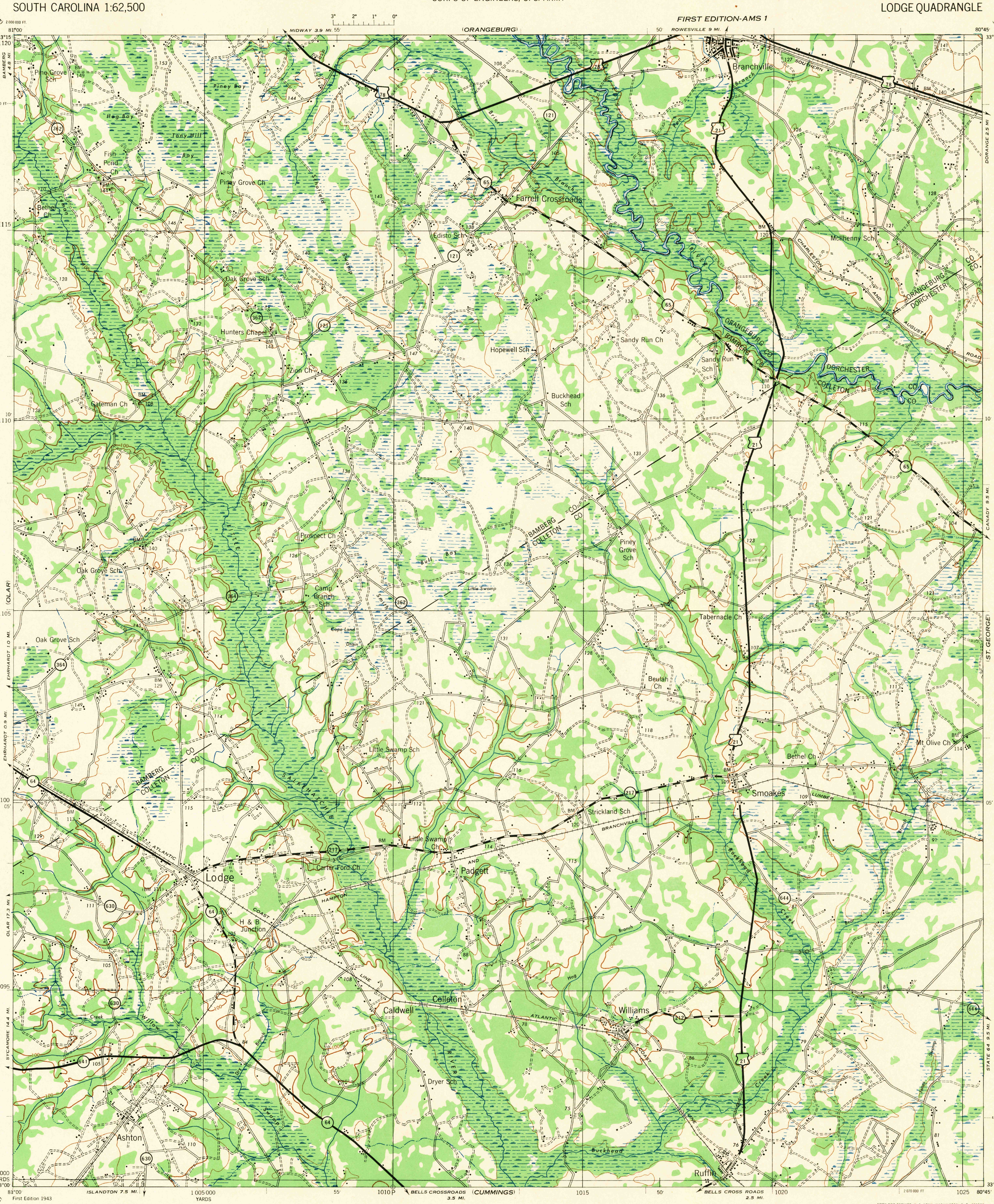
WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

SOUTH CAROLINA 1:62,500

LODGE QUADRANGLE

FIRST EDITION-AMS 1



First Edition 1943

Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service, E. St. Louis, 1942. Reproduced by San Antonio Branch, 1943.
Base compiled from U. S. Geological Survey.
Quadrangles by the Army Map Service, U. S. Army, 1942.
Control by U. S. Geological Survey, 1919.
Topography by U. S. Geological Survey.
Planimetric revision from aerial photographs by slotted templet method.
Aerial photographs by A. A. A., Dept. of Agriculture, 1941.
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

Scale 1:62,500

1 ½ 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
THE STATE GRIDS ARE INDICATED FOR SOUTH CAROLINA ZONE SOUTH BY ---- 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."

0°30′ OR 9 MILS — 0°04′ OR 1 MIL — MAGNETIC NORTH — y

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 1′ INCREASE

ARMY MAP SERVICE, U. S. ARMY, WASHINGTON, D. C., 109840 1943

9/43 SX

LODGE, S. C.
N3300-W8045/15