



Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
Horizontal control by U. S. Coast & Geodetic Survey and 29th Engineers, U. S. Army, 1939.
Vertical control by U. S. Geological Survey 1934 and 29th Engineers, U. S. Army, 1939.
Topography by 29th Engineers, U. S. Army 1940, utilizing multiplex aero-projectors, from
T-3A (5 lens) aerial photographs.
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1938.
Polyconic Projection, North American 1927 Datum.

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

SCALE 1:62,500
1 2 3 4 MILES
3000 0 3000 6000 9000 12000 15000 18000 21000 FEET
1 2 3 4 5 KILOMETERS
Contour interval 50 feet
Datum is mean sea level (1929 Adj.)

10,000-FOOT GRID TICKS CALIFORNIA PLANE COORDINATE SYSTEM, ZONE 3, SHOWN IN BLACK
1000-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM, ZONE 10, SHOWN IN BLUE
REPRINTED FROM MILITARY EDITION FOR CIVIL USE
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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1938

This area also covered by 7.5 minute, 1:24,000-scale maps: Copper Mtn. 1956, Mt. Boardman 1955, Mt. Stakes 1955, and Wilcox Ridge 1956

U.S. GEOLOGICAL SURVEY
MT. BOARDMAN, CALIF.
N3715-W12115/15
1938
Historical File
Topographic Division

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