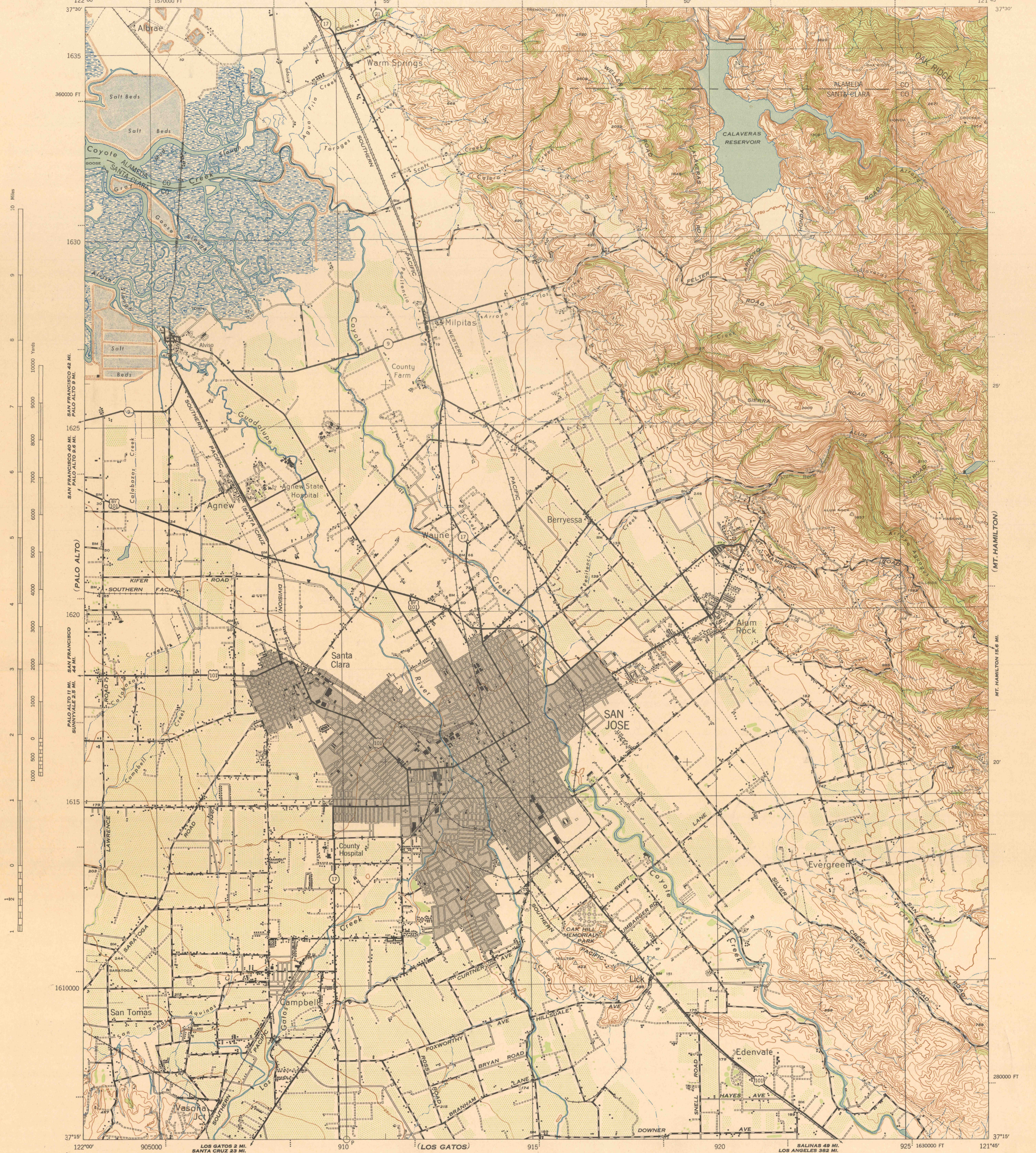




Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
Horizontal control by U. S. Coast and Geodetic Survey, 1931 and 29th Engineers, U. S. Army, 1939.
Vertical control by U. S. Coast and Geodetic Survey, 1931 and 29th Engineers, U. S. Army, 1939.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors, from T-3A (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 205
Loose surface graded, dry weather road. ——— U. S. Route 205
Secondary, hard surface, all weather road. ——— State Route 17
Dirt road. ——— State Route 17
More than two lanes indicated by note with tick at point of change. ——— State Route 17
Road Data 1942

Scale 1:62,500

1 2 3 Miles
1000 500 0 1000 2000 3000 4000 Feet

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 NUMBER 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 VERTICAL CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

FILE COPY

MAP INFORMATION OFFICE
GEOLOGICAL SURVEY

SAN JOSE, CALIF.
N3715-W12145/15