



First Edition (AMS 1) 1944
 Prepared under the direction of the Chief of Engineers, U. S. Army,
 By Army Map Service (SK), U. S. Army, Washington, D. C., 1943.
 Compiled from U.S.G.S. "Pioneer" Quadrangle, 1911.
 Control by U.S.G.S., 1935, Aerial Photography by A.A.A., U.S.D.A.
 Polyconic Projection, North American Datum, 1927.

ROAD CLASSIFICATION 1940
 Dependable hard surface, heavy-duty road. U. S. Route 421
 Loose-surface graded, dry weather road. U. S. Route 30
 Secondary, hard surface, all-weather road. State Route
 Dirt road. State Route
 More than two lanes indicated by note along road with tick at point of change. 3 LANE | 4 LANE

Scale 1:62,500
 1000 0 1000 2000 3000 4000 5000 Yards
 CONTOUR INTERVAL 10 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 STATE GRID ARE INDICATED FOR GRID ZONE NORTH BY ... TICKS FOR MICHIGAN ZONE EAST BY ... TICKS OUTSIDE THE REAL LINE AT 10 000 FOOT INTERVALS.
 NOTE: OFFICERS USING THIS MAP WILL MARK VERRON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

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 NORTH and MAGNETIC NORTH, as plotted on the degree scale of the north edge of the map.
 APPROXIMATE MEAN DECLINATION 1944 FOR CENTER OF SHEET
 ANNUAL MAGNETIC INCREASE BASED ON 1944
 8'44" SX

HISTORICAL FILES
 (DO NOT REMOVE)

ALVORDTON, O.-MICH.
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