



Mapped by the U. S. Coast and Geodetic Survey under the direction of the Chief of Engineers, U. S. Army, 1943.
 Control by the U. S. Coast and Geodetic Survey.
 Planimetry by U. S. C. & G. S. from 1942 air photographs.
 Planimetric topography and field edit by U. S. C. & G. S., 1943.
 Polyconic projection, North American datum of 1927.
 Recoverable horizontal control stations of less than third order accuracy are shown by circles.

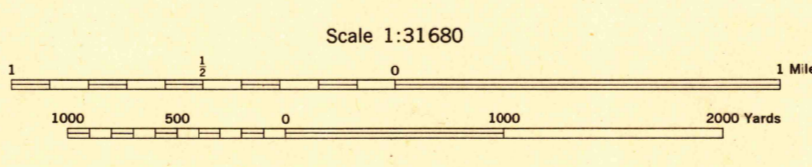
ROAD CLASSIFICATION 1943

Dependable hard-surface, heavy-duty road. Loose-surface graded, dry-weather road. U. S. route (74)

Secondary, hard-surface, all-weather road. Dirt road. State route (26)

More than two lanes indicated by note along road with tick at point of change. **LANE 1 & LANE 2**

THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS



CONTOUR INTERVAL 20 FEET
 DATUM IS MEAN SEA LEVEL

ONE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." ZONE B, U. S. C. & G. S. SPECIAL PUBLICATION NO. 89

THE STATE GRID IS INDICATED AT 10,000 FOOT INTERVALS

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

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

WOODLAND CLASSIFICATION

Dense woodland	Dense brush
Scattered brush and trees	Orchard
Marsh or swamp	Low ground, inter-annually flooded

HISTORICAL FILES

LOCKWOODS FOLLY, N. C.
 N3352.5-W7807.5/7.5

(DO NOT REMOVE)

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