



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. 1943.
Based on U. S. G. S. quadrangle, Mt. Pawtuckaway, 1:62,500 (1919).
Control by U. S. Geological Survey.
Surveyed in cooperation with the War Department, 1917.
Revised from controlled mosaic (KS), San Antonio, Texas, 1943.
Aerial photography by the U. S. Army Air Forces, Oct., 1942.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943

Dependable hard surface, heavy-duty road.	Loose surface graded, dry weather road.	U. S. Route
Secondary hard surface, all-weather road.	Dirt road.	State Route
More than two lanes indicated by note 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 (A. U. S. C. & G. S. SPECIAL PUBLICATION NO. 59)

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

NEW HAMPSHIRE STATE GRID ZONE IS INDICATED BY DOTTED TICKS
OUTSIDE THE MAP AT 10,000 FOOT INTERVALS.NOTE: OFFICERS USING THIS MAP WILL MARK PERSON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

HISTORICAL FILES

(DO NOT REMOVE)

APPROXIMATE YEAR DECLINATION 1944
FOR CENTER OF SHEET

ANNUAL MAGNETIC CHANGE 1" INCREASE

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.MT. PAWTUCKAWAY, N. H.
N4300-W7100/15

884-S-II-5/2