



Prepared under the direction of the Chief of Engineers, U. S. Army,
By Army Map Service, San Antonio Branch, 1943.
And Work Projects Administration, O.P. 165-2-003, Lansing, Michigan.
Compiled from U.S.G.S. Quads, 1885-1886-87, and County Maps, 1938.
Woodland taken from Aerial Photos, 1938.
This map is issued without final edit pending publication of new map.
Polyconic Projection, North American Datum, 1927.

Scale: 1:125,000
CONTOUR INTERVAL 50 FEET—DATUM IS MEAN SEA LEVEL
TEN 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
THE STATE GRIDS ARE INDICATED FOR MASSACHUSETTS BY ... TICKS FOR CONNECTICUT BY ... TICKS
FOR RHODE ISLAND BY ... TICKS OUTSIDE THE MEAT LINE AT 2000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADJUSTMENTS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

MASSACHUSETTS
CONNECTICUT
RHODE ISLAND
QUINSIGAMOND, MASS.-CONN.-R.I.
M4200 W7130/30

HISTORICAL FILES
(DO NOT REMOVE)
ROAD CLASSIFICATION, 1943:
Dependable hard-surface, heavy-duty road.
Secondary, hard-surface, all-weather road.
More than two lanes indicated by note along road with tick at point of change.
Losses: dry weather road.
Dirt road.
U. S. Route 114
State Route 26
PLANE 114
PLANE 26
APPROXIMATE MEAN DECLINATION 1943
ANNUAL MAGNETIC CHANGE 1' INCREASE