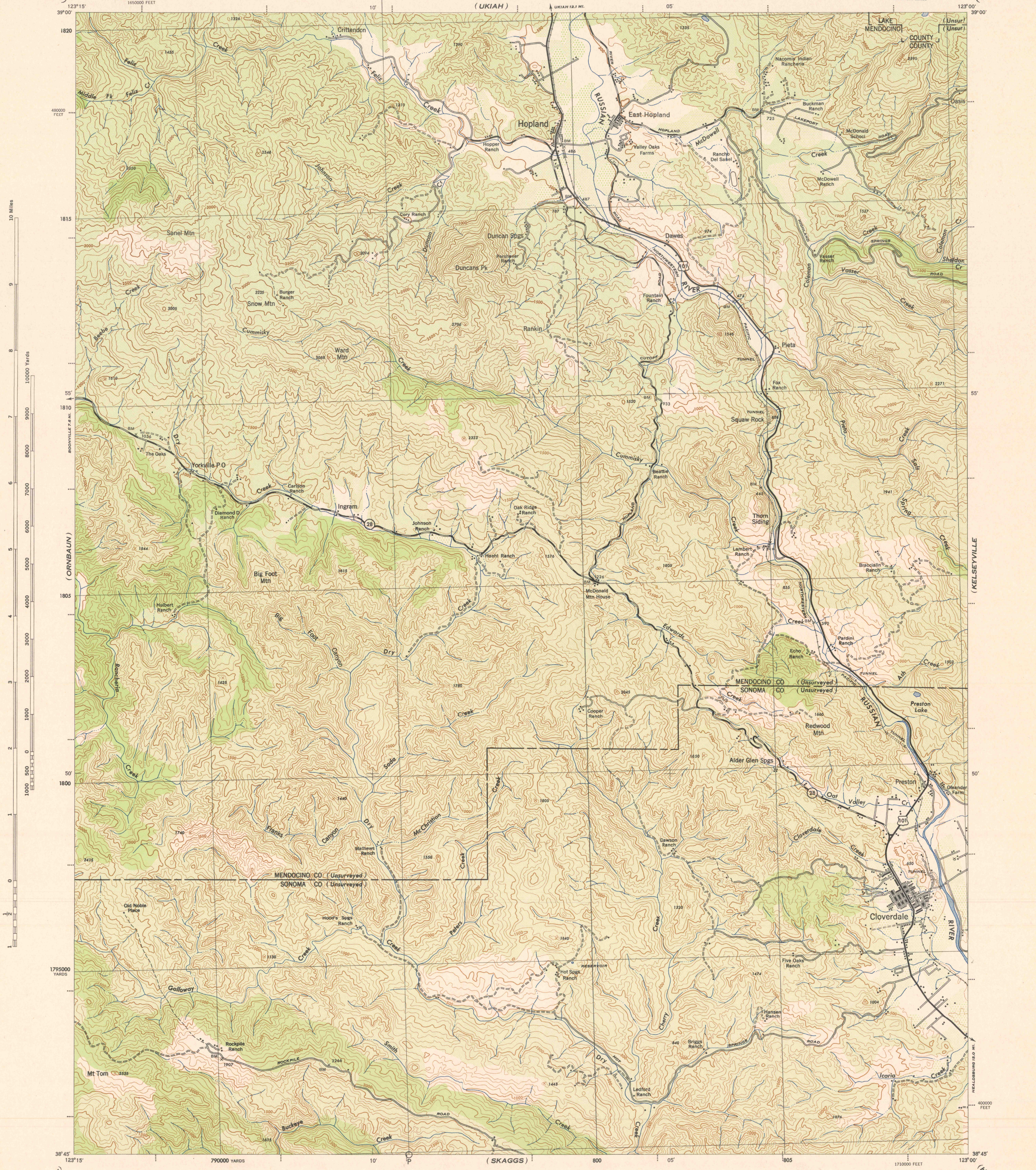
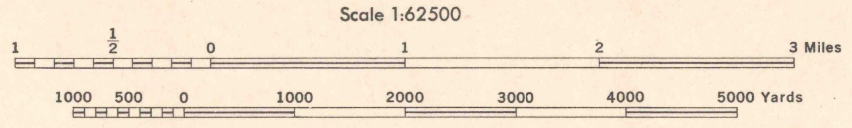


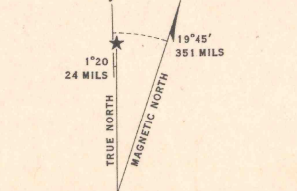


Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Horizontal and vertical control by U. S. Engineer Office, Los Angeles, California, 1942,
U. S. Coast and Geodetic Survey, 1942, 1943, and U. S. Geological Survey, 1942.
Topography by U. S. Engineer Office, Los Angeles, California, 1943,
from aerial photographs utilizing photogrammetric plotting equipment.
Aerial photography under the direction of U. S. Engineer Office, Los Angeles, California, 1942.
This map complies with the national standard map accuracy requirements.
Polyconic projection, North American Datum, 1927.

ROAD CLASSIFICATION 1943
Dependable hard-surface, heavy-duty road. Loose-surface graded, dry weather road. U. S. Route
Secondary, hard-surface, all-weather road. Dirt road. State Route
More than two lanes indicated by note along road with tick at point of change. 2 LANE 1 LANE



Scale 1:62500
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 G, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
THE LAST THREE SIDES OF THE GRID SQUARES ON THE OUTSIDE
CALIFORNIA STATE GRID ZONE 2 IS INDICATED BY DOTTED
TICKS OUTSIDE THE "H" LINE AT 1000 FT. INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MARK HATCH CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."



HOPLAND, CALIF.
N3845-W12300 / 15