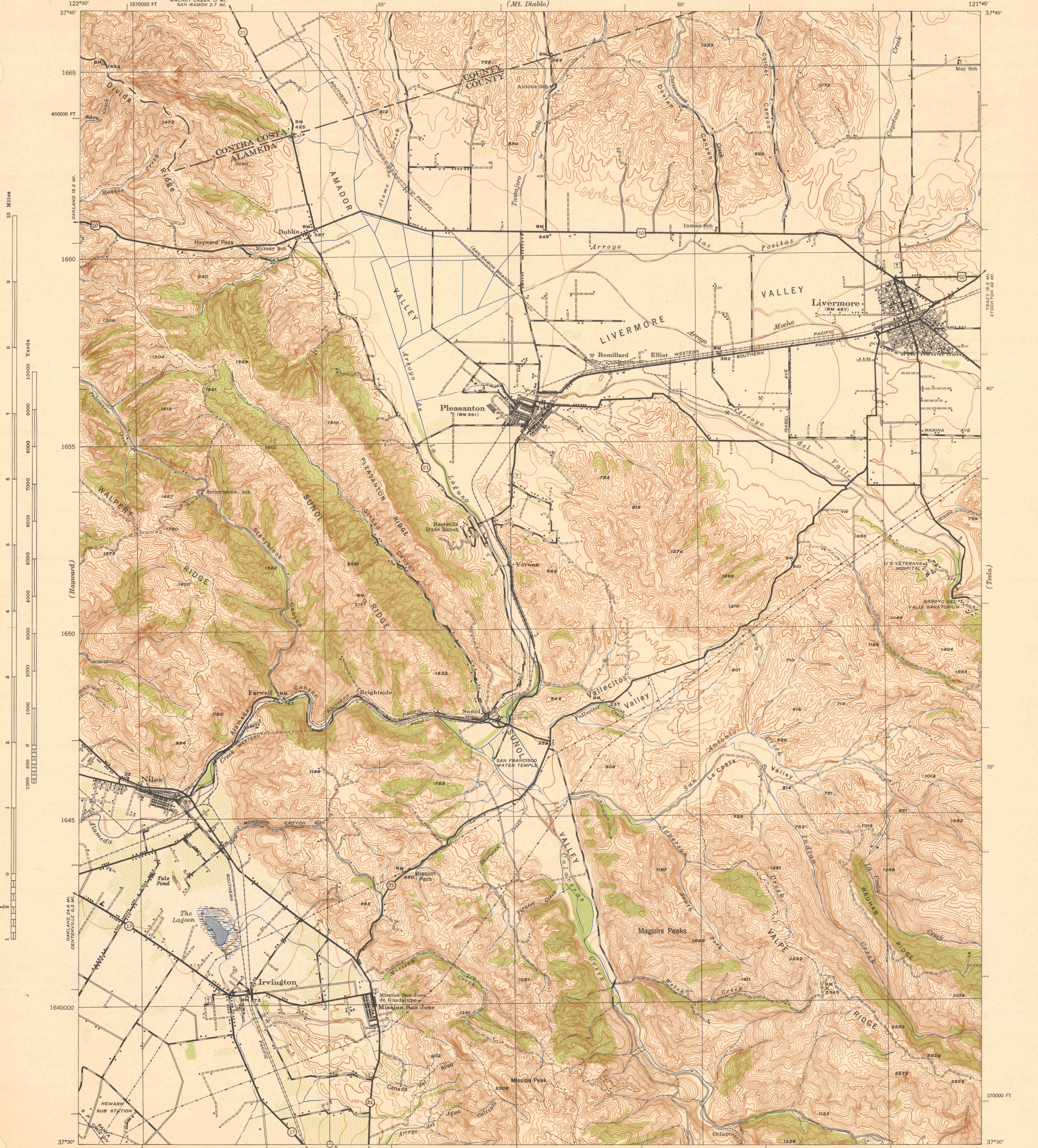


(Byron)



Prepared under the direction of the Chief of Engineers, U. S. Army, 1940.
Control by U. S. Geological Survey, 1904.
Topography by U. S. Geological Survey, 1904.
Planimetric detail revised from T-3A (5 lens) aerial photographs as a Federal W. P. A. Project under supervision of the 29th Engineer, U. S. Army, 1940.
Aerial photography by 91st Observation Squadron, Air Corps, U. S. Army, 1937.
Polyconic Projection, North American 1927 Datum.

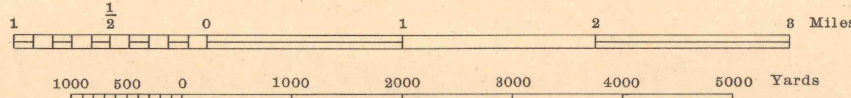
ROAD CLASSIFICATIONS
Dependable hard surface, heavy duty road
Loose surface graded, dry weather road
Secondary, hard surface, all weather road
Dirt road
More than two lanes indicated by note with tick at point of change.
Road Data 1942

U. S. Route 50
State Route 17
3 LANE 1 & 2 LANE

Contour interval 50 feet

Datum is mean sea level

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)
CALIFORNIA STATE GRID ZONE 3 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 1943
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 0.5" DECREASE

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.

506-C
PLEASANTON, CALIF.
N3730-W12145/15

(Mt. Hamilton)