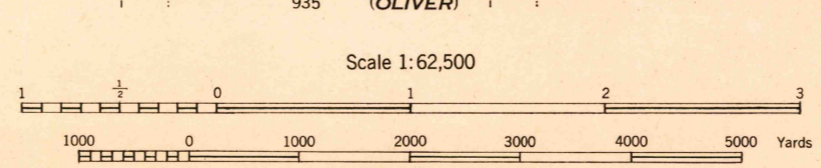
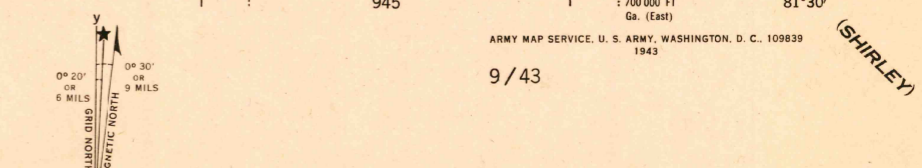


First Edition 1943
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Army Map Service, Quincy and Kansas City units.
Based on U. S. G. S. quadrangle, Hilltonia, 1:62,500 (1920).
Control by U. S. G. S.
Surveyed in cooperation with the War Department, 1918-19.
Revised from single lens vertical aerial photographs.
Aerial photography A. A. Department of Agriculture, 1938.
Polyconic Projection, North American Datum 1927.

H-15 ROAD CLASSIFICATION 1942
Dependable hard-surface, heavy duty road. Loose-surface graded, heavy duty road. U. S. Route 160
Secondary hard-surface, all-weather road. Dirt road. State Route 30
More than two lanes indicated by note along road with tick at point of change. 2 LANE 4 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. C. & G. S. SPECIAL PUBLICATION NO. 59"
THE LAST THREE DIGITS OF THE GRID NUMBER ARE OMITTED
THE STATE GRID IS INDICATED FROM GEORGIA, ZONE EAST BY "TICKS" FROM SOUTH CAROLINA, ZONE SOUTH BY "TICKS" OUTSIDE THE NEXT LINE AT 10,000 FT. INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADJUSTMENTS WHICH COME TO THEIR ATTENTION AND MAIL 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 7° 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.

1943 HISTORICAL PHOTOGRAPHIC DIVISION