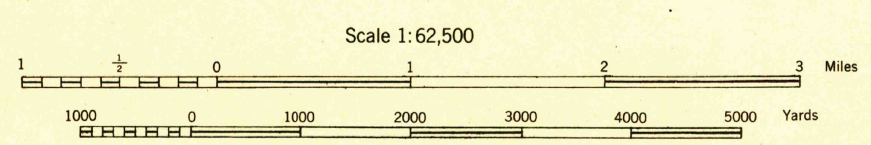


FIRST EDITION-AMS 1



Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service, Quincy unit, 1942.
Based on U. S. G. S. quadrangle, Peepler, 1:62,500 (1920)
Control by U. S. G. S.
Surveyed by U. S. G. S. 1918
Revised from single lens vertical aerial photographs.
Aerial photography - A. A. Department of Agriculture, 1937-41
1942 Road data
Polyconic Projection, North American Datum 1927.



H-15 ROAD CLASSIFICATION 1942
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 | 4 LANE

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. G. S. SPECIAL PUBLICATION NO. 9"
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 CORRECTIONS AND ADJUSTMENTS AS TO THIS INFORMATION WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943 FOR CENTER OF SHEET
NO ANNUAL MAGNETIC CHANGE
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.

ARMY MAP SERVICE, U. S. ARMY, WASHINGTON, D. C. 111705
1943
10/43

PEEPLER, S. C. - GA.
N3245-W8115/15