

0° 1° 2° 3° 4° 5° 6° 7° 8° 9° 10° 11° 12°



First Edition 1942  
Second Edition 1943  
Prepared under the direction of the Chief of Engineers, U.S. Army, 1942  
By U.S. Soil Conservation Service,  
Horizontal Control by U.S.C. & G.S., U.S.G.S. and Oklahoma Geological Survey  
Vertical Control by U.S.G.S.  
Topography by U.S.G.S., 1942  
Aerial Photography by U.S. Department of Agriculture, 1940-1942.  
Polyconic Projection, North American Datum 1927.

ROAD CLASSIFICATION 1943  
Dependable hard-surface, heavy-duty road. U.S. Route 337  
Loose-surface graded, all-weather road. U.S. Route 42  
Secondary hard-surface, all-weather road. State Route  
Dirt road. PLANE 14 LANE  
More than two lanes indicated by note along road with tick at point of change.

Scale: 1:125000  
1 0 1 2 3 4 5 6 7 8 MILES  
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 YARDS

CONTOUR INTERVAL 50 FEET  
DATUM IS MEAN SEA LEVEL

TEN THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. SOME 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 HEROES CORRECTIONS AND NOTATIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECTLY TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

USGS  
Historical File  
Topographic Division

FILE COPY

Use diagram only to obtain numerical values.  
To determine magnetic north line connect the pivot point "P" 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.

APPROXIMATE MEAN  
DECLINATION 1943  
ANNUAL MAGNETIC CHANGE 1  
INCREASE

8/43 S X

GAINESVILLE, TEX.-OKLA.  
N 3330 W 9700/30