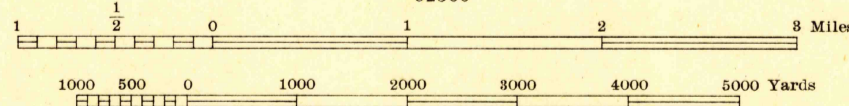




Prepared under the direction of the Chief of Engineers, U. S. Army, 1940.
Control by U. S. Geological Survey, 1900 and U. S. Coast and Geodetic Survey.
Topography by U. S. Geological Survey and U. S. Coast and Geodetic Survey.
Planimetric detail revised from K-3B aerial photographs as a Federal W. P.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

Scale 1/62500



Contour interval 100 feet
Datum is mean sea level

FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE "G" - 10° 15' 00" N. SPECIAL PUBLICATION NO. 59 (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)
CALIFORNIA STATE GRID ZONE S IS INDICATED BY DOTTED TICKS OUTSIDE THE MAIN LINE AT 10,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL HAVE SEARCH CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND SHALL 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. POINT THE 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
Loose surface graded, dry weather road. ——— State Route
Secondary, hard surface, all weather road. ——— Dirt road.
More than two lanes indicated by note with tick at point of change. Road Data 1943

