



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 29th Engineers, U. S. Army, 1942.  
Vertical control by U. S. Bureau of Reclamation, 1935 and 29th Engineers, U. S. Army, 1942.  
Topography by 29th Engineers, U. S. Army, 1943, utilizing multiplex aero-projects, 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. 121253  
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.  
Loose surface graded, dry weather road  
Dirt road  
Road Data 1943  
U. S. Route 80  
State Route 1

**BRUSH**  
[Symbol]

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 "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 CALIFORNIA ZONE 6 BY ... TICKS, FOR ARIZONA WEST BY ... TICKS OUTSIDE THE NEAT LINE AT 15,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL MAKE HEREON CORRECTIONS AND ADJUSTMENTS 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.

USCS  
Historical File  
Topographic Division

PICACHO PEAK, CALIF.-ARIZ.  
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