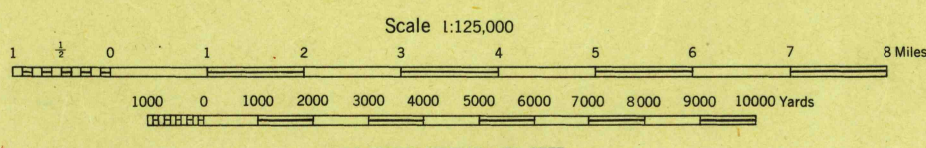
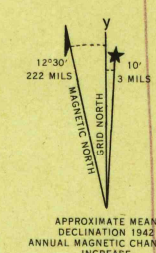


Prepared under the direction of the Chief of Engineers, U. S. Army, 1942
 By Army Map Service, San Antonio Branch,
 and Work Projects Administration, O. P. 165-2-00-3, Detroit, Michigan.
 Topography from U. S. G. S. Quadrangles 1903-04,
 and Corps of Engineers Tactical Maps 1911.
 Roads classified from State Transportation Maps 1936-37.
 Woodland taken from Soil Conservation Photo Indexes 1938.
 Polyconic Projection, North American Datum 1927.



ROAD CLASSIFICATION
 Dependable hard-surface, loose-surface graded, heavy-duty road. U. S. Route 180
 Secondary, hard-surface, all-weather road. Unimproved road. State Route 30
 More than two lanes indicated by note along road with tick at point of change. 2 LANE 1 1/2 LANE

TEN THOUSAND YARD GRID COMPUTED FROM 'GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S.' ZONE A. U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
 THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
 NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND SHALL OBLIGATE TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



U. S. BOARD ON GEOGRAPHICAL NAMES
 Accession
 Class **630.C.E.1943**
 Date

ARMY MAP SERVICE, U. S. ARMY, WASHINGTON, D. C., 108130
 REPRINT MAY 1943
 REVISION SEPTEMBER 1942
ISLIP, N.Y.-CONN.
 N4030-W7300/30