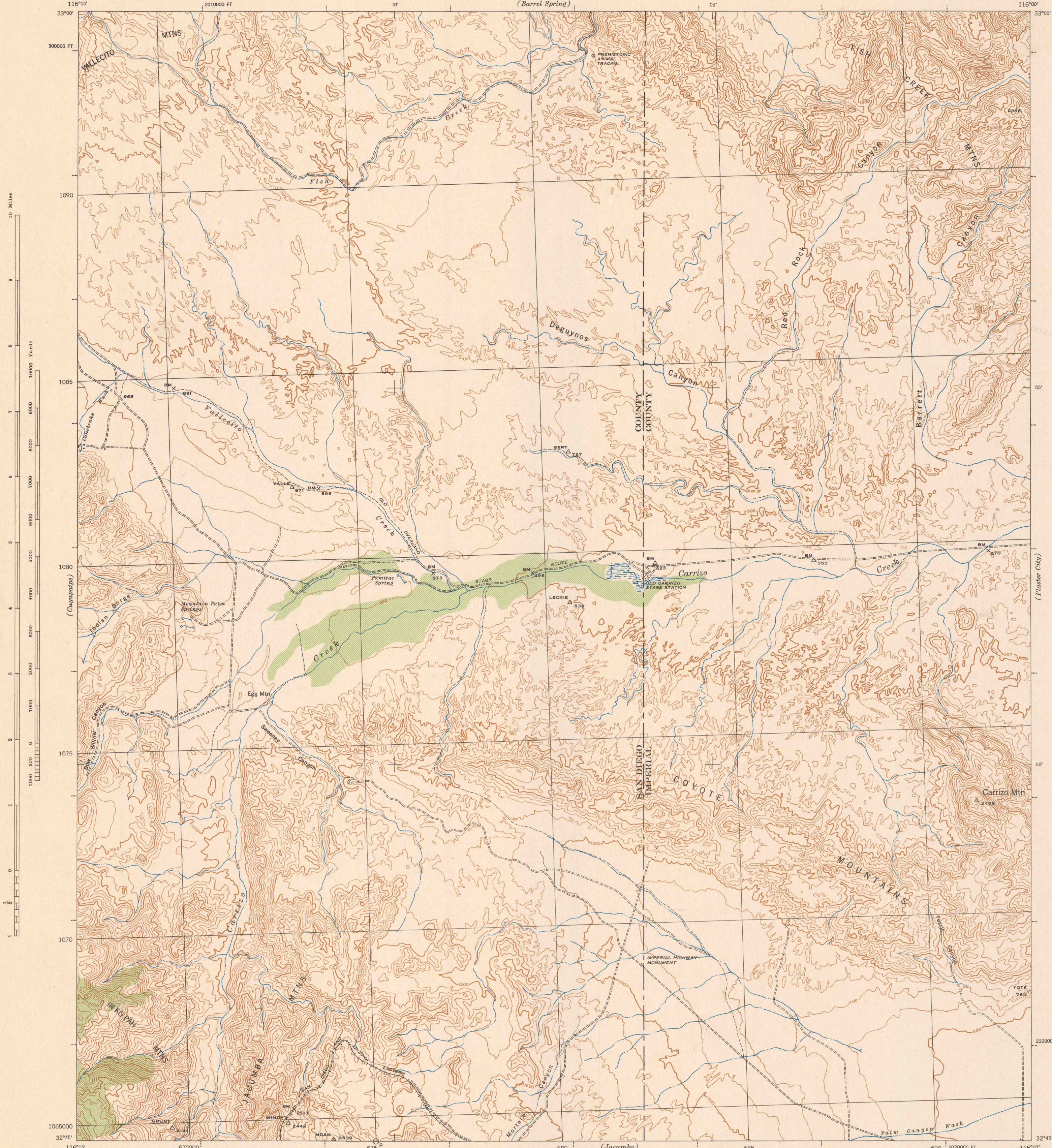


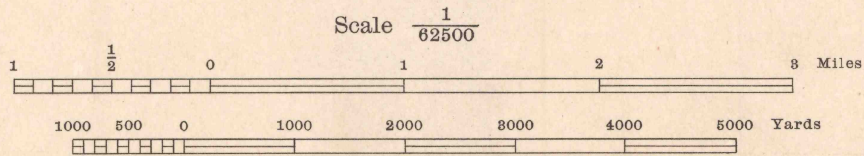


Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Horizontal control by U. S. Coast and Geodetic Survey, 1924, 1935 and 29th Engineers, U. S. Army, 1941.
Vertical control by 29th Engineers, U. S. Army, 1941.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors, from Tandem T-3A (5 lens) aerial photographs.
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1939.
Polyconic Projection, North American 1927 Datum.

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

Loose surface graded, dry weather road
Dirt road
State Route 101
State Route 60
2 LANE 4 LANE

U. S. Route 101
State Route 60



Contour interval 100 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. C. & 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 1944
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 0.3' INCREASE

USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES. TO DETERMINE MAGNETIC 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.

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
AMS NO. 121252
EDITION OF 1944

CARRIZO MTN., CALIF.
N3245-W11600/15