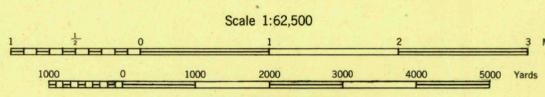


First Edition 1943  
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.  
Army Map Service, Quincy and Kansas City units.  
Based on U. S. G. S. quadrangle, Rocky Ford, 1:62,500 (1921).  
Control by U. S. G. S.  
Surveyed in cooperation with the War Department, 1918-19.  
Revised from single lens vertical aerial photographs.  
Aerial photography - A. A. Department of Agriculture, 1941.  
Polyconic Projection, North American Datum 1927.

H-15 ROAD CLASSIFICATION 1942  
Dependable hard-surface, heavy-duty road. U. S. Route 160  
Loose-surface graded, dry-weather road. U. S. Route 30  
Secondary, hard-surface, all-weather road. State Route  
Dirt road.  
More than two lanes indicated by note along road with tick at point of change. LANE - LANE



Scale 1:62,500  
CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL  
FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE B, U. S. G. S. SPECIAL PUBLICATION NO. 58  
THE STATE GRIDS ARE INDICATED AT 10,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADJUSTMENTS WHICH COME TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1942 FOR CENTER OF SHEET  
ANNUAL MAGNETIC CHANGE 1 INCREASE  
Use diagram only to obtain numerical values. To determine magnetic north line, connect the grid point "70" on the south edge of the map with the value of the angle between grid and magnetic north, as plotted on the degree scale of the north edge of the map.