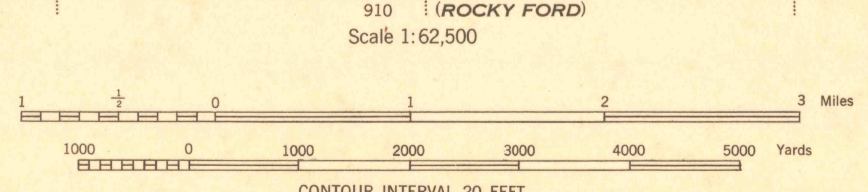


First Edition 1943 78.0 MI.  
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.  
Army Map Service, Quincy and Kansas City units.  
Based on U. S. G. S. quadrangle, Millen, 1:62,500 (1920).  
Horizontal control by U. S. G. S.  
Vertical control by U. S. G. S. and Corps of Engineers, U. S. Army.  
Surveyed in cooperation with the War Department, 1918-19.  
Revised from single lens vertical aerial photographs.  
Aerial photography A. A. Department of Agriculture, 1938.  
Polyconic Projection, North American Datum 1927.



APPROXIMATE MEAN DECLINATION 1943  
FOR CENTER OF SHEET  
ANNUAL MAGNETIC CHANGE INCREASE  
Use diagram only to obtain numerical values. To determine mag-  
netic north line, connect the great 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 at the north edge of the map.

H-15 ROAD CLASSIFICATION 1942  
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. Dirt road.  
More than two lanes indicated by note along road with tick at point of change. 3 LANE | 4 LANE

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  
THE STATE GRIDS ARE INDICATED AT 10,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL MAKE CORRECTIONS AND NOTIFICATIONS CONCERNING  
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS WASHINGTON, D. C.