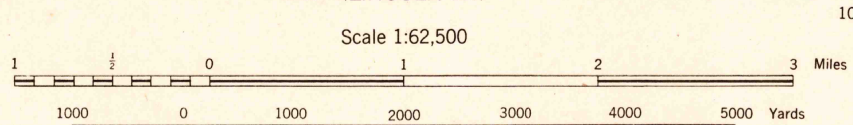




First Edition (AMS 1), 1944.  
Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service (SU), U. S. Army, Washington, D. C., 1944.  
Based on U. S. G. S. quadrangle, Camels Hump, 1:62,500 (1924).  
Horizontal control by U. S. C. & G. S. and U. S. G. S.  
Vertical control by U. S. G. S.  
Surveyed in 1920-1921.  
Revised from controlled mosaic compiled by Lake Survey, Detroit, Mich.  
Aerial photography by A. A. Department of Agriculture, 1941.  
Approximate reservation boundary (April 1944).  
Polyconic Projection, North American Datum 1927.



Scale 1:62,500  
CONTOUR INTERVAL 40 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  
VERMONT 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 WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN 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 point "7" 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.

ROAD CLASSIFICATION 1943  
Dependable hard-surface, heavy-duty road  
Loose-surface graded, dry weather road  
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.  
U. S. Route  
30

LEGEND  
BRUSH  
HISTORICAL

CAMELS HUMP, VT.  
N4415-W7245/15

