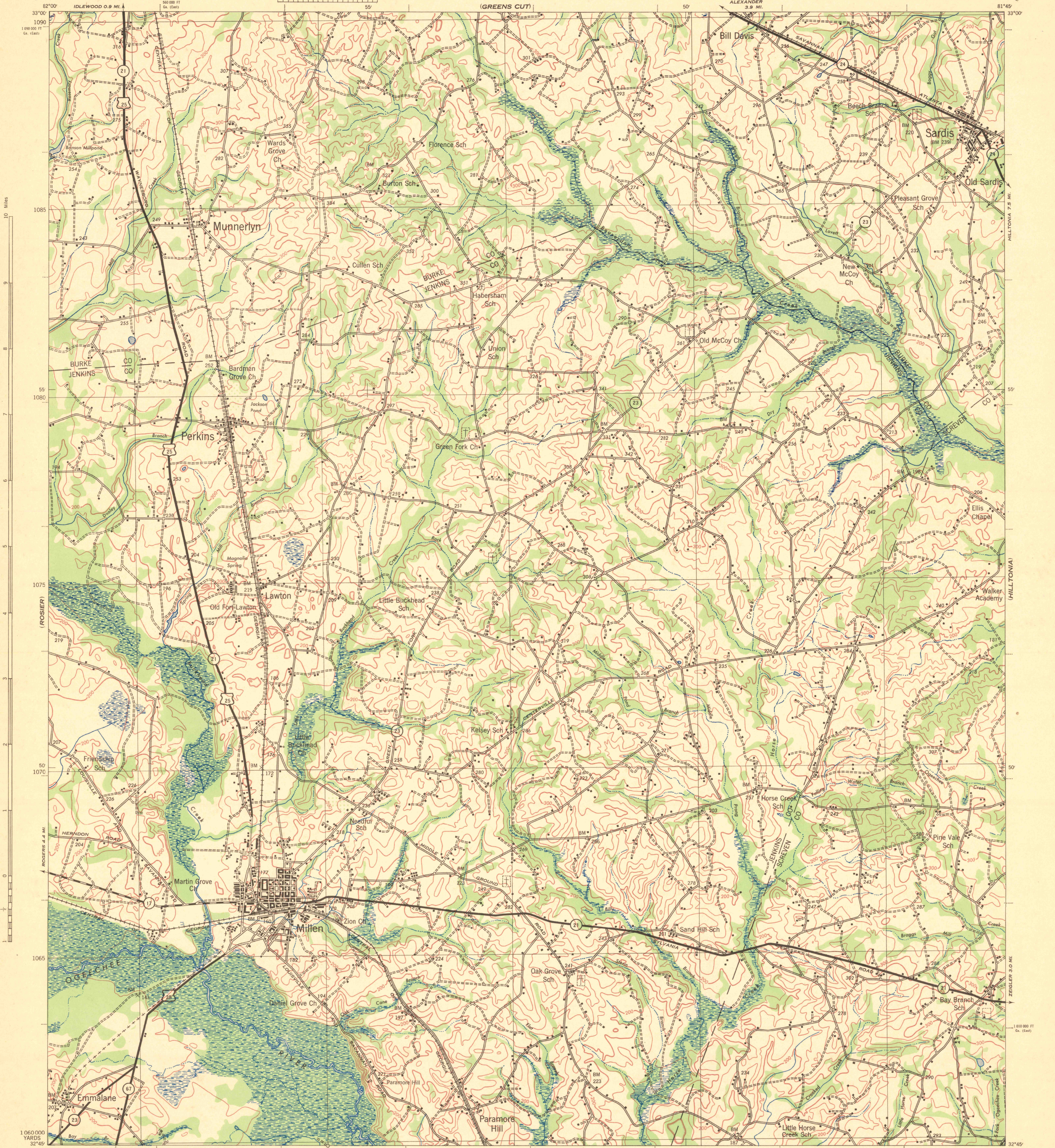




First Edition 1943 1:62,500
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Army Map Service, Quincy and Kansas City units.
Based on U. S. G. S. quadrangle, Millen, 1:62,500 (1920).
Horizontal control by U. S. G. S.
Vertical control by U. S. G. S. and Corps of Engineers, U. S. Army.
Surveyed in cooperation with the War Department, 1918-19.
Revised from single lens vertical aerial photographs.
Aerial photography A. A. A. Department of Agriculture, 1938.
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
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. C. & G. S. SPECIAL PUBLICATION NO. 18"
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 NECESSARY CORRECTIONS AND ADJUSTMENTS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 2 INCREASE
Use diagram only to obtain numerical values. To determine magnetic north line, connect the point "M" on the south edge of the map with the value of the angle between grid and magnetic north, as plotted on the degree scale at the north edge of the map.

9/43
MILLEN, GA.
N3245-W8145/15