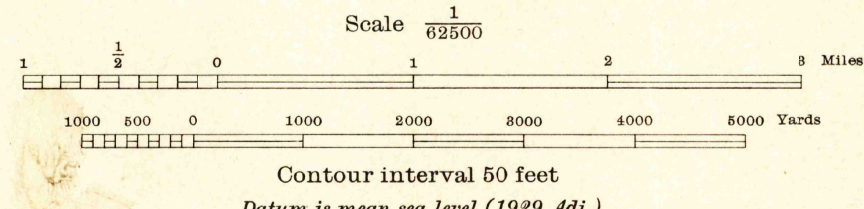
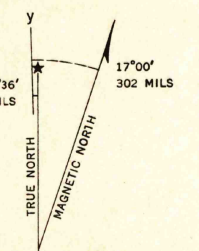


Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Horizontal control by Metropolitan Water District of Southern California, 1931, 1934 and 29th Engineers, U. S. Army, 1941-1942.
Vertical control by Metropolitan Water District of Southern California, 1931 and 29th Engineers, U. S. Army, 1941-1942.
Topography by 29th Engineers, U. S. Army, 1943, utilizing multiplex aero-projectors, from Tandem T-3A (5 lens) aerial photographs.
Photography by 1st Photographic Squadron, Air Corps, U. S. Army, 1940.
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 159
2 LANE 1 & 4 LANE



FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S.," ZONE "F," U. S. C. & G. S. SPECIAL PUBLICATION NO. 59 (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)
CALIFORNIA STATE GRID ZONE & IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MARK PERSON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."



29th ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
ANS. NO. 121131
EDITION OF 1944
Historical File
Topographic Division

APPROXIMATE MEAN DECLINATION 1944 FOR CENTER OF SHEET ANNUAL MAGNETIC CHANGE 0.1" INCREASE
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 AT THE NORTH EDGE OF THE MAP.

PINKHAM WELL, CALIF.
N3345-W11545/15