NORTH CAROLINA 1:62,500

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

CREEDMOOR QUADRANGLE

15-MINUTE SERIES

(ROXBORO) (OXFORD) OXFORD 4 MI. OXFORD 4 MI. (DURHAM NORTH) (DURHAM SOUTH) RALEIGH 15 MI. (RALEIGH) DURHAM 10 MI. FRANKLINTON 3.5 MI.

78°45′ 78°30′ 36°15′ 36°00′

2 080 000 FT 2 140 000 FT 900 000 FT 1 460 000 YARDS 1 225 000 YARDS 820 000 FT

Shoofly · Providence Sch · Bryants Hill Sch · Clay · Harris Grove Ch · Bethel Ch · Pettiford Sch · Fairport · Corinth Ch · Tallyho Ch · Tallyho Sch · Lattice Ch · Tar River · Stem · Tar River Sch · Pettiford Ch · Grey Rock Ch · Williams Hill Ch · Hester · Bullock Ch · Winston Sch · Grove Hill Ch · Poplar Hill Sch · Banks Ch · Union Sch · Wilton · Hawkins Ch · CAMP BUTNER · Lyons · Pine Grove Ch · Greenfield Sch · CREEDMOOR · Mt Energy · Mt Carmen Ch · Brassfield Ch · Bragg Sch · Kinches Sch · Wesley Ch · Pokomoke · Poke Ch · Northside · Fellowship Ch · Reedy Branch Sch · New Rock Spring Ch · Grissom · Rock Spring Ch · Maple Springs Sch · Good Hope Ch · Ledge Rock Ch · Olive Grove Ch · Freewill Ch · New Light Sch · New Light Ch · Woodland Ch · Purnell · Wake Union Ch

TAR RIVER · NEUSE RIVER · Little Lick Cr · Lick Cr

Prepared under direction of the Chief of Engineers, U. S. Army, 1944.
By the Mapping Section, Office Division Engineer, South Atlantic Division.
Control by Corps of Engineers, U. S. Geological Survey, U. S. Coast and Geodetic Survey and U. S. Soil Conservation Service.
Topography by Stereophotogrammetric methods (Multiplex).
Aerial photography for Army Air Forces, 1943.
Polyconic projection, 1927 North American datum.

ROAD CLASSIFICATION 1943

Dependable hard-surface, heavy-duty road. — Loose-surface graded, dry weather road. — U. S. Route (15)
Secondary, hard-surface, all-weather road. — Dirt Road. — State Route (56)
More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE

THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS

Scale 1:62,500

1 0 1 2 3 Miles
1000 0 1000 2000 3000 4000 5000 Yards

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
NORTH CAROLINA STATE GRID IS INDICATED BY EDITED 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.

5° 15′ OR 93 MILS — MAGNETIC NORTH — GRID NORTH — 1° 24′ OR 25 MILS

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 and magnetic north, as plotted on the degree scale at the north edge of the map.

APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 7′ DECREASE

CREEDMOOR, N. C.

N3600-W7830/15

EDITION OF 1944

REPRODUCED BY THE SOUTH ATLANTIC DIVISION
AMS NO. 121907