(CHESANING)

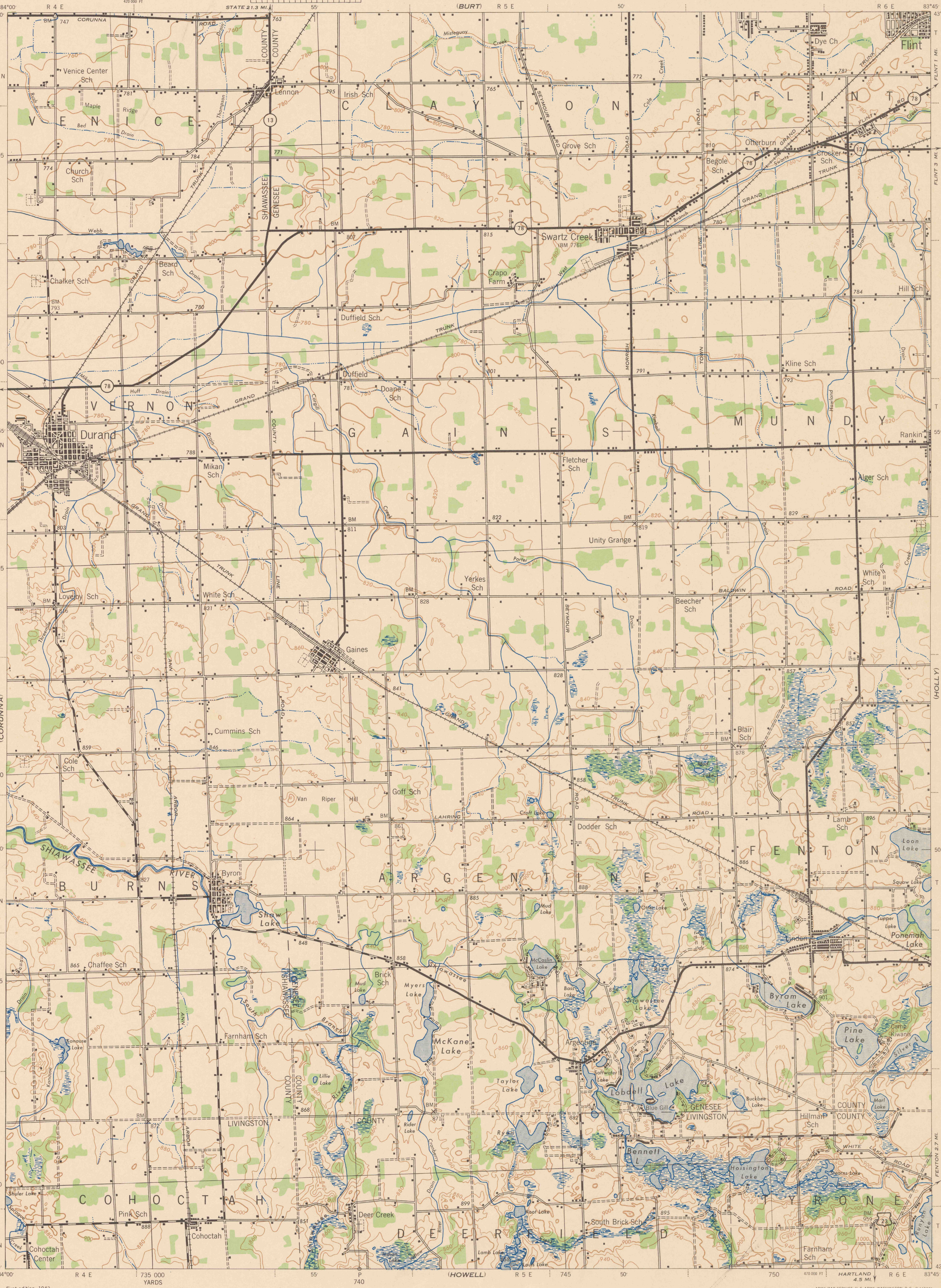
MICHIGAN 1:62,500

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION-AMS 1

DURAND QUADRANGLE
15 MINUTE SERIES

(FLINT)



(FOWLERVILLE)

(MILFORD)

First edition, 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service, Pittsburgh and Kansas City units, 1942.
Based on U. S. G. S. quadrangle, Durand, 1:62,500 (1922).
Control by U. S. Geological Survey.
Surveyed in cooperation with the State of Michigan, 1919-20.
Revised from single lens vertical aerial photographs.
Aerial photography - A. A. A. Department of Agriculture, 1940-41.
Polyconic Projection, North American Datum.

Scale 1:62,500

1 ½ 0 1 2 3 Miles

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

MICHIGAN 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.

ROAD CLASSIFICATION 1942

Dependable hard-surface, heavy-duty road.		Loose-surface graded, dry weather road.		U. S. Route	160
Secondary, hard-surface, all-weather road.		Dirt road.		State Route	30

More than two lanes indicated by note along road with tick at point of change. 3 LANE | 4 LANE

1°57′ OR 35 MILS

0°45′ OR 13 MILS

TRUE NORTH

MAGNETIC NORTH

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

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 and magnetic north, as plotted on the degree scale at the north edge of the map.

ARMY MAP SERVICE, U. S. ARMY, WASHINGTON, D. C., D.112281
1943

9/ 43 SX

DURAND, MICHIGAN
N4245-W8345/15

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