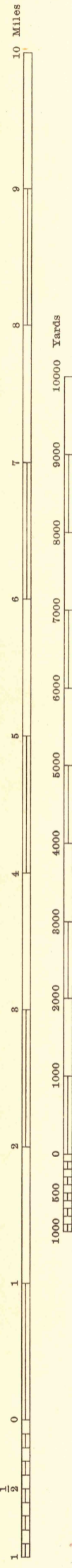


(Tribe Peaks)

(Palo Verde Mts.)

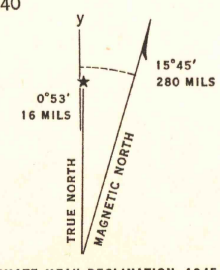
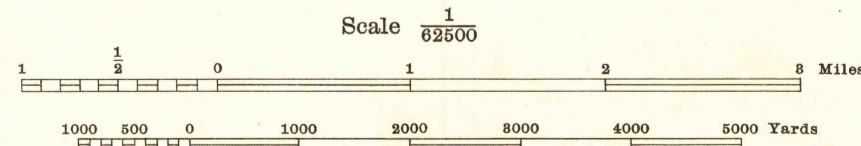


39000 FT
CALIF. 6

(Red Hill)

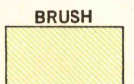
73000 FT
ARIZ. WEST
33°00'

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. Coast and Geodetic Survey, 1935 and 29th Engineers, U. S. Army, 1942.
Vertical control by U. S. Bureau of Reclamation, 1932, 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.



29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
AMS NO. 121217
1945

ROAD CLASSIFICATIONS
Dependable hard surface, heavy duty road
Secondary, hard surface, all weather road
More than two lanes indicated by note with tick at point of change.
Road Data 1943



U. S. Route
State Route
LANE 1 LANE

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 T", 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 MARK HEREON 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 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.

PICACHO, ARIZ. - CALIF.
N3300-W11430/15

ARIZONA