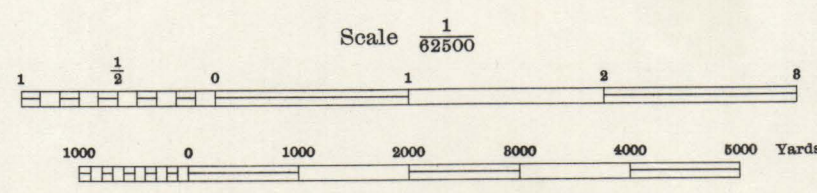


Prepared under the direction of the Chief of Engineers, and the Commanding General, Fourth Army, U. S. Army, 1942.
Horizontal control by U. S. Coast and Geodetic Survey, 1922, and 29th Engineers, U. S. Army, 1941.
Vertical control by 29th Engineers, U. S. Army, 1941.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aeroprojectors, from Tandem T-3A (5 lens) aerial photographs.
Photography by 2nd Photographic Squadron, Air Corps, U. S. Army, 1941.
Polytonic Projection, Valdez Datum.
Not of standard accuracy.

ROAD CLASSIFICATIONS

Dependable hard surface, _____ Loose surface graded, _____
heavy duty road, _____ dry weather road, _____
Secondary, hard surface, _____ Unimproved road, _____
all weather road, _____
More than two lanes indicated by note along road with tick at point of change.



Contour interval 100 feet
Datum is mean sea level

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM (EXTENSION TABLES FOR LAT. 45° TO 72° NORTH LATITUDE) FOR PROGRESSIVE MAPS IN U. S." ZONE "K", U. S. C. & G. S. SPECIAL PUBLICATION NO. 59. (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.)
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."

FILE COPY

CLASSIFICATION CANCELLED BY
AUTHORITY OF CHIEF OF ENGINEERS
LETTER OF
JAN 22 1946



APPROXIMATE MEAN DECLINATION 1942
ANNUAL MAGNETIC CHANGE 0.8' DECREASE

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON 1942

RESTRICTED
RED MOUNTAIN, ALASKA
N6145-W14830/15X30