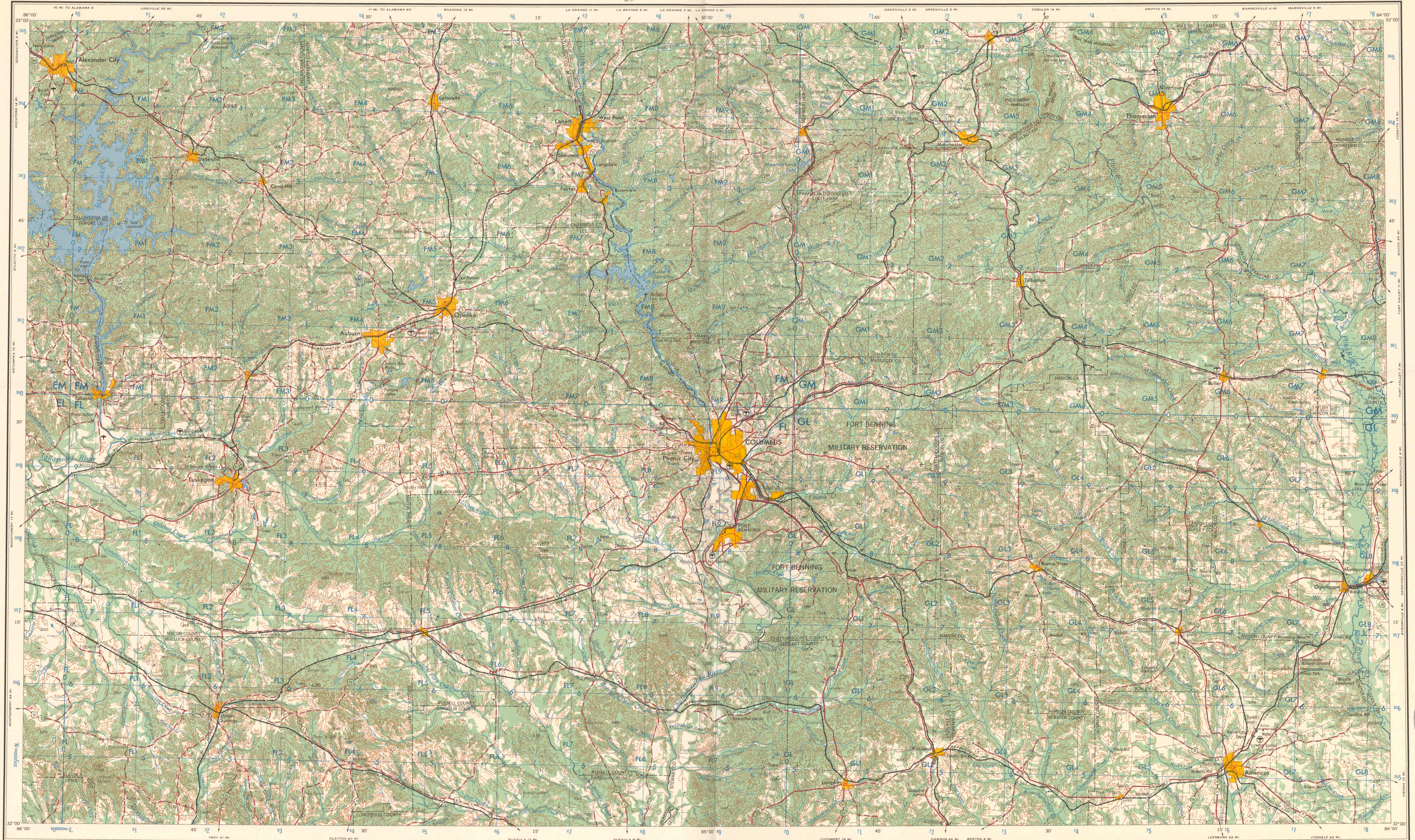




V501
Edition 1 AMS First Printing 12-57

Prepared by the Army Map Service (RCSX), Corps of Engineers, U. S. Army, Washington, D. C. Compiled in 1954 by photogrammetric methods and from United States Quadrangles, 1:250,000, AMS, 5204, 1:44, and 4:45, 1943. Planimetric detail revised by photogrammetric methods. Control by USC&GS, CE and Georgia Geodetic Survey. Photography field annotated 1953. Map area field checked, 1955.

LEGEND

ROAD DATA 1955
Figures in red denote approximate distances in miles between stars

POPULATED PLACES

Over 500,000
100,000 to 500,000
25,000 to 100,000
5,000 to 25,000
1,000 to 5,000
Less than 1,000

RAILROADS

Single track double or multiple
Standard gauge
Narrow gauge
Landing area
Seaplane airport
Orchard
Woods-brushwood

LANDMARKS

School, Church, Other
Spot elevation in feet
Marsh or swamp
Intermittent or dry stream
Power line

SYMBOLS

Horizontal control point
Spot elevation in feet
Marsh or swamp
Intermittent or dry stream
Power line

Scale 1:250,000

0 5 10 15 20 25 30 Statute Miles

0 5 10 15 20 25 30 Kilometers

0 5 10 15 20 Nautical Miles

CONTOUR INTERVAL 100 FEET
WITH SUPPLEMENTARY CONTOURS AT 50 FOOT INTERVALS

TRANSVERSE MERCATOR PROJECTION

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID ZONE 16

THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 3° 30' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 1° 30' WESTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0° 10' WESTERLY.

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE REQUESTED TO MARK HEREON AND FORWARD DIRECTLY TO CORRESPONDING OFFICE, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO FORWARDED WILL BE RETURNED OR REPLACES IF DESIRED.

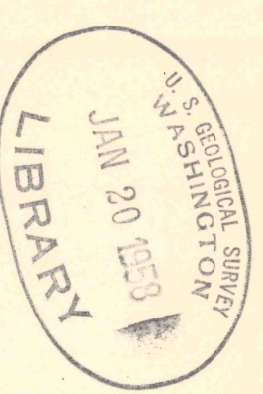
LOCATION DIAGRAM FOR NI 16-12

MISSISSIPPI NI 16-4 NI 16-5 NI 16-6 NI 16-7 NI 16-8 NI 16-9 NI 16-10 NI 16-11 NI 16-12 NI 16-13 NI 16-14 NI 16-15 NI 16-16 NI 16-17 NI 16-18 NI 16-19 NI 16-20 NI 16-21 NI 16-22 NI 16-23 NI 16-24 NI 16-25 NI 16-26 NI 16-27 NI 16-28 NI 16-29 NI 16-30	ALABAMA NI 16-1 NI 16-2 NI 16-3 NI 16-4 NI 16-5 NI 16-6 NI 16-7 NI 16-8 NI 16-9 NI 16-10 NI 16-11 NI 16-12 NI 16-13 NI 16-14 NI 16-15 NI 16-16 NI 16-17 NI 16-18 NI 16-19 NI 16-20 NI 16-21 NI 16-22 NI 16-23 NI 16-24 NI 16-25 NI 16-26 NI 16-27 NI 16-28 NI 16-29 NI 16-30	FLORIDA NI 16-1 NI 16-2 NI 16-3 NI 16-4 NI 16-5 NI 16-6 NI 16-7 NI 16-8 NI 16-9 NI 16-10 NI 16-11 NI 16-12 NI 16-13 NI 16-14 NI 16-15 NI 16-16 NI 16-17 NI 16-18 NI 16-19 NI 16-20 NI 16-21 NI 16-22 NI 16-23 NI 16-24 NI 16-25 NI 16-26 NI 16-27 NI 16-28 NI 16-29 NI 16-30
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RELIABILITY DIAGRAM

A. Large scale topographic map, photograph
B. Large scale topographic map, controlled
C. Large scale topographic map, uncontrolled
D. Large scale topographic map, uncontrolled
E. Large scale topographic map, uncontrolled
F. Large scale topographic map, uncontrolled
G. Large scale topographic map, uncontrolled
H. Large scale topographic map, uncontrolled
I. Large scale topographic map, uncontrolled
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O. Large scale topographic map, uncontrolled
P. Large scale topographic map, uncontrolled
Q. Large scale topographic map, uncontrolled
R. Large scale topographic map, uncontrolled
S. Large scale topographic map, uncontrolled
T. Large scale topographic map, uncontrolled
U. Large scale topographic map, uncontrolled
V. Large scale topographic map, uncontrolled
W. Large scale topographic map, uncontrolled
X. Large scale topographic map, uncontrolled
Y. Large scale topographic map, uncontrolled
Z. Large scale topographic map, uncontrolled

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