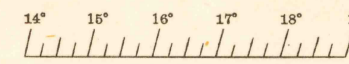
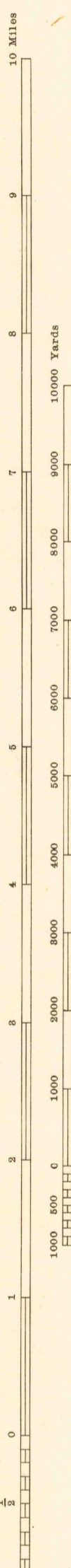
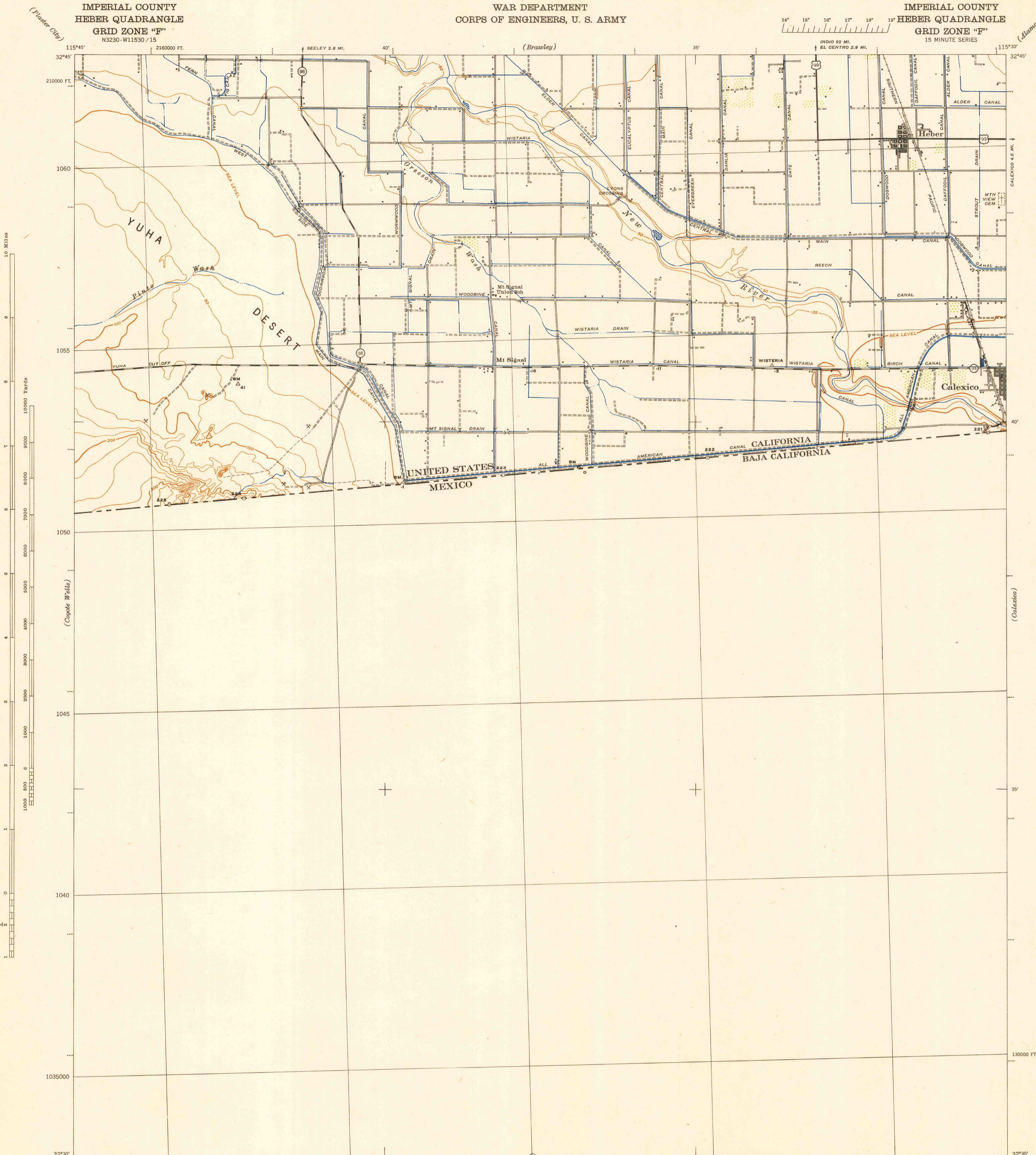


GRID ZONE "T"  
N3230-W11530/15

GRID ZONE "T"  
15 MINUTE SERIES

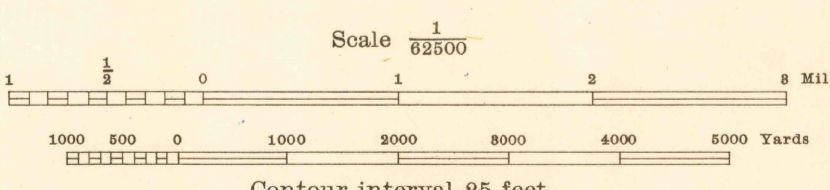


INDIO 92 MI.  
EL CENTRO 2.9 MI.



FIRST EDITION (29E 1) 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, 1934 and 29th Engineers, U. S. Army, 1942.  
Vertical control by U. S. Coast and Geodetic Survey, 1934, U. S. Bureau of Reclamation, 1941 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, 1927 North American Datum.

**ROAD CLASSIFICATIONS**  
Dependable hard surface, heavy duty road  
Loose surface graded, dry weather road  
Secondary, hard surface, all weather road  
Dirt road  
U. S. Route 99  
State Route 96  
More than two lanes indicated by tick at point of change.  
Road Data 1943



Scale 1/62500  
Contour interval 25 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)  
CALIFORNIA STATE GRID ZONE 6 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 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.