

Prepared under the direction of the Chief of Engineers by the Corps of Engineers, U. S. Army Map Service (AM), Washington, D. C. Compiled in 1949 from United States Coast and Geodetic Survey Charts, 1:62,500, 1:125,000, U. S. Geological Survey and Corps of Engineers, 1909-1923. County Highway Maps, 1945-1948; U. S. Coast and Geodetic Survey Charts, 1941-1942. Planimetric detail partially revised by photogrammetric methods. Aerial photography 1940-1944. Road, railroad and aeronautical data verified by state authorities, 1949. Control by United States Coast and Geodetic Survey.

LEGEND
ROAD DATA 1950

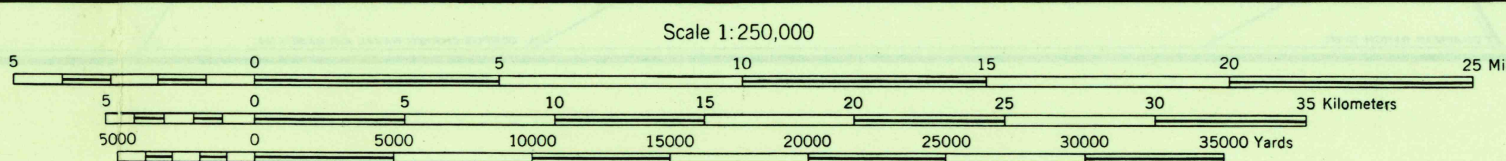
Small; Large built-up area	Hard surface, heavy duty road, more than two lanes wide	Large; Large
500,000 or over	Hard surface, heavy duty road, two lanes wide	Large; Large
100,000 to 500,000	Hard surface, medium-duty road, more than two lanes wide	Large; Large
25,000 to 100,000	Hard surface, medium-duty road, two lanes wide	Large; Large
5,000 to 25,000	Loose surface, graded and drained road	Large; Large
1,000 to 5,000	Dirt road; Trail	Large; Large
1,000 or less	Stowell	Large; Large

RAILROADS
Standard gauge: Single track, Multiple track, Woodland
Narrow gauge: Mine

BOUNDARIES
International: Principal navigation light, * Falls; Rapids
County: Military airfield, Intermittent stream
City: Municipal or commercial airfield, Seawall, marsh
Park and reservation: Auxiliary airfield, Reef, Limit of danger line
Horizontal control point: Seaplane base, Rocks awash; Wharf, pier
Spot elevation in feet: Seaplane anchorage, Foreshore flats

INDEX TO BOUNDARIES

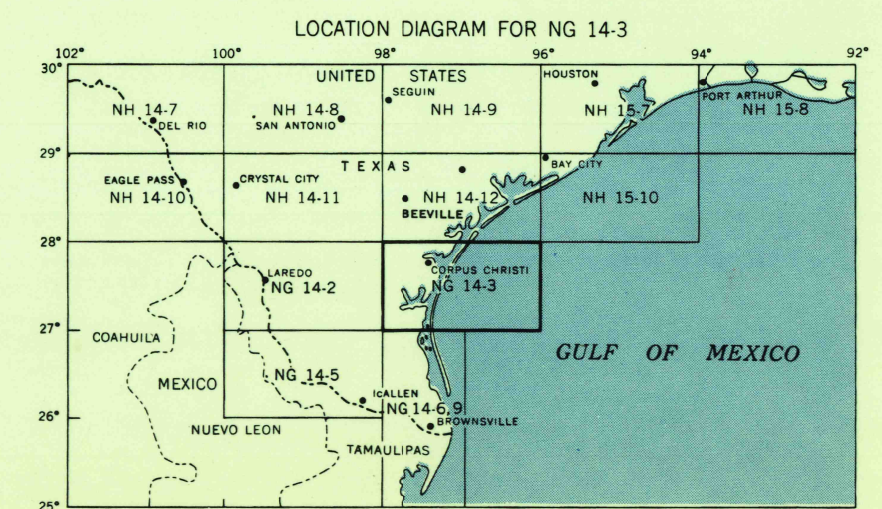
1. Texas Counties	3. San Antonio	5. Brooks
2. Nueces	4. Kings	6. Karnes



Scale 1:250,000
CONTOUR INTERVAL 50 FEET
WITH SUPPLEMENTARY CONTOURS AT 25 FOOT INTERVALS
DATUM IS MEAN SEA LEVEL
TRANSVERSE MERCATOR PROJECTION
1927 NORTH AMERICAN DATUM
100,000 FOOT GRIDS BASED ON TEXAS COORDINATE SYSTEM, SOUTH ZONE

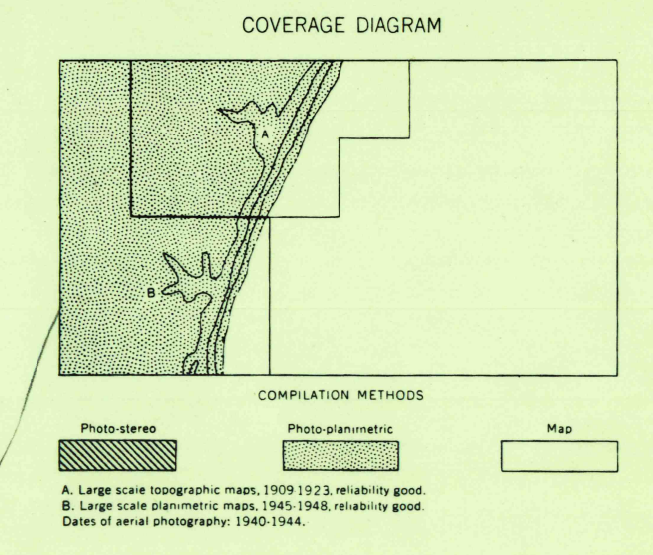
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