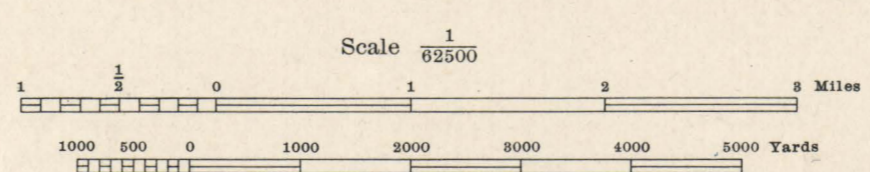


(Dashed)

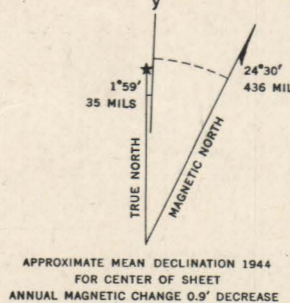
FILE COPY

Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Horizontal control by 29th Engineers, U. S. Army, 1941, 1942.
Vertical control by 29th Engineers, U. S. Army, 1941, 1942.
Topography by 29th Engineers, U. S. Army, 1943, utilizing multiplex aero-pro-
jectors from Tandem T-3A (5 lens) aerial photographs.
Photography by 2nd Photographic Squadron, Air Corps, U. S. Army, 1941.
Polyconic Projection, Valdez Datum.



Scale $\frac{1}{62500}$
Contour interval 25 feet
Datum is mean sea level

FIVE THOUSAND YARD WORLD POLYCONIC GRID, ZONE "B" BAND II N
(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."



APPROXIMATE MEAN DECLINATION 1944
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 0.9' DECREASE
USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES. TO DETERMINE MAGNETIC
NORTH LINE, CONNECT THE PIVOT POINT "M" 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.

ROAD CLASSIFICATION
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 1942

BRUSH

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
AMS NO. 121103
1944
RESTRICTED
by authority C.O., Army Map Service
C.E., U.S. Army, Wash., D. C.