

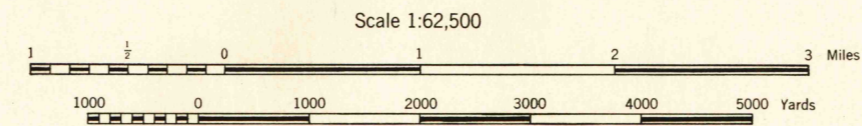
First Edition (AMS 1) 1944.

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.S. quadrangle, Sandy Bay, 1:62,500, 1930.
 Control by U.S. Geological Survey and International Boundary Commission.
 Surveyed in 1927.
 Revised from controlled mosaics by Kargl Aerial Survey, San Antonio, Texas.
 Aerial Photography by U.S. Army Air Forces, 1942.
 Polyconic Projection, North American Datum 1927.

ROAD CLASSIFICATION 1943

Dependable hard surface. ———— Loose-surface graded. ———— U.S. Route
 Heavy duty road. ———— Dry weather road. ———— State Route
 Secondary, hard surface. ———— Dirt road. ————
 All-weather road. ————

More than two lanes indicated by note along road with tick at point of change.



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 A, U.S.C. & G.S. SPECIAL PUBLICATION NO. 59. THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMISSIONS.

MAINE STATE GRID ZONE WEST IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS.

NOTE: OFFICERS USING THIS MAP WILL HAVE HELICOPTER OBSERVATIONS AND PHOTOGRAPHS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1944 FOR CENTER OF SHEET
 ANNUAL MAGNETIC CHANGE: INCREASE

Use diagram only to obtain numerical values.
 To determine magnetic north line, connect the point "90" 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 at the north edge of the map.

U.S.G.S.
FILE COPY
 Inspection and Editings

SANDY BAY, MAINE
 N4545-W7015/15