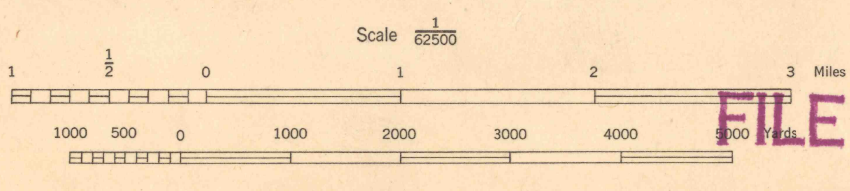
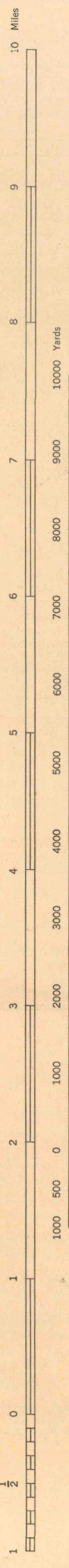
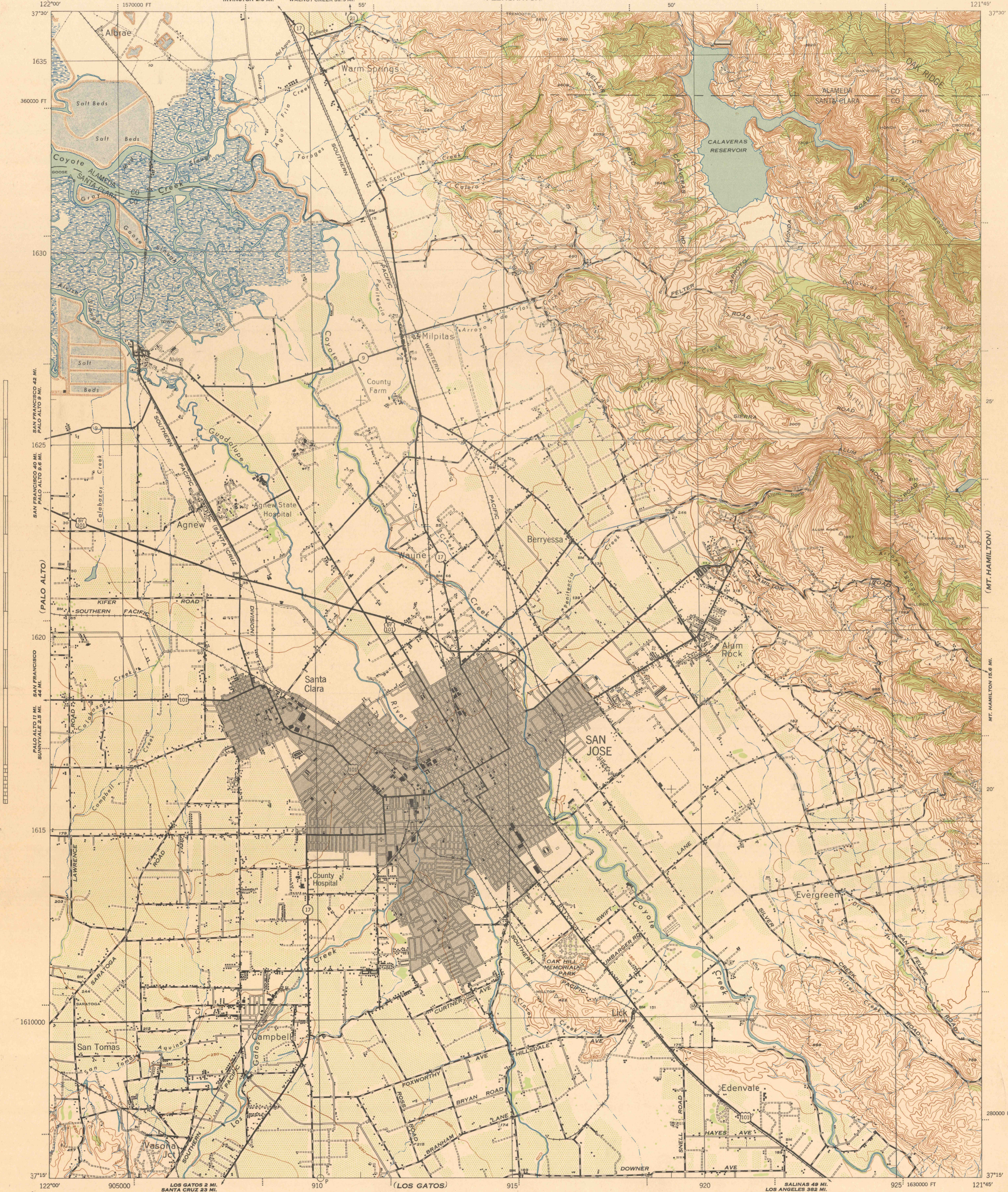


(HAYWARD)

(TESLA)



Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.  
Horizontal control by U. S. Coast and Geodetic Survey, 1931 and 29th Engineers, U. S. Army, 1939.  
Vertical control by U. S. Coast and Geodetic Survey, 1931 and 29th Engineers, U. S. Army, 1939.  
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors, from Tandem T-3A (5 lens) aerial photographs.  
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1939.  
Polyconic Projection, North American 1927 Datum.

**ROAD CLASSIFICATIONS**  
Dependable hard surface, heavy duty road. Loose surface graded, dry weather road. U. S. Route State Route Dirt road. BRUSH  
More than two lanes indicated by note with tick at point of change. LANE 1 & 2 LANE  
Road Data 1942

CONTOUR INTERVAL 50 FEET  
DATUM IS MEAN SEA LEVEL (1929 Adj.)  
FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE 10" U. S. C. & G. S. SPECIAL PUBLICATION NO. 59 (THE LAST THREE DIGITS OF THE GRID NUMBER ARE OMITTED)  
CALIFORNIA STATE GRID ZONE 3 IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL MARK VERTICAL CORRECTIVE AND ADDITIVE BRUSH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

**MAP INFORMATION OFFICE  
GEOLOGICAL SURVEY**  
APPROXIMATE MEAN DECLINATION 1943 FOR CENTER OF SHEET  
MAGNETIC NORTH  
TRUE NORTH  
USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES TO DETERMINE MAGNETIC NORTH LINE, CONNECT THE PIVOT POINT "PP" 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.

SAN JOSE, CALIF.  
N3715 - W12145 / 15

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON  
AHS NO. 101573  
1943

FILE COPY

(BEN LOMOND)

(MORGAN HILL)