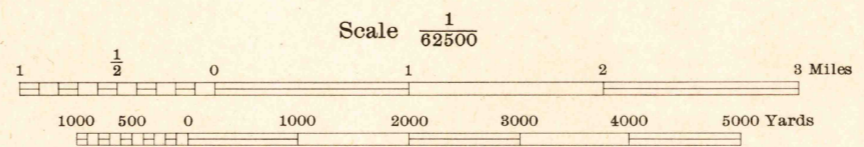


Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.  
Control by U. S. Coast and Geodetic Survey, 1893, 1900-1901.  
Topography by U. S. Geological Survey, 1903.  
Planimetric detail revised from K-3B (single lens) aerial photographs as a Federal W. P. A.  
Project under supervision of 29th Engineers, U. S. Army, 1940, 1941.  
Photography by Air Corps, U. S. Army, 1938.  
Polyconic Projection, North American 1927 Datum.



**ROAD CLASSIFICATIONS**  
Dependable hard surface, heavy duty road. \_\_\_\_\_ U. S. Route  
Loose surface graded, dry weather road. \_\_\_\_\_  
Secondary, hard surface, all weather road. \_\_\_\_\_ State Route  
Dirt road. \_\_\_\_\_  
More than two lanes indicated by note with tick at point of change.  
Road Data 1943

Contour interval 50 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)  
CALIFORNIA STATE GRID ZONE 5 IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

APPROXIMATE MEAN DECLINATION 1944 FOR CENTER OF SHEET  
NO ANNUAL MAGNETIC CHANGE  
USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES TO DETERMINE MAGNETIC NORTH LINE. CONNECT THE POINT "M" 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.

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON  
ANS NO. 101448  
EDITION OF 1944

GRAY OVERPRINT SHOWS URBAN AREA WHERE ONLY LANDMARK BUILDINGS ARE PLOTTED.  
CALABASAS, CALIF.  
N3400-W11830/15

USGS  
HISTORICAL FILE  
TOPOGRAPHIC DIVISION