

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, 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

Loose-surface graded, dry weather road. U.S. Route 95

Secondary, hard-surface, all-weather road. State Route 85

More than two lanes indicated by note along road with tick at point of change. 3 LANE 2 LANE

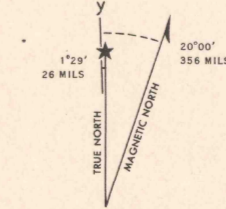
Scale 1:62500

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)

CALIFORNIA STATE GRID ZONE 2 IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10000 FT. INTERVALS

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



APPROXIMATE MEAN DECLINATION 1944
 ANNUAL CHANGE 0.15" (FOR CENTER OF SHEET)
 Use diagram only to obtain numerical values.
 To determine magnetic north line, connect the pivot 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 of the north edge of the map.

28TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
 AMS NO. 101533
 EDITION OF 1944

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