

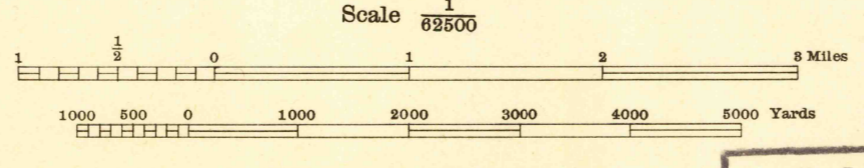
Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.  
 Horizontal control by U. S. Geological Survey, 1900, U. S. Coast and Geodetic Survey, 1925, 1926, 29th Engineers, U. S. Army, 1941 and U. S. Forest Service, 1942.  
 Vertical control by the U. S. Geological Survey, 1900, U. S. Coast and Geodetic Survey, 1925, 1926, 29th Engineers, U. S. Army, 1941 and U. S. Forest Service, 1942.  
 Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aerial projectors from Tander T-3A (5 lens) aerial photographs.  
 Photography by 1st Photographic Squadron, Air Corps, U. S. Army, 1941.  
 Polyconic Projection, North American 1927 Datum.

**ROAD CLASSIFICATIONS**

Dependable hard surface, heavy duty road  
 Secondary, hard surface, all weather road  
 More than two lanes indicated by note with tick at point of change.

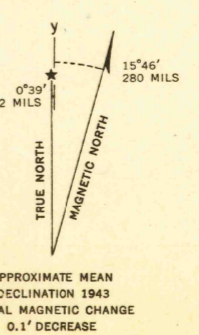
Loose surface graded, dry weather road  
 Dirt road  
 Road Data 1943

U. S. Route 101  
 State Route 166  
 2 LANE 1 & 2 LANE



Scale 1/62500  
 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 NUMBERS ARE OMITTED)"  
 NOTE: OFFICERS USING THIS MAP WILL MAKE HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

U. S. G. S.  
**FILE COPY**  
 Inspection and Editing.



29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON  
 AMS NO. 121185  
 1943

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

USGS  
 Historical File  
 Topographic Division

MC PHERSON PEAK, CALIF.  
 N3445-W11945/15