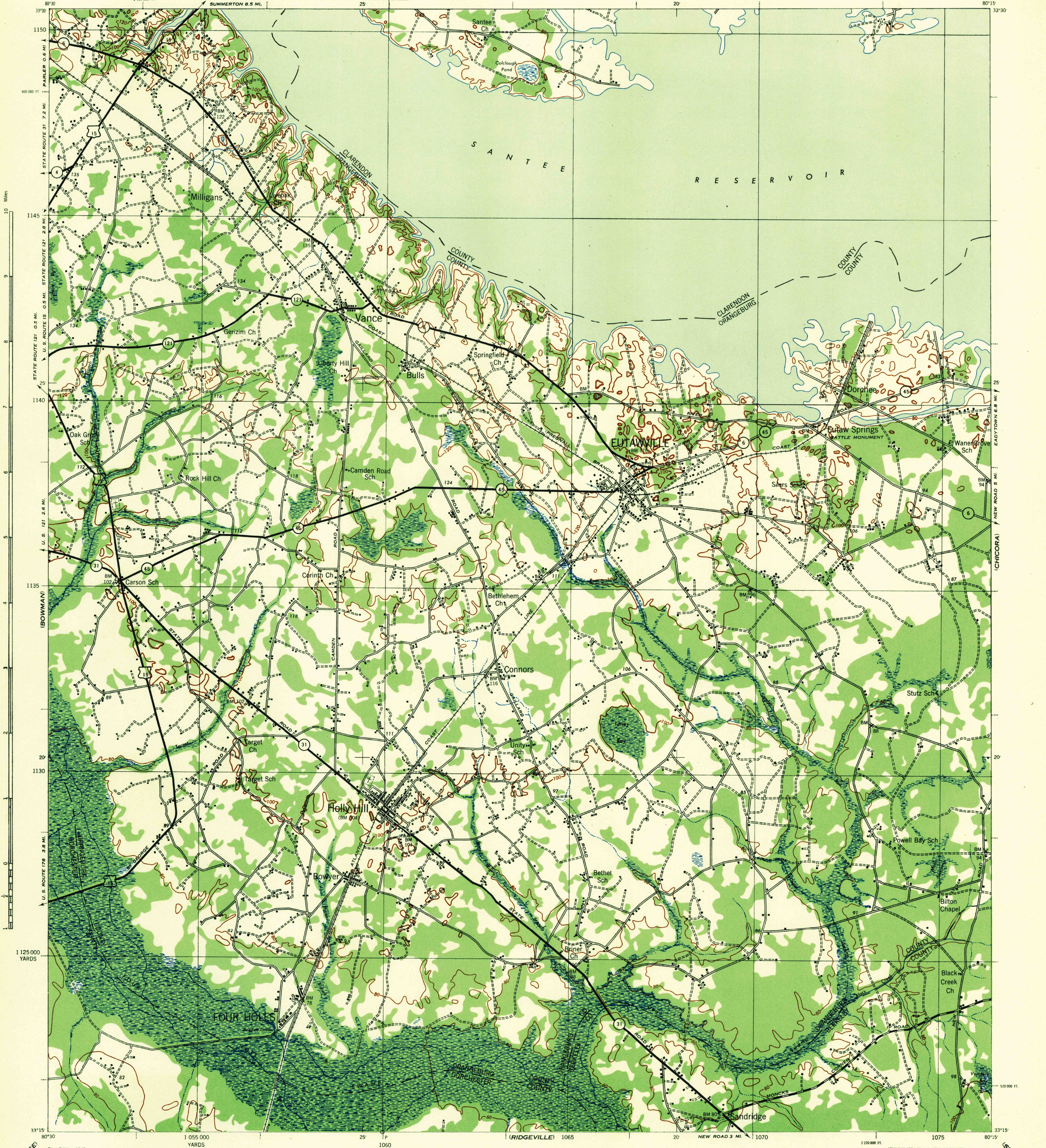




First Edition 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army, by the
Army Map Service, Quincy and Kansas City units, 1942.
Work Projects Administration Project, O. P. 165-2-003.
Based on U. S. G. S. quadrangle, Eutawville, 1:62,500 (1921).
Horizontal control by U. S. G. S.
Vertical control by U. S. G. S. and War Department.
Surveyed in cooperation with the War Department, 1919-20.
Revised from single lens vertical aerial photographs.
Aerial photography A. A. Department of Agriculture, 1938.
Polyconic Projection, North American Datum 1927.

H-15 ROAD CLASSIFICATION 1942

Dependent: hard-surface, loose-surface graded, U. S. Route
Heavy-duty road, dry weather road, 160
Secondary, hard-surface, all-weather road, 30
Dirt road, State Route
More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE

Scale 1:62,500

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

SOUTH CAROLINA STATE GRID ZONE SOUTH, IS INDICATED BY DOTTED TICKS
OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS.

NOTE: OFFICERS USING THIS MAP WILL MAKE JERSON CORRECTIONS AND ADDITIONAL CHECKS CONT
TO THEIR ATTENTION AND ADVISE DIRECTLY TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

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 at the north edge of the map.

APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 1" DECREASE