



First Edition (AMS 1) 1944.  
 Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service (SU), U. S. Army, Washington, D. C., 1944.  
 Based on U. S. G. S. quadrangle, Millsboro, 1:62,500 (1917).  
 Vertical control by U. S. G. S.  
 Surveyed in cooperation with the War Department, 1917.  
 Revised from single lens vertical aerial photographs.  
 Aerial photography: A. A. Department of Agriculture, 1938.  
 Polyconic Projection, North American Datum.

Scale 1:62,500

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 "A" U. S. C. & G. S. SPECIAL PUBLICATION NO. 59 THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED DELAWARE STATE GRID ZONE IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS.

NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL SUBJECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

ROAD CLASSIFICATION 1940

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

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.

LEGEND  
 BRUSH

APPROXIMATE MEAN DECLINATION 1944 FOR CENTER OF SHEET NO ANNUAL MAGNETIC CHANGE

6/44 SX

MILLSBORO, DEL. N3830-W7515/15

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