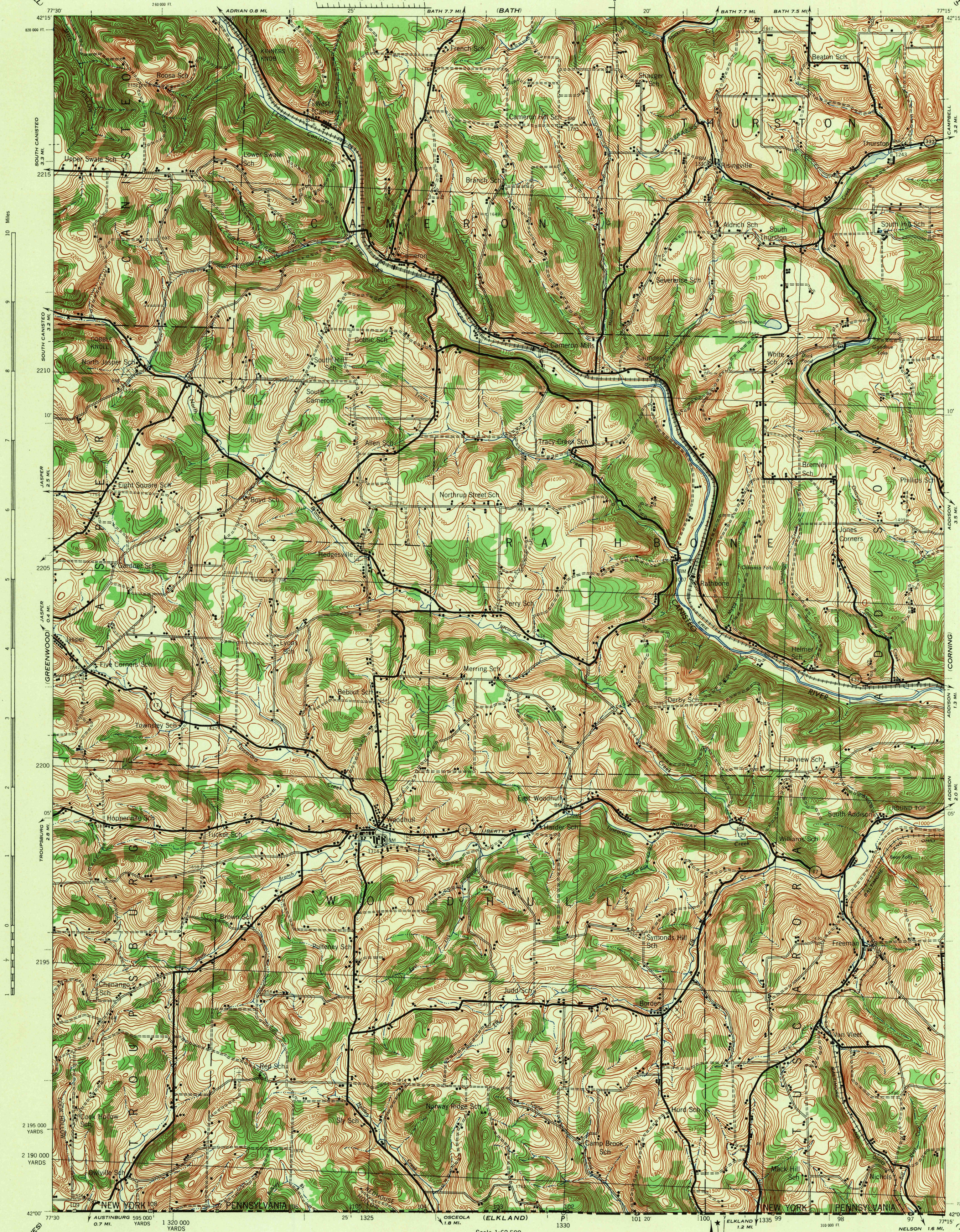
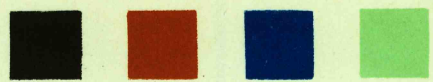




First Edition (A.M.S. 1), 1944
Prepared under the direction of the Chief of Engineers, U.S. Army, by the
Army Map Service, Kansas City Unit, 1943.
Based on U.S.G.S. quadrangle, Woodhull, 1:62,500 (1926).
Vertical and Horizontal control by the U.S. Geological Survey.
Surveyed in cooperation with the State of New York, 1924.
Revised from single lens vertical aerial photographs.
Aerial photography: A.A.A. Department of Agriculture, 1938.
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 1 4 LANE

Scale 1:62,500
1 0 1 2 3 Miles
1000 0 1000 2000 3000 4000 5000 Yards

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 'B' U.S.C. & G.S. SPECIAL PUBLICATION NO. 59"
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.
THE OVERLAPPING GRID ZONE A, IS INDICATED BY SHORT BROKEN TICKS CROSSING THE NEAT LINE
NEW YORK STATE GRID ZONE CENTRAL IS INDICATED BY DOTTED TICKS
OUTSIDE THE NEAT LINE AT 10,000 FT. INTERVALS.
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1944
FOR CENTER OF SHEET
NO ANNUAL MAGNETIC CHANGE
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 at the north edge of the map.

WOODHULL, N.Y.
N4200-W7715/15