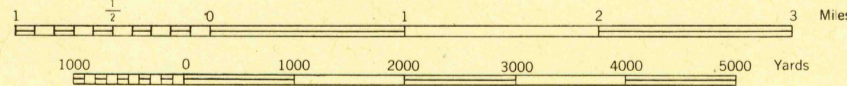


First Edition, 1943  
 Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service, Pittsburgh and Kansas City units, 1942.  
 Based on U. S. G. S. quadrangle, Perrinton, 1:62,500 (1924).  
 Horizontal control by U. S. C. & G. S. and U. S. G. S.  
 Vertical control by U. S. C. & G. S., Corps of Engineers, U. S. Army.  
 Surveyed in cooperation with the State of Michigan, 1915-16.  
 Revised from single lens vertical aerial photographs.  
 Aerial photography - A. A. A. Department of Agriculture, 1939.  
 Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943  
 Depressible hard-surface, heavy-duty road. U. S. Route 160  
 Depressible hard-surface, all-weather road. U. S. Route 30  
 Secondary hard-surface, all-weather road. State Road  
 More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE

Scale 1:62,500



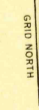
CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL

FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE B. U. S. C. & G. S. SPECIAL PUBLICATION NO. 59 THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.  
 THE OVERLAPPING GRID ZONE C IS INDICATED BY SHORT BROKEN TICKS CROSSING THE NEAT LINE. 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 WANT TO MAKE CORRECTIONS AND ADJUSTMENTS WHICH CONCERN THEIR OWN INTERESTS AND SHALL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

GRID DECLINATION AT THE CENTER OF THE SHEET FOR ZONE C. 2759' OR 53 MILS E

APPROXIMATE MEAN DECLINATION 1943 FOR CENTER OF SHEET



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.

PERRINTON, MICHIGAN

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