



Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Horizontal control by U. S. Geological Survey, 1900, U. S. Coast and Geodetic Survey, 1925, 1926, 29th Engineers, U. S. Army, 1941 and U. S. Forest Service, 1942.
Vertical control by the U. S. Geological Survey, 1900, U. S. Coast and Geodetic Survey, 1925, 1926, 29th Engineers, U. S. Army, 1941 and U. S. Forest Service, 1942.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors from Tander T-3A (5 lens) aerial photographs.
Photography by 1st Photographic Squadron, Air Corps, U. S. Army, 1941.
Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATIONS

Dependable hard surface, heavy duty road	Loose surface graded, heavy weather road	U. S. Route 101
Secondary, hard surface, all weather road	Dirt road	State Route 166

More than two lanes indicated by note with tick at point of change.
Road Data 1943

Scale **1/62500**

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 6, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59 (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)"

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."

U. S. G. S.
FILE COPY
Inspection and Editing.

APPROXIMATE MEAN DECLINATION 1943
ANNUAL MAGNETIC CHANGE
0.1° DECREASE

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
AMS NO. 121185
1943

TEN THOUSAND FOOT PLANE COORDINATES COMPUTED FROM U. S. C. AND G. S. PROJECTION TABLES FOR CALIFORNIA V ARE INDICATED BY SHORT DOTTED LINES ON ALL MARGINS AND BY COORDINATE NUMBERS ON THE TOP AND RIGHT MARGINS (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)

USGS
Historical File
Topographic Division

MC PHERSON PEAK, CALIF.
N3445-W11945/15