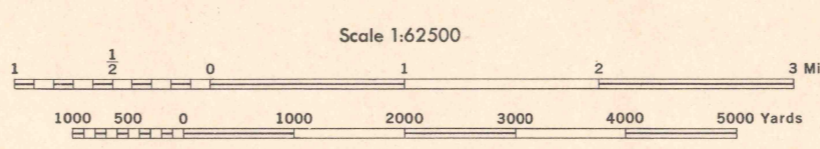
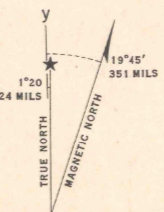


Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Horizontal and vertical control by U. S. Engineer Office, Los Angeles, California, 1942,
U. S. Coast and Geodetic Survey, 1942, 1943, and U. S. Geological Survey, 1942.
Topography by U. S. Engineer Office, Los Angeles, California,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

ROAD CLASSIFICATION 1943
Dependable hard-surface, heavy-duty road. ———— U. S. Route 101
Secondary, hard-surface, all-weather road. ———— State Route 28
Dirt road. ————
Lane 1/2 Lane. ————
More than two lanes indicated by note along road with tick of point of change.



CONTOUR INTERVAL 100 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 NUMBER ARE CONTINUED
CALIFORNIA STATE GRID ZONE G IS INDICATED BY DOTTED
TICKS OUTSIDE THE "HEAT" LINE AT 10000 FT. INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MAKE HIGH 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
ANNUAL MAGNETIC CHANGE 6' DECREASE
USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES. TO DETERMINE MAGNETIC
NORTH LINE, CONNECT THE 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.

HOPLAND, CALIF.
N3845-W12300 / 15