



Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Horizontal control by U. S. Coast and Geodetic Survey, 1875, and 29th Engineers, U. S. Army, 1941.
Vertical control by U. S. Coast and Geodetic Survey, 1875, and 29th Engineers, U. S. Army, 1941.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors from Tandem T-3A (5 lens) aerial photographs.
Photography by 2nd Photographic Squadron, Air Corps, U. S. Army, 1941, 1942.
Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATIONS

Dependable hard surface, heavy duty road	Loose surface graded, dry weather road	U. S. Route 101
Secondary, hard surface, all weather road	Dirt road	State Route 1
More than two lanes indicated by note with tick at point of change.		
Road Data 1942		

SCALE 1:62,500

10000-FOOT GRID TICKS, CALIFORNIA PLANE COORDINATE SYSTEM, EAST ZONE, SHOWN IN BLACK
1000-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM, ZONE 18, SHOWN IN BLUE

Contour interval 100 feet
Datum is mean sea level (1929 Adj.)

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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

USGS
Historical File
Topographic Division

TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN
DECLINATION, 1942

U.S.G.S.
FILE COPY
TOPOGRAPHIC DIVISION

TEPUSQUET PEAK, CALIF.
N3445-W12000-15

1942

2980

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