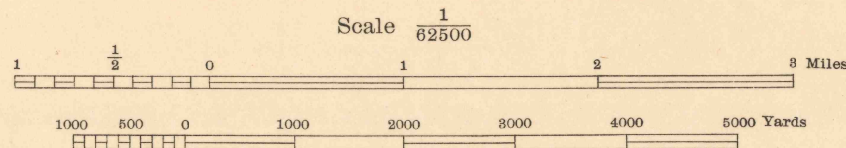


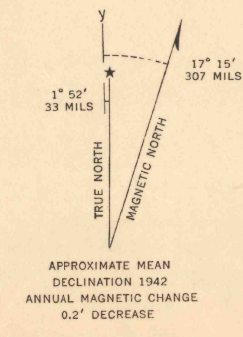


Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Horizontal control by 29th Engineers, U. S. Army, 1941, and U. S. Coast and Geodetic Survey, 1939.
Vertical control by 29th Engineers, U. S. Army, 1941, U. S. Coast and Geodetic Survey, 1931,
and U. S. G. S., 1902.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors, from Tandem
T-2A (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. ——— U. S. Route 101
Loose surface graded, dry weather road. ——— State Route 1
Secondary, hard surface, all weather road. ——— Unimproved road. ———
More than two lanes indicated by note with tick at point of change. Road Data 1942



FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. S. ZONE F. U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
(THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)"
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."



CLARK LAKE, CALIF.
N3315-W1615/15