 21; 26:1-2; 27:26-27
	Fairchild Aerial Photos		C-18537	November 19, 1952	S:7-9
	Fairchild Aerial Photos		C-19200	May 6, 1953	7:60-61
	Fairchild Aerial Photos		C-22250	September 12 1955	2:2,3,4,6,7,8; 3:5-10; 4:112-119, 152-154; 8:3-9; 12:1-2; 14:1-2
	Fairchild Aerial Photos		C-22307	November 11, 1955	5:23-27; 6:22-25; 7:25-27
	Fairchild Aerial Photos		C-23023	1958	SBD: 3:12-13; 7:17-19
	Fairchild Aerial Photos		C-23231	October 16, 1958	1:19-20
	Spence Collection			1926 - 1955	Rialto, Fontana, Mira Loma
	Spence Collection			1956 - 1968	Rialto, Fontana, Mira Loma
	Fairchild Aerial Photos			1945 Flood Photos	Cajon and Lytle Creeks

Notes:
1. USGS/Earth Resources Observation Systems (EROS) Data Center
* Stereo photographs

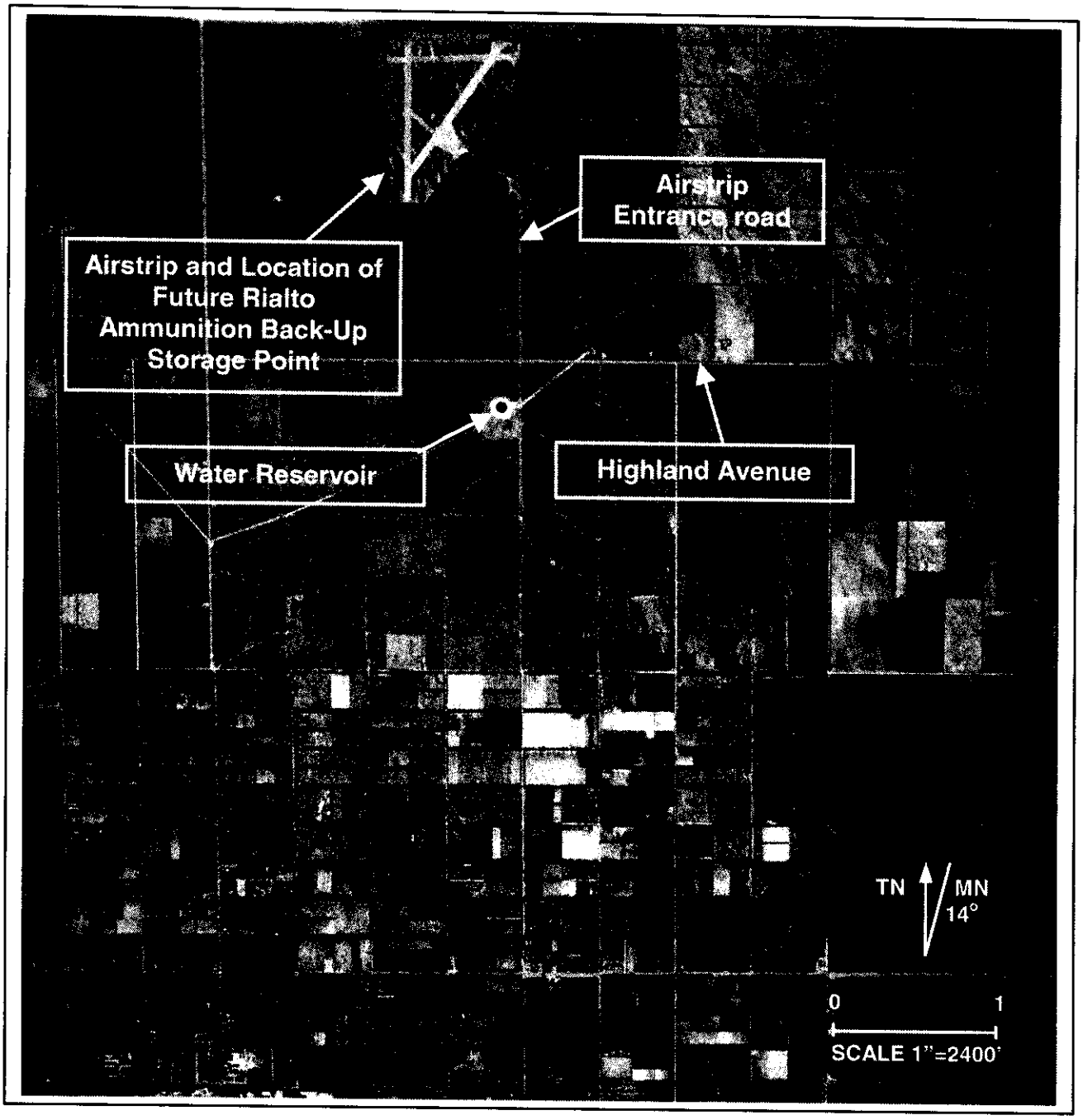


A. Visible in this photograph is a cleared, triangular-shaped area where an airstrip would be developed.

B. Construction of the Rialto Ammunition Back-Up Storage Point began on the location of this cleared landing strip in 1942.

C. Highland Avenue and Riverside Avenue are visible to the south and northeast, respectively, of the cleared area.

Photograph No. 1 February 5, 1933

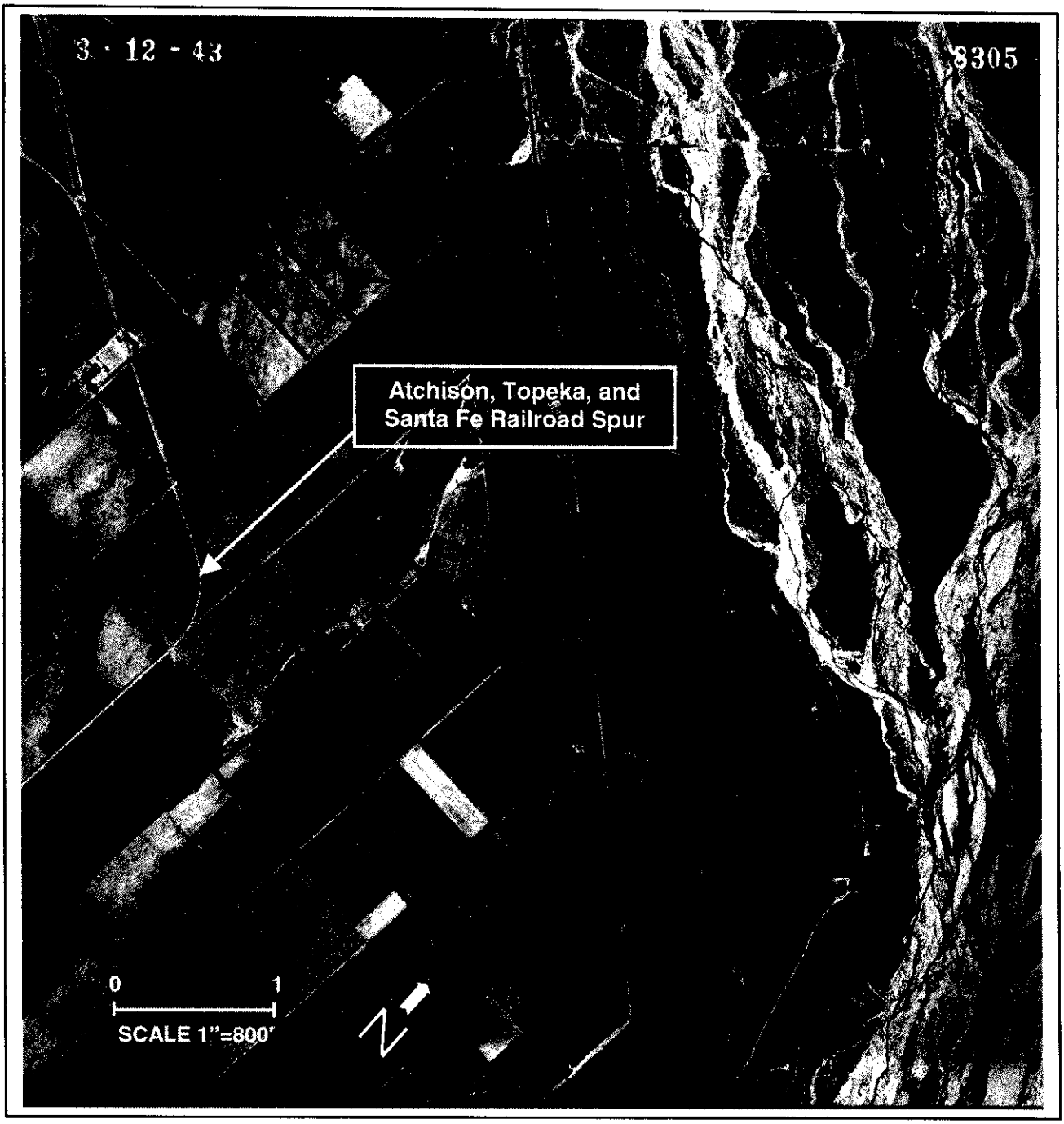


A. The airstrip is visible in this 1938 photograph.

B. A road leading to the entrance of the airstrip from Highland Avenue is visible.

C. Land to the east, west, and south of this site is under cultivation.

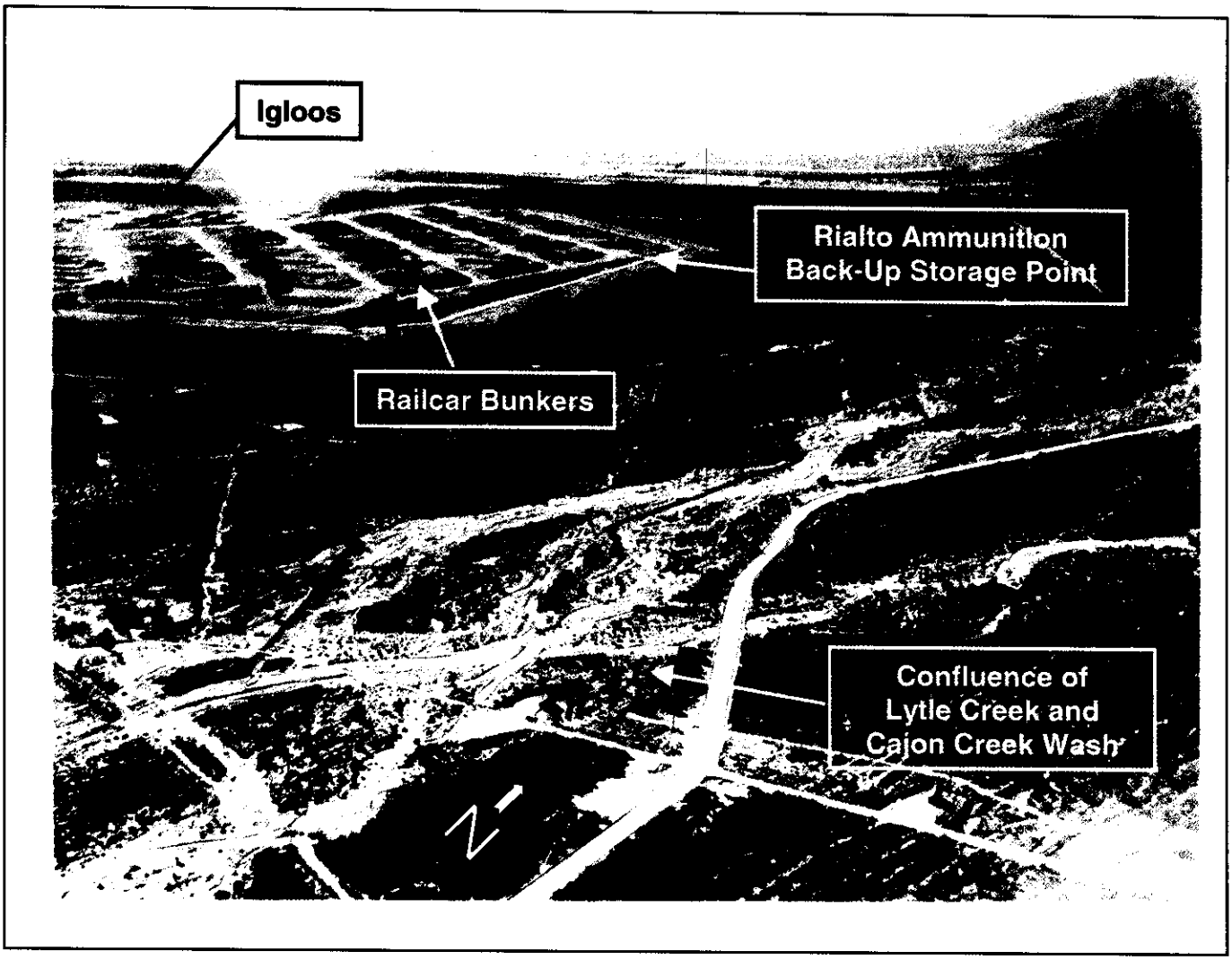
Photograph No. 2 March 15, 1938



A. This photograph is of an area to the southeast of the Rialto Ammunition Back-Up Storage Point, which would have been operational for three months on the date of this photograph.

B. Visible in this photograph are tracks of the Atchison, Topeka, and Santa Fe railroad spur. The spur leads to and ends at the Rialto Ammunition Back-Up Storage Point.

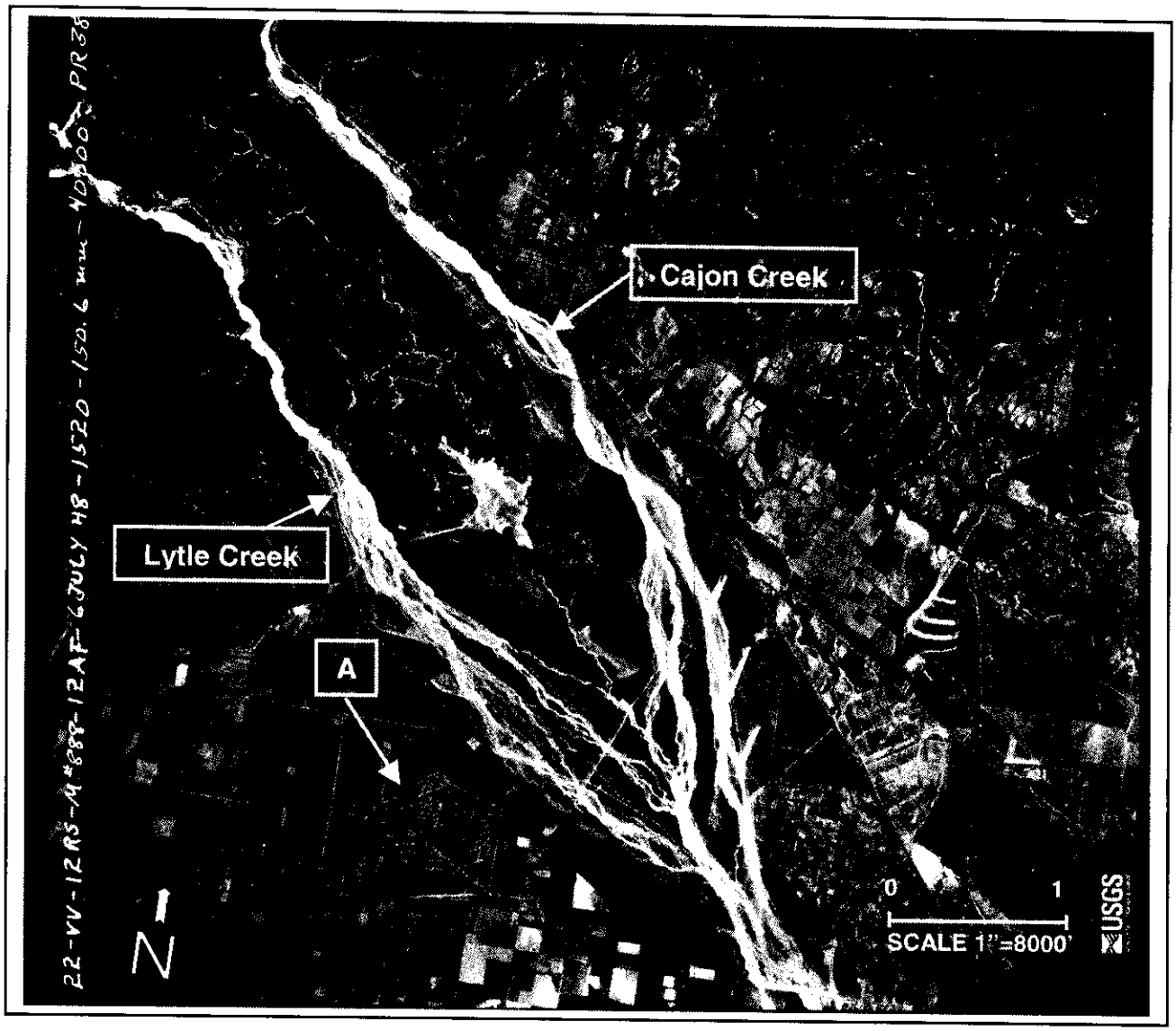
Photograph No. 3 March 12, 1943



A. The confluence of Lytle Creek and Cajon Creek Wash is seen in the foreground of this oblique view of the Rialto Ammunition Back-Up Storage Point, taken after DoD operations ended in September 1945.

B. This view is from the area of confluence of Lytle Creek and Cajon Creek Wash, east of the site. The igloos, and bunkers for railcar storage, are shown in the background.

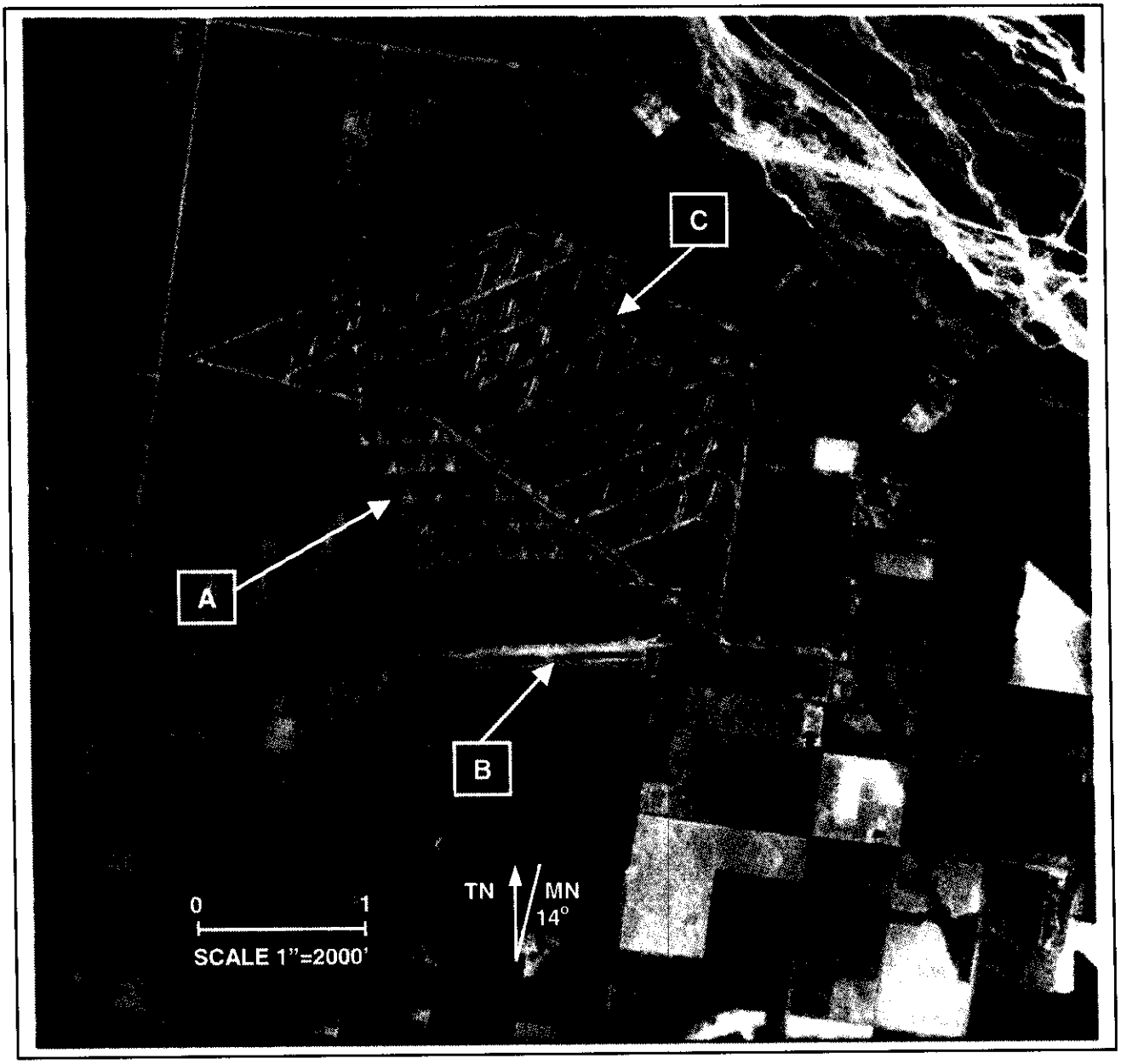
Photograph No. 4 November 3, 1945



A. The igloos, railcar bunkers, rail tracks and railcar classification yard remain visible 3 years after Army operations ceased in 1945.

Enlargement of the Rialto Ammunition Back-Up Storage Point area is shown on the next page, A-12.

Photograph No. 5a July 6, 1948



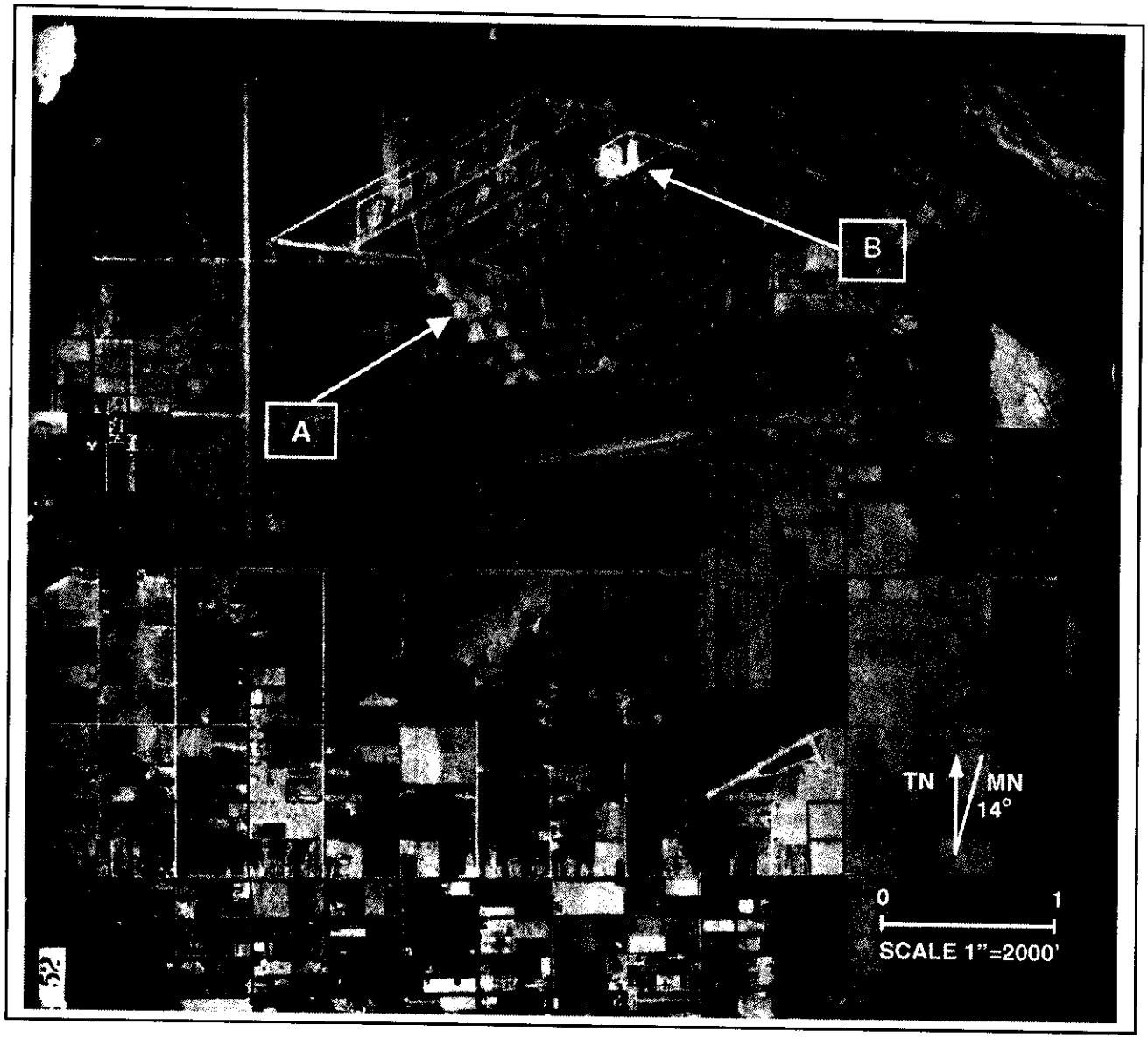
Enlargement of Photograph 5a showing Rialto Ammunition Back-Up Storage Point

A. Reduced definition of dirt tracks and the apparent growth of vegetation around the former storage igloos suggest a reduction of activity at the site, anticipated as military use of the site ceased in 1945.

B. Former railcar classification yard.

C. Former railcar bunkers.

Photograph No. 5b July 6, 1948



A. Dirt tracks in the area of the former storage igloos suggest use of the igloos after Army operations ended in 1945.

B. A new building is apparent in the former railcar bunker area.

Photograph No. 6 July 13, 1952

A. The area of the former storage igloos appears to be utilized based on the clearly defined dirt tracks between and around the former igloos.

B. New buildings in the former railcar bunker and railcar classification yard areas suggest increased operations of the new site owners.

Photo No. 7 September 12, 1955