



Vertical scale on the left side of the map, showing distances in miles and yards.

First Edition 1943
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, Pineland, 1:62,500 (1919).
Control by U. S. Geological Survey.
Surveyed by U. S. Geological Survey, 1918.
Revised from single lens vertical aerial photographs by slotted template method.
Aerial photography: A. A. Department of Agriculture, 1937-38.
Polyconic Projection, North American Datum 1927.

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 STATE GRID IS INDICATED AT 10,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MAKE ERROR CORRECTIONS AND ADJUSTMENTS WHICH COME TO THEIR ATTENTION AND WILL REPORT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE: INCREASE
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.

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
3 LANE 1 4 LANE
More than two lanes indicated by note along road with tick at point of change.