

CEAR SPRINGS

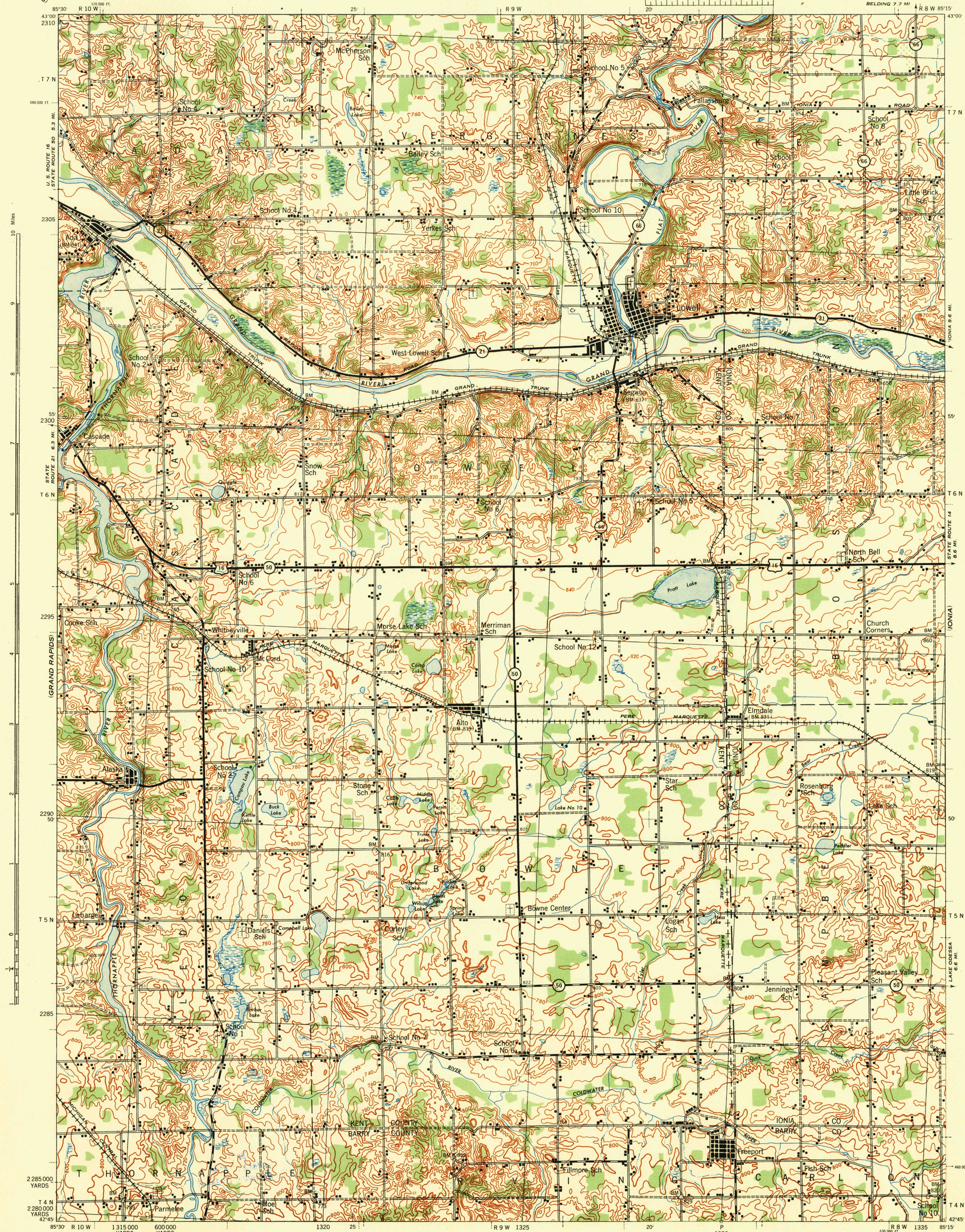
MICHIGAN 1:62,500

WAR DEPARTMENT  
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION-AMS I

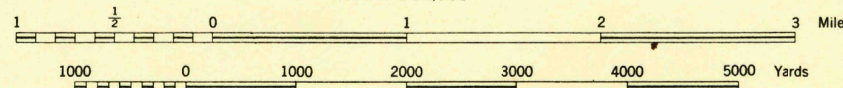
LOWELL QUADRANGLE

15 MINUTE SERIES  
BEDLING 7.7 MI



First Edition 1943  
Prepared under the direction of the Chief of Engineers, U. S. Army, by the  
Army Map Service, Quincly unit, 1943  
Based on U. S. G. S. quadrangle, Lowell, 1:62,500 (1918)  
Control by U. S. Geological Survey  
Surveyed in cooperation with the State of Michigan, 1916  
Revised from single lens vertical aerial photographs  
Aerial photography - A. A. Department of Agriculture, 1938  
Polyconic Projection, North American Datum

Scale 1:62,500



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 C, U. S. G. S. SPECIAL PUBLICATION NO. 59  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED  
THE OVERLAPPING GRID ZONE B IS INDICATED BY SHORT BROKEN TICKS CROSSING THE NEAT LINE  
MICHIGAN STATE GRID ZONE CENTRAL IS INDICATED BY DOTTED TICKS  
OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP FOR MILITARY PURPOSES SHOULD CONSULT THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

ROAD CLASSIFICATION 1943  
Dependable hard surface, heavy-duty road  
Loose surface graded, dry weather road  
Secondary hard surface, all-weather road  
Dirt road  
State Route  
More than two lanes indicated by note along road with tick at point of change

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

GRID DEC AT THE  
CENTER OF THE  
SHEET FOR ZONE B  
2°55' W OR 55° W  
APPROXIMATE MEAN DECLINATION 1943  
ANNUAL MAGNETIC CHANGE 1° DECREASE

USGS  
Historical File  
Topographic Division

LOWELL, MICH.  
N4245-W8515/15

U. S. G. S.  
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