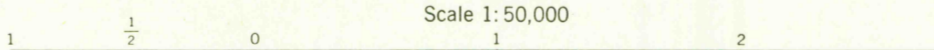




AMS V711
AMS 2, 1950

Prepared under the direction of the Chief of Engineers by the Corps of Engineers, U. S. Army Map Service (AM), Washington, D. C. Copied in 1950 from Maine 1:62,500, CE Liberty, 1941. Original map compiled by plane table methods by the U. S. Geological Survey, Aerial Photography 1940. Horizontal and vertical control by USGS. Scale changed, marginal data revised and Universal Transverse Mercator Grid added, 1950. Map not field checked.

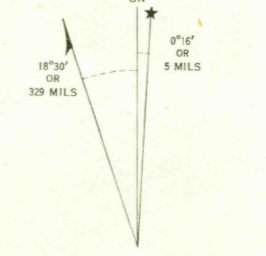


CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

TRANSVERSE MERCATOR PROJECTION
1927 NORTH AMERICAN DATUM
ONE THOUSAND METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 19

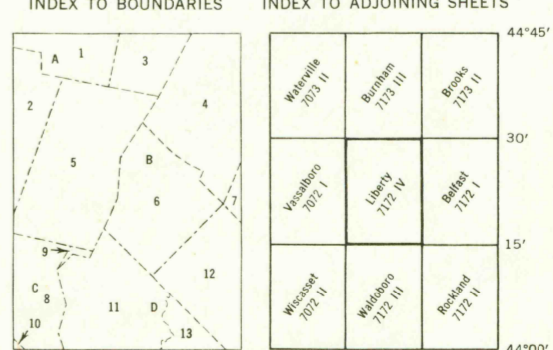
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
USERS NOTE ERRORS OR OMISSIONS ON THIS MAP ARE USED TO MARK HEREIN AND FORWARDED DIRECTLY TO COMMANDING OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED.

GRID ZONE DESIGNATION	TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 100 METERS
DU 4000	1. Locate first VERTICAL grid line to LEFT of point and read LARGE figures labeling the line within the top or bottom margin, or on the line itself. (Example: 171)
	2. Locate first HORIZONTAL grid line BELOW point and read LARGE figures labeling the line within the left or right margin, or on the line itself. (Example: 04)
	3. Estimate smaller figures to point.
	4. If copying beyond 100,000 meters or if sheet bears an overlapping grid, prefix 100,000 Meter Square Identification, as follows: (Example: 171040)
	5. If reporting beyond 10° in any direction, prefix Grid Zone Designation, as follows: (Example: 18TQW171040)



APPROXIMATE MEAN DECLINATION 1945
USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES. TO DETERMINE MAGNETIC NORTH, CORRECT THE GRID 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	
ROAD DATA (1:4)	
Hard surface, heavy duty road, more than two lanes wide	Loose surface, graded, dry weather road
Hard surface, heavy duty road, two lanes wide; Federal route marker	Trail; Dirt road
Secondary, hard surface, all weather road, two lanes wide; State route marker	Railroad in street; Carline in street
	UNDER CONSTRUCTION
	ABANDONED
RAILROADS	Standard gauge
	Single track
	Double track
	Single track Double track
	Double track carline
	Narrow gauge
	Single track carline
	Double track carline
BOUNDARIES	
International	Mine
State	Horizontal control pt.
County (with monument)	Bench mark
County subdivision	Spot elevation, feet
Reservation	Large rapids and falls
Military reservation	Woods or brushwood
School; Church	Orchard
Cemetery	Wharf, pier
Churchyard	Vineyard
	Man-made shoreline
	Intermittent lake
	Intermittent stream
	Dam
	Rapids; Falls
	Swamp, marsh
	Rocks (except at low tide)



INDEX TO BOUNDARIES	
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13	14

LIBERTY, MAINE
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