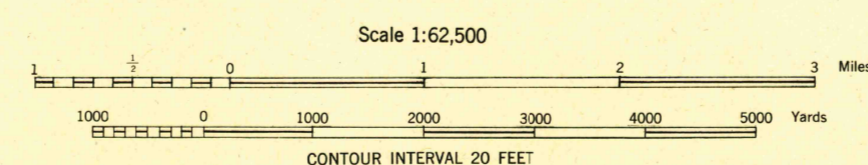




First Edition 1943
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Army Map Service, Quincy unit.
Based on U. S. G. S. quadrangle, Cummings, 1:62,500 (1919).
Control by U. S. G. S.
Surveyed by U. S. G. S. 1918.
Revised from single lens vertical aerial photographs.
Aerial photography A. A. A. Department of Agriculture, 1938-39.
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, all-weather road. Dirt road. State Route 30
More than two lanes indicated by note along road with tick at point of change. 3 LANE | 4 LANE



FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE 8, U. S. C. & G. S. SPECIAL PUBLICATION NO. 99
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE STATE GRIDS ARE INDICATED AT 10,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MAKE REVISION CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND WILL SEND TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1942
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 1' DECREASE
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 of the north edge of the map.