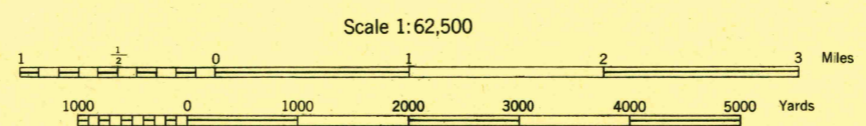


10 Miles  
9  
8  
7  
6  
5  
4  
3  
2  
1  
0  
1 155 000 YARDS

First Edition 1943.  
Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service, East St. Louis unit, 1942.  
Based on U. S. G. S. quadrangle, Aiken, 1:62,500 (1921).  
Horizontal control by U. S. C. & G. S. and U. S. G. S.  
Vertical control by U. S. G. S.  
Surveyed in cooperation with the War Department, 1918-1919.  
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, dry weather road. U. S. Route 160  
Secondary hard-surface, 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 NUMBERS ARE OMITTED  
THE STATE GRID IS INDICATED AT 10,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL HAVE VARIOUS CONVECTIONS AND SHOULD BECOME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943  
102' 6 WILLS  
ANNUAL MAGNETIC CHANGE 1' DECREASE  
Use diagram only to obtain numerical values. To determine magnetic north line, connect the point 79° 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.