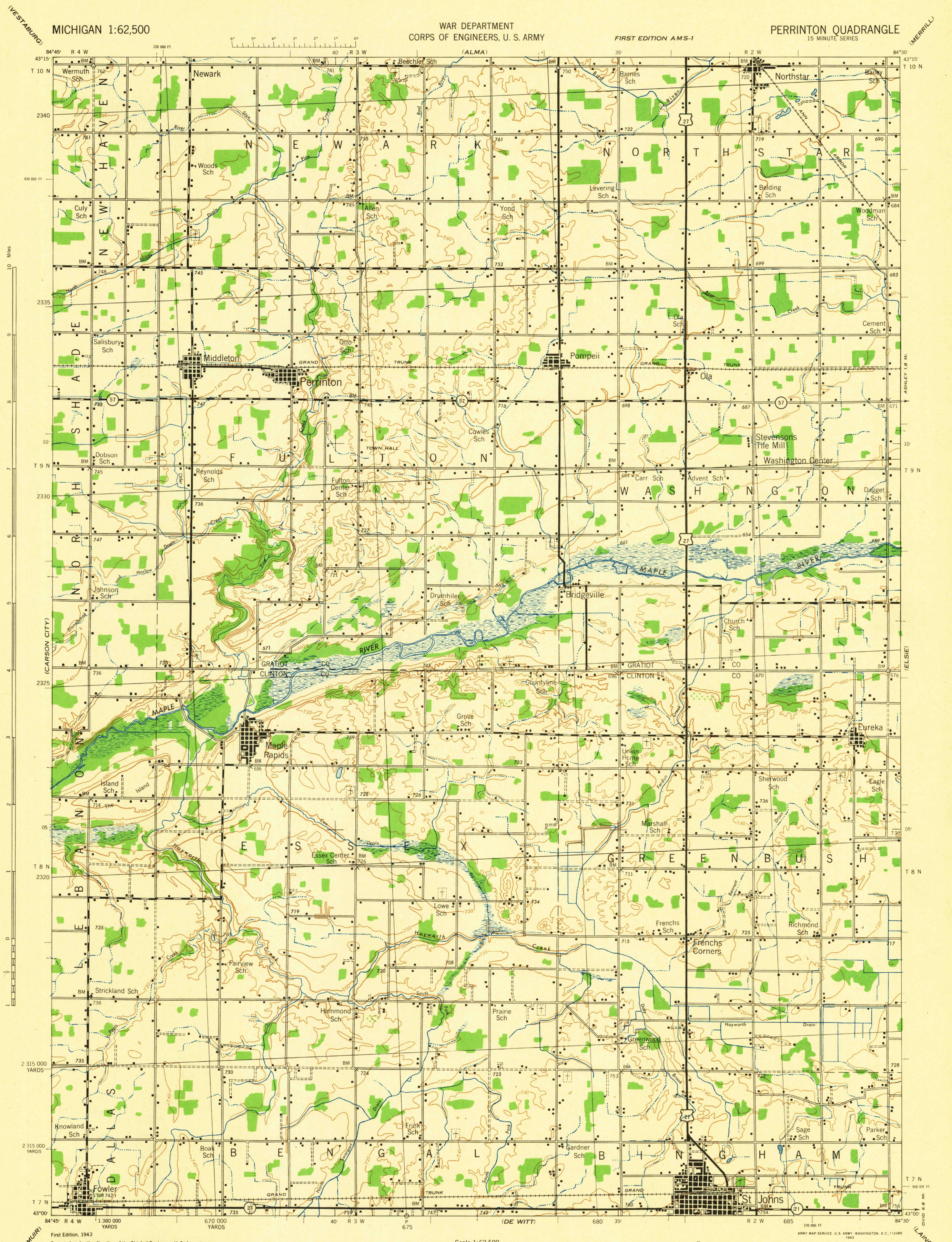


MICHIGAN 1:62,500

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION AMS-1

PERRINTON QUADRANGLE
15 MINUTE SERIES



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
Dependable hard surface, dry weather road. U. S. Route 160
Secondary hard surface, all weather road. State Route 30
More than two lanes indicated by note along road with tick at point of change. 3 LANE 1 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 8, 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 ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

GRID DECLINATION AT THE CENTER OF THE SHEET
FOR ZONE C, 2°59' OR 53 MILS E
Use diagram only to obtain numerical values.
To determine magnetic north line connect the first
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.
APPROXIMATE MEAN DECLINATION 1943
ANNUAL MAGNETIC CHANGE 1 DECREASE

PERRINTON, MICHIGAN
N4300-W8430/15

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Reston, VA.
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