

(GLENBLAIR)

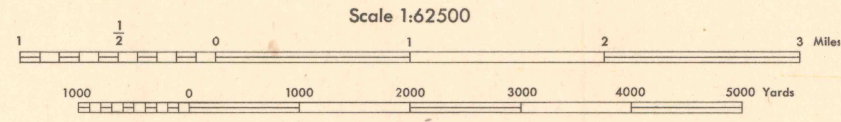
(SADDLE POINT)

(POINT ARENA)

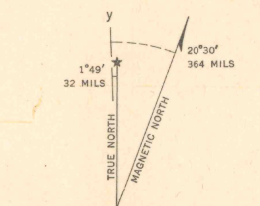


Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Horizontal and vertical control by U. S. Engineer Office, Los Angeles, California, 1942,
U. S. Coast and Geodetic Survey, 1930, 1942, and U. S. Geological Survey, 1942.
Topography by U. S. Engineer Office, Los Angeles, California, 1942,
from aerial photographs utilizing photogrammetric plotting equipment.
Aerial photography under the direction of U. S. Engineer Office, Los Angeles, California, 1943.
This map complies with the national standard map accuracy requirements.
Polyconic projection, North American Datum, 1927.

BRUSH



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 MARK DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."



APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 40" DECREASE
USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES. TO DETERMINE MAGNETIC
NORTH LINE, CONNECT THE PIVOT POINT "P" ON THE SOUTH EDGE OF THE
MAP WITH THE VALUE OF THE ANGLE BETWEEN GRID AND MAGNETIC NORTH
AS PLOTTED ON THE DEGREE SCALE AT THE NORTH EDGE OF THE MAP.

ROAD CLASSIFICATION
Dependable hard-surface, loose-surface graded, U. S. Route
heavy-duty road, dry weather road.
Secondary, hard-surface, all-weather road, dirt road, State Route
More than two lanes indicated by note along road with tick of point of change. Road Data 1943

701
85

ALBION, CALIF.
N3900-W12345 / 15

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
ANS NO. 101434
1943