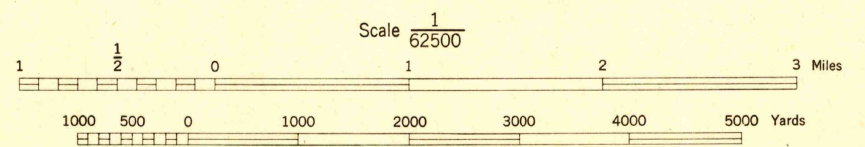


Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.  
Horizontal control by U. S. Coast and Geodetic Survey.  
Topography by U. S. Geological Survey, 1900.  
Photography by Air Corps, U. S. Army, 1938.  
Planimetric detail revised from K-3B (single lens) aerial photographs as a Federal  
W. P. A. project under the supervision of 29th Engineers, U. S. Army, 1940-41.  
Polyconic Projection, North American 1927 Datum.

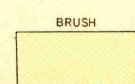


CONTOUR INTERVAL 50 FEET  
DATUM IS MEAN SEA LEVEL

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS OF THE U. S. ZONE 10" U. S. G. & G. SPECIAL PUBLICATION NO. 59 (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)  
CALIFORNIA STATE GRID ZONE 5 IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 1000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

APPROXIMATE MEAN DECLINATION 1943  
FOR CENTER OF SHEET  
NO ANNUAL MAGNETIC CHANGE  
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.

**ROAD CLASSIFICATIONS**  
Dependable hard surface, heavy duty road. U. S. Route State Route State Route  
Loose surface graded, dry weather road. U. S. Route State Route  
Secondary, hard surface, all weather road. U. S. Route State Route  
Dirt road. U. S. Route State Route  
More than two lanes indicated by note with tick at point of change. U. S. Route State Route  
Road Data 1943



SANTA SUSANA, CALIF.  
N3415-W11830/15

