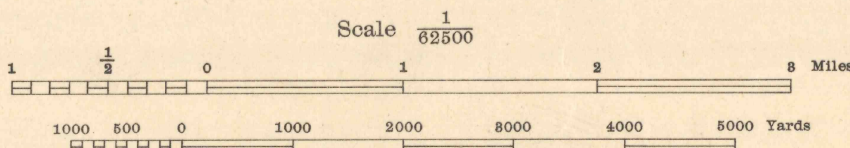
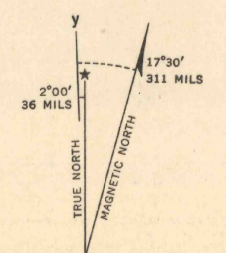


Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Horizontal control by U. S. Coast and Geodetic Survey, 1939 and 29th Engineers, U. S. Army, 1940 and 1941.
Vertical control by U. S. Coast and Geodetic Survey, 1927 and 1939, and 29th Engineers, U. S. Army, 1940 and 1941.
Topography 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.



Scale 1/82500
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 "F," U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
CALIFORNIA STATE GRID ZONE & 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 DIRECTLY TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 0.2" INCREASE
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
Secondary, hard surface, all weather road
Loose surface graded, dry weather road
Dirt road
More than two lanes indicated by note with tick at point of change.
U. S. Route 201
State Route 79
Road Data 1942

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
AMS NO. 121247
1943

WARNER SPRINGS, CALIF.
N3315-W11630/15