



Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
Horizontal control by 29th Engineers, U. S. Army, 1939-1940, U. S. Geological Survey, 1899, and U. S. Coast and Geodetic Survey, 1932.
Vertical control by 29th Engineers, U. S. Army, 1939-1940, U. S. Geological Survey, 1940, and U. S. Coast and Geodetic Survey, 1932.
Topography by 29th Engineers, U. S. Army, 1941, utilizing multiplex aero-projectors, from T-3A (5 lens) aerial photographs.
Photography by 82nd 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 (40)
Loose surface graded, dry weather road. _____
Secondary, hard surface, all weather road. _____ State Route (37)
Unimproved road. _____
More than two lanes indicated by note with tick at point of change. _____
Road Data 1942

Scale 1/62500

1000 500 0 1000 2000 3000 4000 5000 Yards

Contour interval 50 feet
Datum is mean sea level (1929 Adj.)

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. - ZONE 6 - U. S. C. & G. S. SPECIAL PUBLICATION NO. 58 (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."

BRUSH

APPROXIMATE MEAN DECLINATION 1942
ANNUAL MAGNETIC CHANGE
1" DECREASE

TRUE NORTH
MAGNETIC NORTH

17° 43' 315 MILS
0° 42' 12 MILS

MT. VACA, CALIF.
N3815-W12200/15