



Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Horizontal control by U. S. Coast and Geodetic Survey 1887 & 1933 and 29th
Engineers, U. S. Army 1939-1940.
Vertical control by U. S. Geological Survey 1898, U. S. Coast and Geodetic
Survey 1927-1939 and 29th Engineers, U. S. Army 1939-1940.
Topography by 29th Engineers, U. S. Army 1942, from Tandem T-3A (5 lens)
aerial photographs by stereo-comparagraph methods.
Intermediate elevations by multiplex aero-projectors.
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.
Secondary, hard surface, all weather road, Unimproved road, State Route 78
More than two lanes indicated by note with tick at point of change.
Road Data 1942

Scale 1/62500
1 0 1 2 3 4 5 6 7 8 Miles
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 G, 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."

1° 59' 35" N
13° 26' 23" W
APPROXIMATE MEAN
DECLINATION 1942
ANNUAL MAGNETIC CHANGE
0.2" INCREASE

TEN THOUSAND FOOT PLANE COORDINATES COMPUTED FROM
U. S. C. AND G. S. PROJECTION TABLES FOR CALIFORNIA VI
ARE INDICATED BY SHORT DOTTED LINES ON ALL MARGINS AND
BY COORDINATE NUMBERS ON THE TOP AND RIGHT MARGINS
(THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.)

965-C
OCEANSIDE, CALIF.
N3300-W11715/15