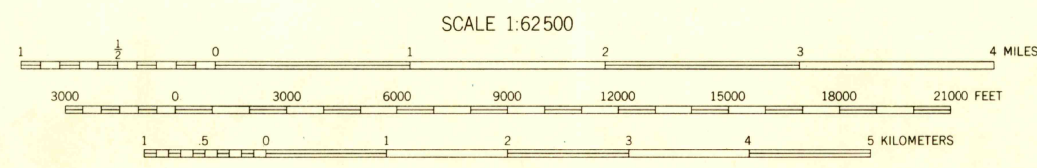


Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.  
Horizontal control by U. S. Coast and Geodetic Survey, 1899-1938, U. S. Engineer Department, 1938-1939 and 29th Engineers, U. S. Army, 1940.  
Vertical control by U. S. Geological Survey, 1930, U. S. Coast and Geodetic Survey, 1932-1936, and 29th Engineers, U. S. Army, 1940.  
Topography by 29th Engineers, U. S. Army, 1941, utilizing multiplex aero-projectors from K-3B (single 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. ——— U. S. Route 201  
Secondary, hard surface, all weather road. ——— State Route 1  
Loose surface graded, dry weather road. ———  
Dirt road. ———  
More than two lanes indicated by note with tick at point of change.  
Road Data 1942



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  
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APPROXIMATE MEAN DECLINATION, 1939

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