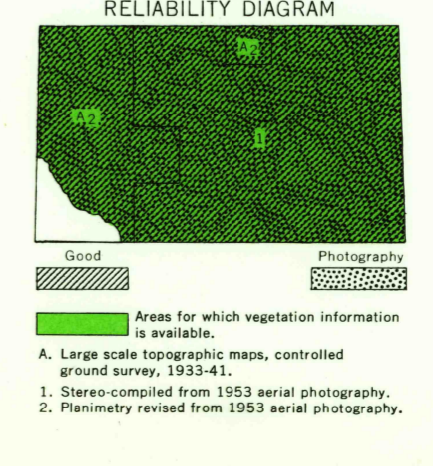
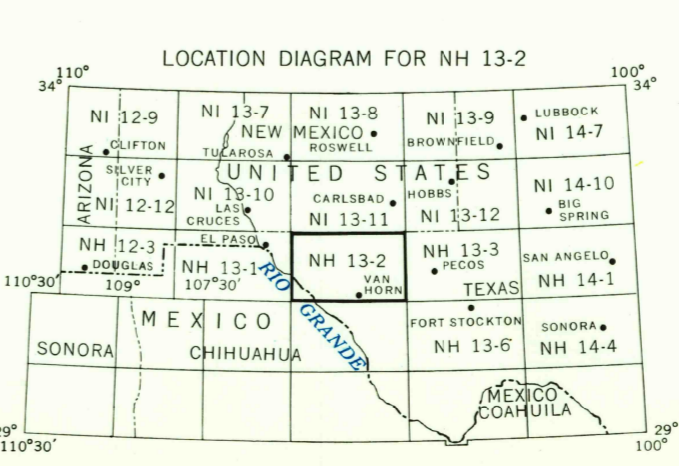
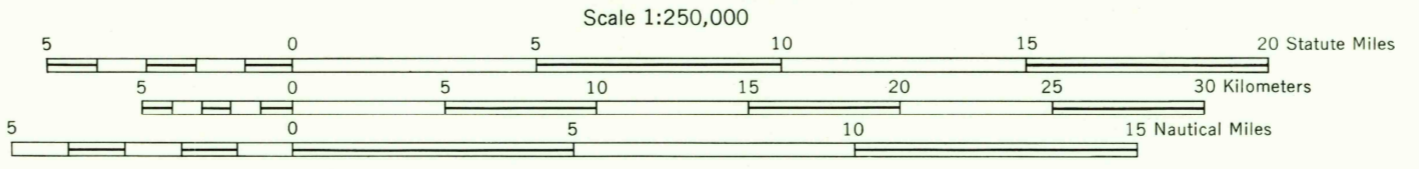


Prepared by the U.S. Army Map Service (LUSA), Corps of Engineers, Washington, D.C. Compiled in 1955 by photogrammetric methods and from USGS 1:62,500, 1933-41. Planimetric detail revised by photogrammetric methods. Control by USGS and USC&GS. Photography field annotated 1954. Limited revision by U.S. Geological Survey 1964. 100,000-foot grid based on Texas coordinate system, central zone 10,000-meter Universal Transverse Mercator grid ticks, zone 13, shown in blue.

LEGEND

ROAD DATA 1954 PARTIALLY REVISED 1964
 Figures in red denote approximate distances in miles between stars

POPULATED PLACES	ROADS	LANDS
Over 500,000	Hard surface, heavy duty	1 LANDS
100,000 to 500,000	More than two lanes wide	2 LANDS
25,000 to 100,000	Two lanes wide; Federal route marker	3 LANDS
5,000 to 25,000	Hard surface, medium duty	4 LANDS
1,000 to 5,000	More than two lanes wide	5 LANDS
Less than 1,000	Two lanes wide; State, Interstate route markers	6 LANDS
	Improved light duty	
	Unimproved dirt	
	Trail	
RAILROADS		
Standard gauge	Single track	
Narrow gauge	Double or multiple	
	Horizontal control point; Windmill	
BOUNDARIES		
International	Landing area	
State	Seaplane airport	
County	Seaplane anchorage	
Park or reservation	Woods-brushwood	
	Landmarks: School; Church; Other...	
	Spot elevation in feet	
	Marsh or swamp	
	Intermittent or dry stream	
	Power line	
	Approximate road alignment	



1960 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 12°00' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 11°30' EASTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0°02' WESTERLY.

FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER 25, COLORADO OR WASHINGTON 25, D.C.