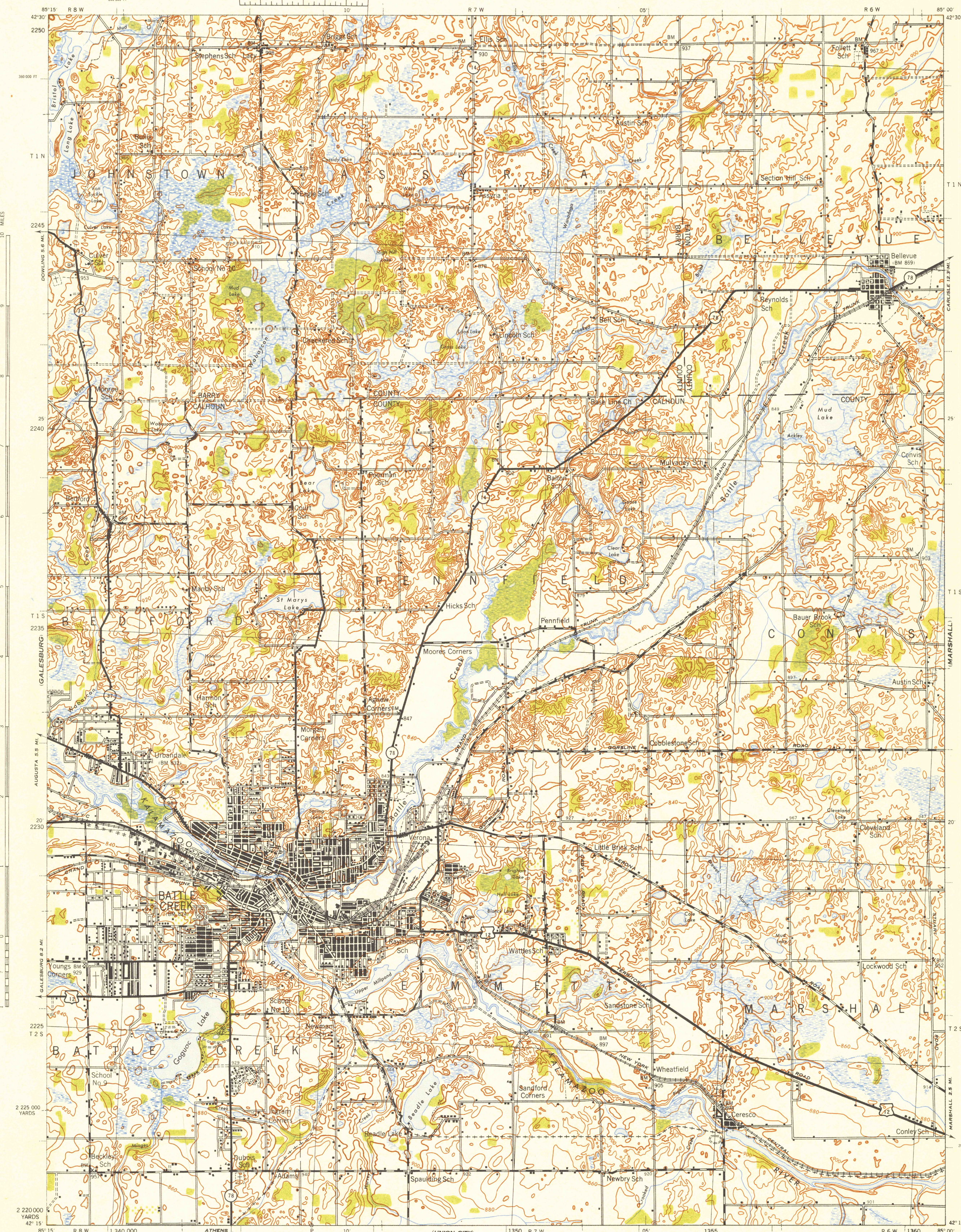
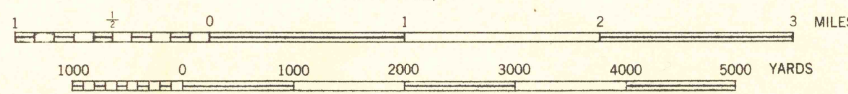




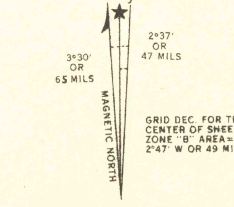
First Edition, 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Army Map Service, Pittsburgh and Kansas City units.
Work Projects Administration Project, O. P. 165-200-3.
Based on U. S. G. S. quadrangle, Battle Creek, 1:62,500 (1918).
Horizontal control by U. S. C. & G. S. and U. S. G. S.
Vertical control by U. S. Geological Survey.
Surveyed in cooperation with the War Dept. and State of Michigan, 1917.
Revised from single lens vertical aerial photographs.
Aerial photography: A. A. Department of Agriculture, 1938.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943
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

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. C. & G. S. SPECIAL PUBLICATION NO. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OBTAINED
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 WILL MAKE NECESSARY CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



Use diagram only to obtain numerical values.
To determine magnetic north line, connect the point 7° 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

BATTLE CREEK, MICH.
N4215-W8500/15

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