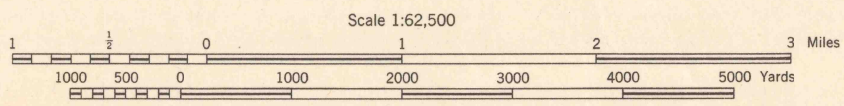


Prepared under the direction of the Chief of Engineers, by the  
Army Map Service (SU), U.S. Army, Washington, D.C., 1944.  
Control by U.S.C. & G.S. and U.S.G.S.  
Field work by Co. B, 1st Regiment of Engineers, 1912.  
Aerial photography for U.S.A.A.F., Nov., Dec., 1942.  
Controlled mosaic by Kargi Aerial Surveys, San Antonio, Texas, 1943.  
Approximate Military Reservation Boundary (July 1944).  
Polyconic Projection, North American Datum 1927.

**ROAD CLASSIFICATION 1943**

Dependable hard-surface, heavy-duty road. U.S. Route 160  
Secondary hard-surface, all-weather road. State Route 30  
More than two lanes indicated by note along road with tick at point of change. 4 LANE 1 & 4 LANE

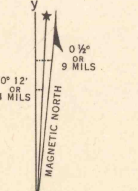


CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL

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 NUMBERS ARE OMITTED

GEORGIA STATE GRID ZONE EAST, IS INDICATED BY DOTTED TICKS  
OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS

NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME  
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D.C.



APPROXIMATE MEAN DECLINATION 1944  
20° CENTER OF SHEET  
ANNUAL MAGNETIC CHANGE 1" INCREASE

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  
NORTH and MAGNETIC NORTH, as plotted on  
the degree scale of the north edge of the map.

LEGEND  
BRUSH

LIMERICK, GA.  
N3145-W8115/15