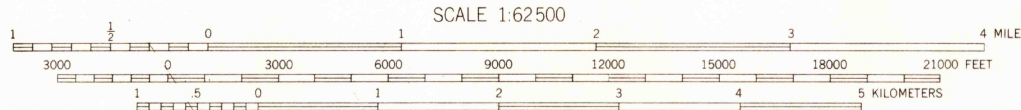




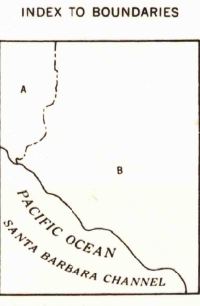
Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), Corps of Engineers, Department of the Army, Washington, D. C. Copied in 1946 from California, 1:50,000, AMS, Sheet 2152 IV, 1941. Original map compiled by USGS. Planimetry revised from aerial photographs dated 1940-41 by photo-planimetric methods. Horizontal and vertical control by USGS. Scale changed and marginal data revised, 1946. Universal Transverse Mercator grid added 1948.

LEGEND	
ROAD DATA 1941	
In developed areas, only thru roads are classified.	
Hard surface, heavy duty road, more than two lanes wide	Loose surface, graded, dry-weather road
Hard surface, heavy duty road, two lanes wide, Federal route marker	Trail, dirt road
Other surface improvements, all weather road, two lanes wide, State route marker	Railroad in street, Carline in street
RAILROADS	
Standard gauge	Single track Double track
Narrow gauge	Single track Double track
Single track carline	Double track carline
BOUNDARIES	
International	Mine
State	Horizontal control sta
County (with monument)	Bench mark
County subdivision	Spot elevation, feet
Reservation	Woods
Military reservation	Woods brushwood
School, Church	Brushwood
Cemetery	Orchard
Churchyard	Vineyard
Intermittent lake	Intermittent stream
Dam	Rapids, Falls
Large rapids and falls	Swamp, marsh
Rocks awash at low tide	Wharf, pier
Man-made shoreline	



CONTOUR INTERVAL 50 FEET
DATUM IS MEAN SEA LEVEL
TRANSVERSE MERCATOR PROJECTION
1927 NORTH AMERICAN DATUM
10,000-FOOT GRID TICKS, CALIFORNIA PLANE COORDINATE SYSTEM, ZONE 5, SHOWN IN BLACK
1000-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM, ZONE 11, SHOWN IN BLUE
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Topographic Division



TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1941

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