

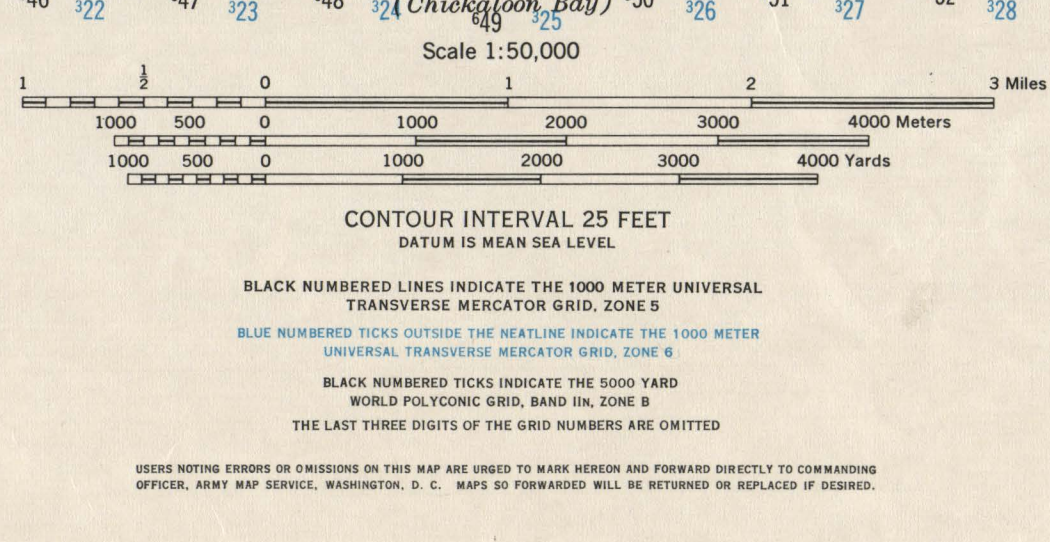
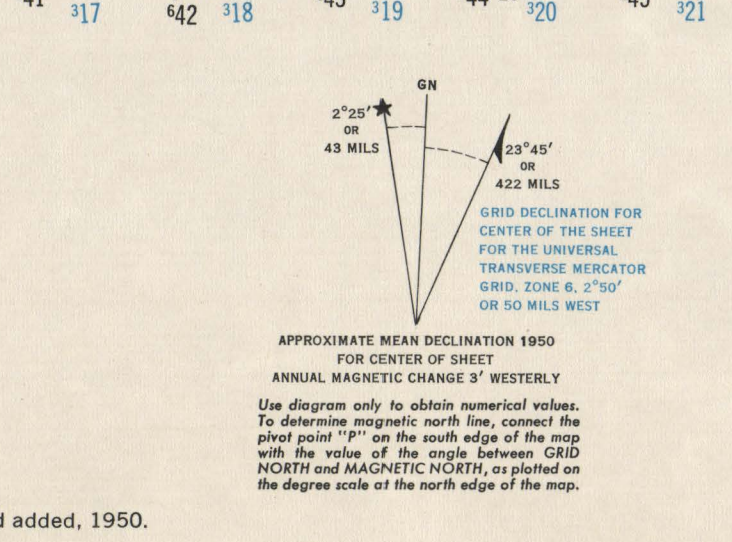
FILE COPY

Prepared under the direction of the Chief of Engineers, U. S. Army, 1941. Revised 1943.  
 Horizontal control by U. S. Coast and Geodetic Survey, 1909, 1941 and 29th Engineers, U. S. Army, 1941, 1942.  
 Vertical control by U. S. Coast and Geodetic Survey, 1909 and 29th Engineers, U. S. Army, 1941, 1942.  
 Topography by 29th Engineers, U. S. Army, 1941, 1943, utilizing multiplex aeroprojectors, from Tandem T-3A (5 lens) aerial photographs.  
 Photography by 2nd Photographic Squadron, Air Corps, U. S. Army, 1941.  
 Transverse Mercator Projection, approximate 1927 North American Datum.

**ROAD CLASSIFICATION**

Dependable hard surface, heavy duty road  
 Loose surface graded, dry weather road  
 Secondary, hard surface, all weather road  
 Dirt road  
 More than two lanes indicated by note with tick at point of change.  
 Road Data 1942

AMS Q712 AMS 2, 1950  
 Scale changed, marginal data revised and Universal Transverse Mercator Grid added, 1950.



GRID ZONE DESIGNATION: 5V	TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 100 METERS
100,000 M. SQUARE IDENTIFICATION	SAMPLE POINT: BACK POINT LIGHT
PC	1. Locate first VERTICAL grid line to LEFT of point and read LARGE figure labeling the line either on the top or bottom margin, or on the line itself. 2. Estimate meters from grid line to point. 3. Locate first HORIZONTAL grid line BELOW point and read LARGE figure labeling the line either on the left or right margin, or on the line itself. 4. Estimate meters from grid line to point.
USING THE SMALLER figure of any grid number, these are for finding the full coordinates. Use ONLY the LARGER figure of the grid number, example: 6167000	50000 PC01808 5VPC01808