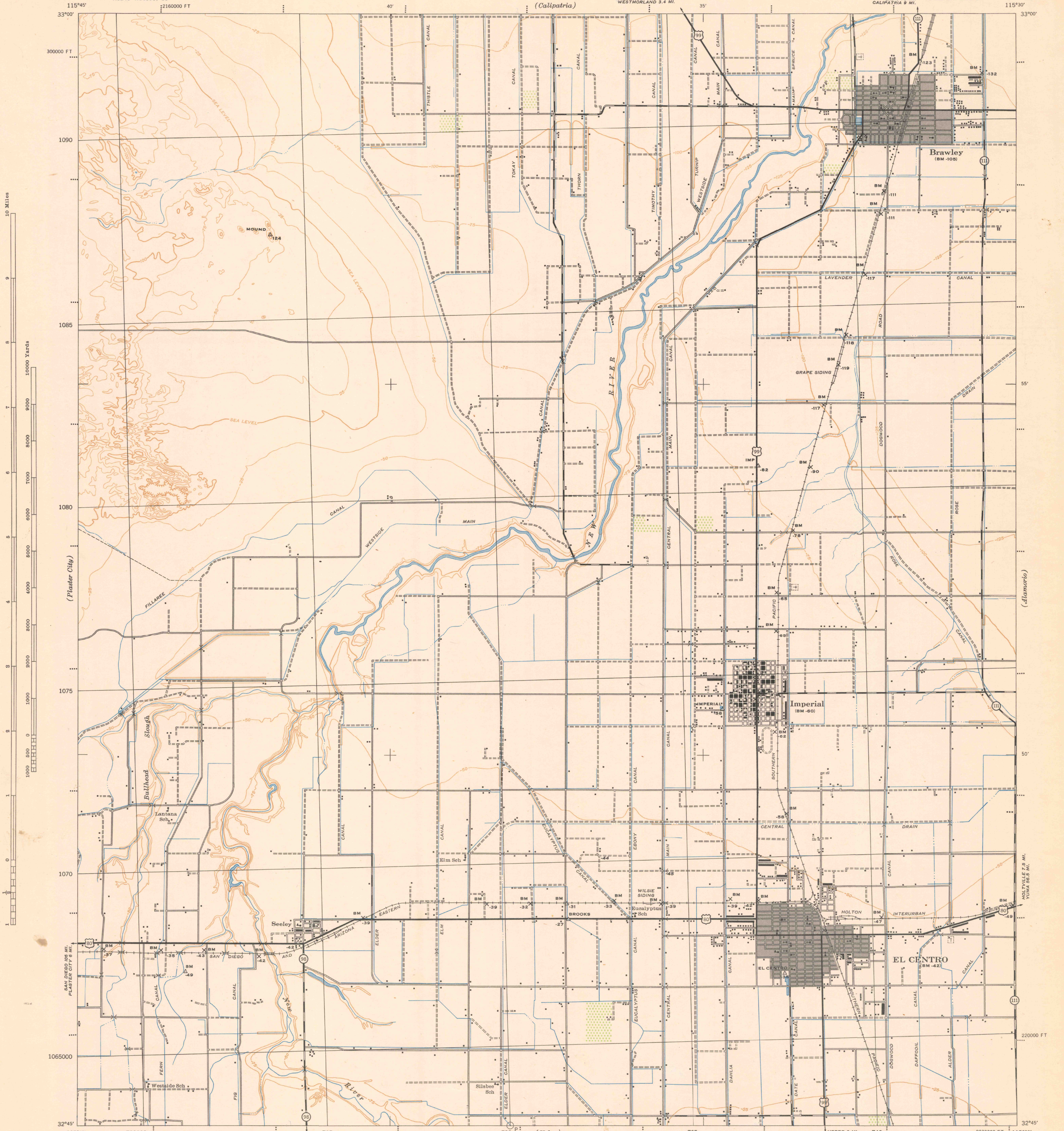
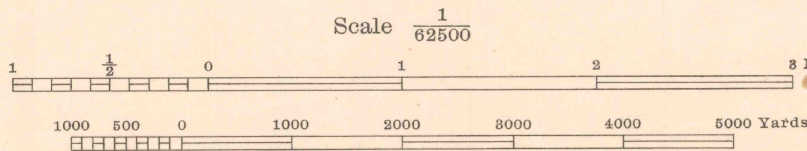




Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Horizontal control by U. S. Coast and Geodetic Survey, 1934 and 29th Engineers, U. S. Army, 1942.
Vertical control by U. S. Geological Survey, 1905, U. S. Coast and Geodetic Survey, 1927, 1941
and 29th Engineers, U. S. Army, 1942.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors, from Tan-
dem T-3A (5 lens) aerial photographs.
Photography by 1st Photographic Squadron, Air Corps, U. S. Army, 1940.
Polyconic Projection, North American 1927 Datum.

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

U. S. Route 99
State Route 96



Contour interval 25 feet
Datum is mean sea level (1929 Adj.)
FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. ZONE "F": U. S. G. & G. S. SPECIAL PUBLICATION NO. 59
(THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)
CALIFORNIA STATE GRID ZONE 6 IS INDICATED BY DOTTED TICKS
OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

APPROXIMATE MEAN DECLINATION 1945
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 0.9" DECREASE

USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES. TO DETERMINE MAG-
NETIC 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.

BRAWLEY, CALIF.
N3245-W11530/15

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