



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 GRIDS ARE INDICATED AT 1000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP AND MAKE CORRECTIONS FOR DISTORTION WHICH OWE TO THEIR ATTENTION AND MAIL DIRECT 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 great 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.

Dependable hard-surface, heavy-duty road. U. S. Route 160
Secondary hard-surface, all-weather road. State Route 30
Loose-surface graded, dry weather road.
Dirt road.
More than two lanes indicated by note along road with tick at point of change. 3 LANE 1/2 LANE

H-15 ROAD CLASSIFICATION 1942

First Edition 1943
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Army Map Service, East St. Louis unit.
Based on U. S. G. S. quadrangle, Olar, 1:62,500 (1919).
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.
Revised from single lens vertical aerial photographs.
Aerial photography - A. A. Department of Agriculture, 1937-38-40.
Polyconic Projection, North American Datum 1927.

81°15' 975 000 YARDS
33°00'

980 985 990 995

(VARNVILLE) (CROCKETVILLE 6.9 MI.)

2 000 000 FT 81°00'
S. Car. (South)

9/43

ARMY MAP SERVICE, U. S. ARMY, WASHINGTON, D. C. 10842
1943

OLAR, S. C.
N3300-W8100/15