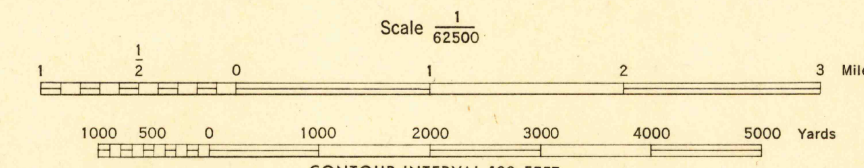
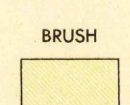


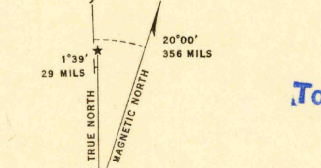
Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Horizontal and vertical control by U. S. Engineer Office, Los Angeles, California, 1942, U. S. Coast
and Geodetic Survey, 1930-1942 and U. S. Geological Survey, 1942.
Topography by U. S. Engineer Office, Los Angeles, California, 1943, from aerial photographs utilizing
photogrammetric plotting equipment.
Aerial photography under the direction of U. S. Engineer Office, Los Angeles, California, 1942.
This map complies with the national standard map accuracy requirements.
Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATION
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 along road with tick at point of change.
Road Data 1943

U. S. Route 101
State Route 85
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
OF THE U. S. "G" ZONE "G". U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
(THE LAST THREE DIGITS OF THE GRID NUMBER ARE OMITTED)
CALIFORNIA STATE GRID ZONE 2 IS INDICATED BY DOTTED TICKS
OUTSIDE THE MEAT LINE AT 10,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL HAVE HENCEFORTH CORRECTED AND ADJUSTED WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON D. C."



APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 40" DECREASE
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.

USCS
Historical File
Topographic Division