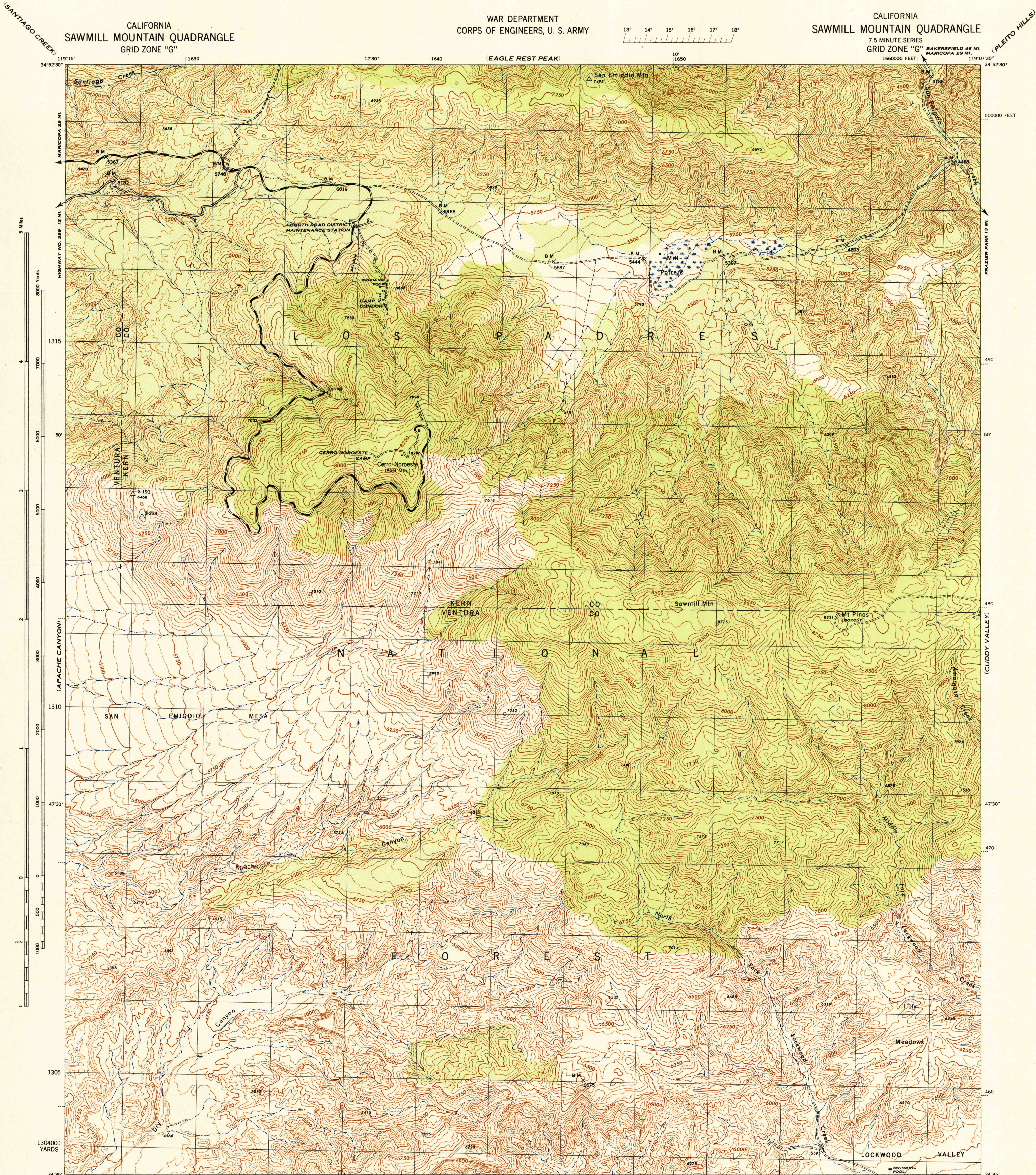




Prepared by U. S. Department of Agriculture, Forest Service, under the direction of the Chief of Engineers, U. S. Army, 1943.
Control by U. S. Coast and Geodetic Survey, U. S. Geological Survey and U. S. Forest Service.
Topography by U. S. Forest Service stereophotogrammetric methods (K&K plotter).
Photography by U. S. Forest Service, 1942.
Polyconic Projection, 1927 North American Datum.

ROAD CLASSIFICATION
Dependable hard-surface, heavy-duty road. Loose surface graded, dry weather road. U. S. Route 150
Secondary, hard-surface, all-weather road. Dirt road. State Route 30
More than two lanes indicated by note along road with tick at point of change. 2 LANE 4 LANE
THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS.

Scale 1/31680

CONTOUR INTERVAL 50 FEET
DATUM IS 1929 MEAN SEA LEVEL

ONE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." ZONE G, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
TEN THOUSAND FOOT GRID BASED ON CALIFORNIA PLANE COORDINATE SYSTEM, ZONE 5
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.
NOTE: OFFICERS USING THIS MAP WILL MARK VERNON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

APPROXIMATE MEAN DECLINATION 1944
ANNUAL MAGNETIC CHANGE 1° DECREASE
USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES TO DETERMINE MAGNETIC NORTH LINE. CONNECT 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 GSR SCALE AT THE NORTH EDGE OF THE MAP.

SAWMILL MOUNTAIN, CALIF.
N3445-W11907.5.7.5

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