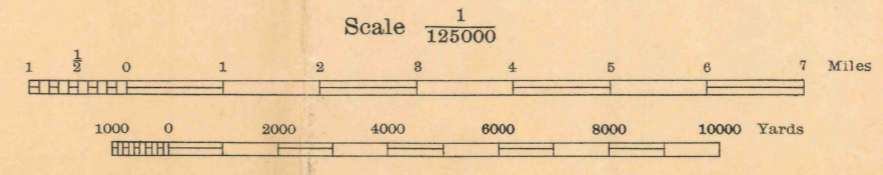




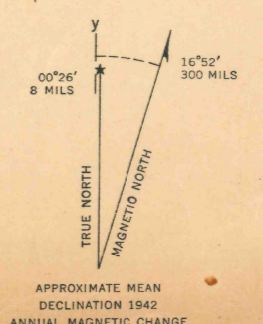
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
 Control by U. S. Geological Survey 1903.
 Topography by U. S. Geological Survey, 1903-1904.
 Planimetric detail revised as a Federal W. P. A. Project, under supervision
 of 29th Engineers, U. S. Army.
 Photography by 2nd Photographic Squadron, Air Corps, U. S. Army, 1941.
 Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATIONS
 Dependable hard surface, heavy duty road. U. S. Route 101
 Loose surface graded, dry weather road. U. S. Route 101
 Secondary hard surface, all weather road. State Route 1
 Unimproved road. State Route 1
 as indicated by note with tick at point of change.



Contour interval 100 feet
 Datum is mean sea level

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)



TWENTY THOUSAND FOOT PLANE COORDINATES COMPUTED FROM
 U. S. C. & G. S. PROJECTION TABLES FOR CALIFORNIA V
 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)

RESTRICTED
 LOMPOC, CALIF.

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
 1942

NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME

APPROXIMATE MEAN
 DECLINATION 1942
 ANNUAL MAGNETIC CHANGE