



Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
Horizontal control by 29th Engineers, U. S. Army, 1940, U. S. Coast and Geodetic Survey, 1925-1935, and U. S. Engineer Department, 1939.
Vertical control by 29th Engineers, U. S. Army, 1940, U. S. Coast and Geodetic Survey, 1929-1940, and U. S. Geological Survey, 1929.
Topography by 29th Engineers, U. S. Army, 1941, utilizing multiplex aero-projectors, from K-3B single lens aerial photographs.
Photography by 82nd Observation Squadron, Air Corps, U. S. Army, 1939.
Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATIONS
Dependable hard surface, heavy duty road. Loose surface graded, dry weather road. U. S. Route 50
Secondary, hard surface, all weather road. Unimproved road. State Route 17
More than two lanes indicated by note with tick at point of change. Road Data 1942

Scale 1/82500
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 MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

APPROXIMATE MEAN DECLINATION 1942
ANNUAL MAGNETIC CHANGE 2" DECREASE

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON 1942

HAYWARD, CALIF.
N3730-W12200/15

1500

101495
500