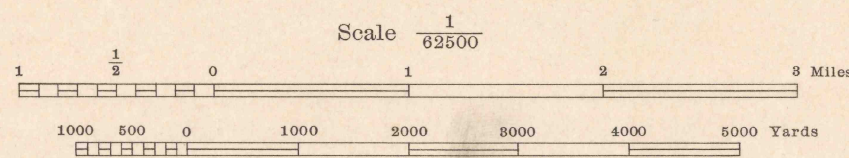


Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.  
Horizontal control by U. S. Coast and Geodetic Survey, 1939, U. S. Geological Survey, 1940, Fairchild, 1941 and 29th Engineers, U. S. Army, 1940, 1941.  
Vertical control by U. S. Coast and Geodetic Survey, 1936, 1939 and 29th Engineers, U. S. Army, 1940, 1941.  
Topography by 29th Engineers, U. S. Army, 1943, utilizing multiplex aero-projectors from Tandem T-3A (5 lens) aerial photographs.  
Photography by 2nd Mapping Squadron, Air Corps, U. S. Army, 1941.  
Polyconic Projection, North American 1927 Datum.



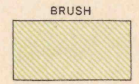
29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON  
ANS NO. 121198  
EDITION OF 1944

**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 1942

U. S. Route 99  
State Route 74  
3 LANE | 4 LANE



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 "T". U. S. C. & G. S. SPECIAL PUBLICATION NO. 59. THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.  
CALIFORNIA STATE GRID ZONE 6 IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 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 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 "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.

IR Santa Rosa Indian Reservation

TORO PEAK, CALIF.  
N3330-W11615/15