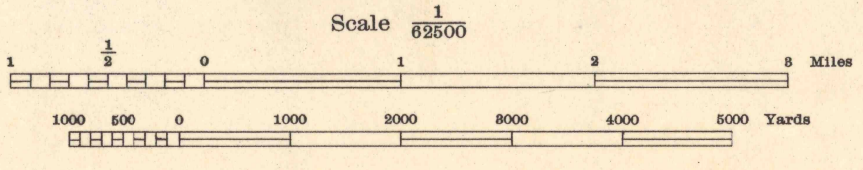


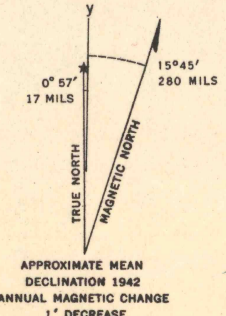
First Edition (AMS 1), 1942
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Control by U. S. Geological Survey, 1926.
Topography by U. S. Geological Survey, 1926.
Photography by Agricultural Adjustment Administration, 1937.
Planimetric detail revised by 29th Engineers, U. S. Army, 1942.
Polyconic Projection, North American 1927 Datum.



Contour interval 25 feet
Datum is mean sea level

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. - ZONE G, S. C. & G. S. SPECIAL PUBLICATION NO. 52
(THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)

NOTE: OFFICERS USING THIS MAP WILL MAKE MERIDIAN CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



TEN THOUSAND FOOT PLANE COORDINATES COMPUTED FROM
U. S. C. AND G. S. PROJECTION TABLES FOR CALIFORNIA IV
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)

OVERLAPPING GRID FOR CALIFORNIA V INDICATED BY RED
DOTTED LINES ON ALL MARGINS AND BY COORDINATE NUM-
BERS IN RED ON THE TOP AND RIGHT MARGINS

ROAD CLASSIFICATIONS
Dependable hard surface, heavy duty road. ——— U. S. Route 99
Loose surface graded, dry weather road. ——— U. S. Route 99
Secondary, hard surface, all weather road. ——— State Route 1
Unimproved road. ——— State Route 1
More than two lanes indicated by note with tick at point of change.
Road Data 1942

APPROXIMATE MEAN DECLINATION 1942
ANNUAL MAGNETIC CHANGE
1' DECREASE

EARLIMART, CALIF.
N3545-W11915/15