

CALIFORNIA
SANTA BARBARA COUNTY
SAN RAFAEL MTN. QUADRANGLE
GRID ZONE "G"
N3430-W11945/15

HONOLULU OIL CORPORATION
GEOLOGICAL DEPARTMENT
BAKERSFIELD OFFICE

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

CALIFORNIA
SANTA BARBARA COUNTY
SAN RAFAEL MTN. QUADRANGLE
GRID ZONE "G"
15 MINUTE SERIES

FIRST EDITION - AMS 1

13° 14° 15° 16° 17° 18°

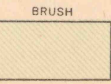
1470000 119°45'



First Edition (AMS 1), 1942.
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Horizontal control by U. S. Geological Survey, 1901, U. S. Coast and Geodetic Survey, 1941 and 29th Engineers, U. S. Army, 1941.
Vertical control by U. S. Geological Survey, 1901, U. S. Department of Agriculture, 1928, U. S. Coast and Geodetic Survey, 1941 and 29th Engineers, U. S. Army, 1941.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors from Tandem T-3A (5 lens) aerial photographs.
Photography by 1st Photographic Squadron, Air Corps, U. S. Army, 1941.
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 Date 1943

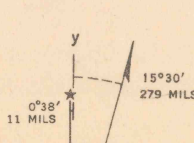
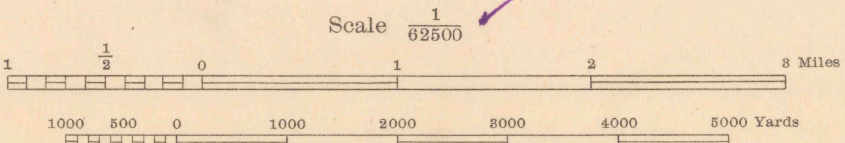
U. S. Route 101
State Route 150



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 DIGITS OF THE GRID NUMBERS ARE OMITTED)

NOTE: OFFICERS USING THIS MAP WILL MARK REVISION CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



APPROXIMATE MEAN DECLINATION 1943
ANNUAL MAGNETIC CHANGE 1 DEGREE

ARMY MAP SERVICE, U. S. ARMY, WASHINGTON, D. C. 121187
9-45 1943

TEN THOUSAND FOOT PLANE COORDINATES COMPUTED FROM U. S. C. AND G. S. PROJECTION TABLES FOR CALIFORNIA V 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)

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