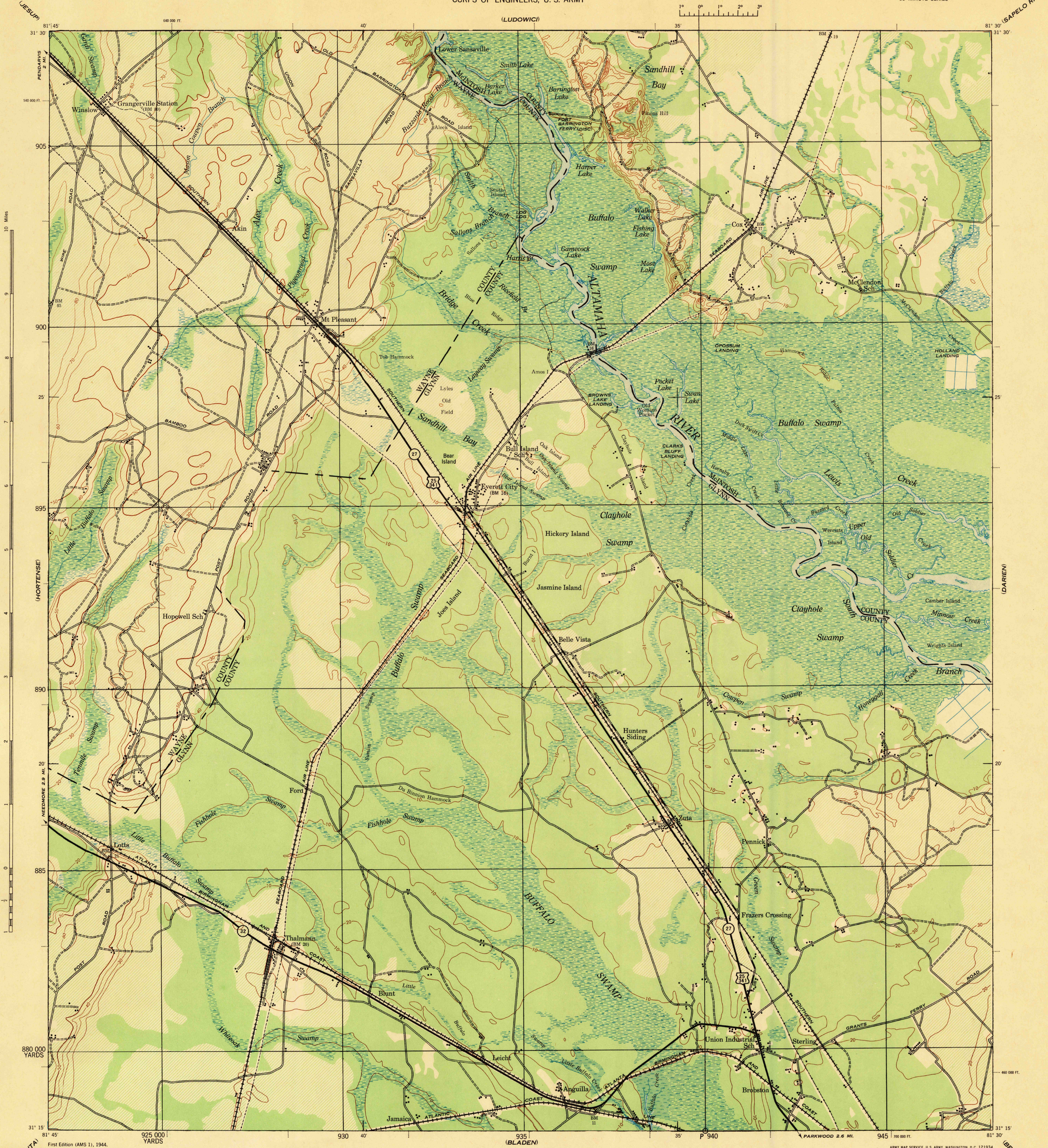




Prepared under the direction of the Chief of Engineers, by the
Army Map Service (SU), U.S. Army, Washington, D.C., 1944.
Control by U.S.C. & G.S. Geological Survey.
Planimetry compiled by photo-planimetric methods from
controlled mosaic, Army Map Service, from U.S.A.A.F. aerial
photography, 1942.
Relief compiled from U.S.G.S. Everett City Quadrangle
1:62,500, 1918, surveyed 1917.
Polyconic Projection, North American Datum, 1927.

ROAD CLASSIFICATION 1944
Dependable hard surface, heavy-duty road. ——— U.S. Route 160
Loose-surface graded, dry weather road. ——— State Route 30
Secondary, hard surface, all-weather road. ———
Birt road. ———
More than two lanes indicated by note along road with tick at point of change. ——— 2 LANE 1 4 LANE

Scale 1:62,500
1 0 1000 2000 3000 4000 5000 Yards
1 0 1 2 3 Miles

CONTOUR INTERVAL 10 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. 53
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

GEORGIA STATE GRID ZONE EAST, IS INDICATED BY DOTTED 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.

APPROXIMATE MEAN DECLINATION 1944
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 1" 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
NORTH and MAGNETIC NORTH, as plotted on
the degree scale of the north edge of the map.

LEGEND
BRUSH

EVERETT CITY, GA.
N3115-W8130/15