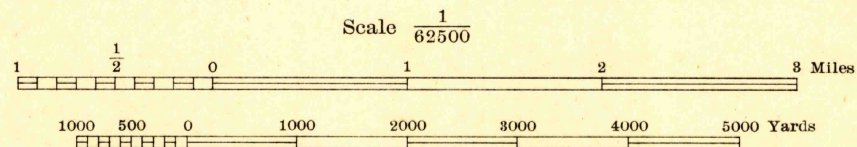




Prepared under the direction of the Chief of Engineers, U. S. Army, 1940.
Control by U. S. Geological Survey, 1900 and U. S. Coast and Geodetic Survey.
Topography by U. S. Geological Survey and U. S. Coast and Geodetic Survey.
Planimetric detail revised from K-3B aerial photographs as a Federal W. P. A. Project under
the supervision of 29th Engineers, U. S. Army, 1940.
Photography by Air Corps, U. S. Army, 1938.
Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATIONS
Dependable hard surface, Loose surface graded,
heavy duty road. ———— dry weather road. ———— U. S. Route
Secondary, hard surface, all weather road. ———— Dirt road. ———— State Route
More than two lanes indicated by note with tick at point of change. ———— Road Data 1943



Contour interval 100 feet
Datum is mean sea level

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. ZONE" (U. S. G. S. G. S. SPECIAL PUBLICATION NO. 59
(THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)
CALIFORNIA STATE GRID ZONE 5 IS INDICATED BY DOTTED TICKS
OUTSIDE THE MAIN LINE AT 10,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL HAVE HEREON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
NO ANNUAL MAGNETIC CHANGE

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 DEGREE SCALE AT THE NORTH EDGE OF THE MAP.

TRIUNFO PASS, CALIF.
N3400-W11845/15