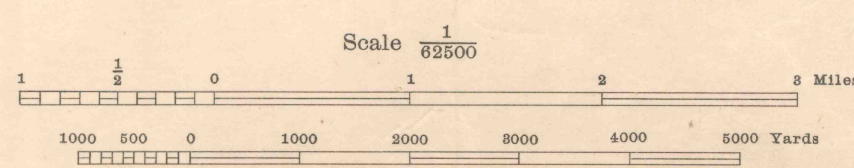
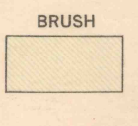


FIRST EDITION (29E 1) (ADVANCE EDITION) 1944; REVISED (29E 2) 1945
Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Horizontal control by U. S. Geological Survey, 1904, U. S. Coast and Geodetic Survey, 1935, and
29th Engineers, U. S. Army, 1942.
Vertical control by U. S. Geological Survey, 1904, U. S. Bureau of Reclamation, 1935 and 29th
Engineers, U. S. Army, 1942.
Topography by 29th Engineers, U. S. Army, 1943, utilizing multiplex aero-projectors, from Tandem
T-3A (5 lens) aerial photographs.
Photography by 1st Photographic Squadron, Air Corps, U. S. Army, 1940.
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 1943



Scale 1/62500
Datum is mean sea level (1929 Adj.)
FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. "ZONE F", U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
(THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)
THE STATE GRIDS ARE INDICATED FOR ARIZONA WEST BY ... Ticks. FOR CALIFORNIA
ZONE 6 BY ... Ticks OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL WANT HEREIN CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS WASHINGTON, D. C."

APPROXIMATE MEAN DECLINATION 1945
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 1" 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.