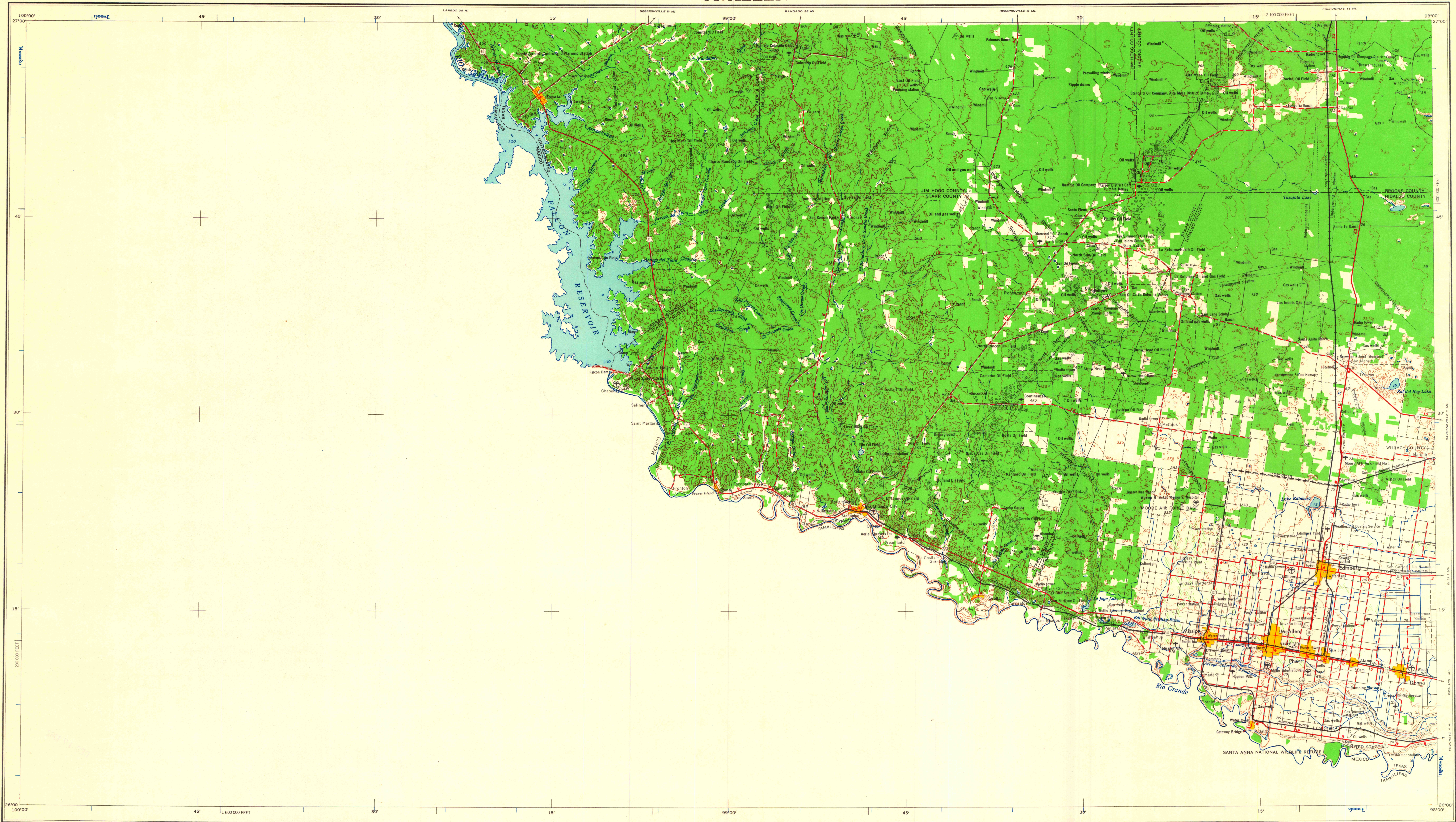
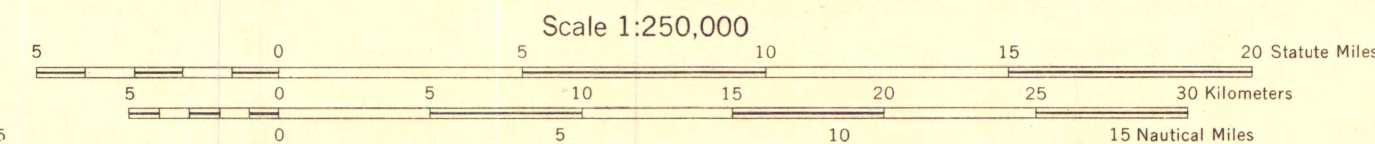




Prepared by the Army Map Service (KCBM), Corps of Engineers, U. S. Army, Washington, D. C. Compiled in 1957 by photogrammetric methods. Control by USGS and USC&GS. Aerial photography 1955. Photography field annotated 1956. 100,000 foot grid based on Texas coordinate system, south zone. 10,000 meter Universal Transverse Mercator grid ticks, zone 14, shown in blue.

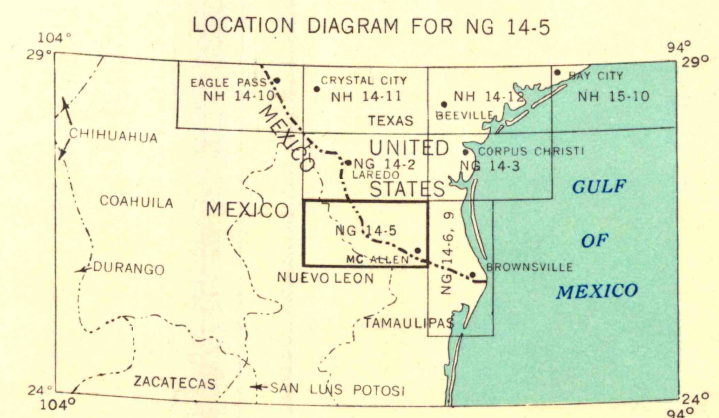
LEGEND	
ROAD DATA 1956	
Figures in red denote approximate distances in miles between stars	
ROADS	ROAD DATA 1956
Over 500,000	Hard surface, heavy duty
100,000 to 500,000	More than two lanes wide
25,000 to 100,000	Two lanes wide; Federal route marker
5,000 to 25,000	Hard surface, medium duty
1,000 to 5,000	More than two lanes wide
Less than 1,000	Two lanes wide; State route marker
	Improved light duty
	Unimproved dirt
	Trail
RAILROADS	RAILROADS
Standard gauge	Standard gauge
Narrow gauge	Narrow gauge
Landplane airport	Landplane airport
Landing area	Landing area
Seaplane airport	Seaplane airport
Orchard	Orchard
Woods brushwood	Woods brushwood
Landmarks: School; Church; Other	Landmarks: School; Church; Other
Horizontal control point	Horizontal control point
Spot elevation in feet	Spot elevation in feet
Marsh or swamp	Marsh or swamp
Intermittent or dry stream	Intermittent or dry stream
Power line	Power line



CONTOUR INTERVAL 50 FEET
WITH SUPPLEMENTARY CONTOURS AT 25 FOOT INTERVALS
TRANSVERSE MERCATOR PROJECTION

1960 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 0°40' EASTLY FOR THE CENTER OF THE WEST EDGE TO 0°10' EASTLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS NEGLECTABLE.

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



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