



Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Horizontal control by 29th Engineers, U. S. Army, 1939, U. S. Coast and Geodetic Survey, 1932, and U. S. Geological Survey, 1932.
Vertical control by 29th Engineers, U. S. Army, 1939, U. S. Coast and Geodetic Survey 1935, and U. S. Geological Survey, 1939.
Topography by 29th Engineers, U. S. Army, 1942, from Tandem T-3A (5 lens) aerial photographs, by stereocomparagraph methods. Intermediate elevations by multiplex aero-projectors. Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1939.
Polyconic Projection, North American 1927 Datum.

SCALE 1:62500



Contour interval 25 feet
Datum is mean sea level (1929 Adj.)

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 18
Unimproved road. ——— State Route 18
More than two lanes indicated by note with tick at point of change. ——— 3 LANE 4 LANE
Road Data 1942

TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1942

U.S.G.S.
FILE COPY
TOPOGRAPHIC DIVISION

10,000-FOOT GRID TICKS, CALIFORNIA PLANE COORDINATE SYSTEM, ZONES 5, 6, AND 7, SHOWN IN BLACK
1000-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM, ZONE 11, SHOWN IN BLUE

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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ANAHEIM, CALIF.
N3345-W11745/15

1942

SEP 22
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