

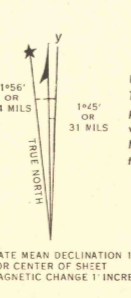


First Edition 1943
 Prepared under the direction of the Chief of Engineers, U. S. Army, by the
 Army Map Service, Quincy unit, 1943
 Based on U. S. G. S. quadrangle, Bangor, 1:62,500 (1931)
 Control by U. S. Geological Survey
 Surveyed in cooperation with the State of Michigan, 1927
 Revised from single lens vertical aerial photographs
 Aerial photography - A. A. A. Department of Agriculture, 1938
 Polyconic Projection, North American Datum 1927.

Scale 1:62,500
 1 1/2 0 2 3 Miles
 1000 0 1000 2000 3000 4000 5000 Yards

ROAD CLASSIFICATION 1943
 Dependable hard surface. ———— Local surface graded. ———— U. S. Route
 Heavy-duty road. ———— Dry weather road. ———— State Route
 Secondary hard surface. ———— Dirt road. ———— State Route
 All-weather road. ———— ———— ———— State Route
 More than two lanes indicated by tick along road with tick at point of change. ———— 3 LANE ———— 4 LANE

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. A. G. S. SPECIAL PUBLICATION NO. 59
 THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
 MICHIGAN STATE GRID ZONE CENTRAL. 18 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
 IN THEIR ATTENTION AND WILL REPORT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



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
 NORTH and MAGNETIC NORTH, as plotted on
 the degree scale of the north edge of the map.

BENTON HARBOR

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