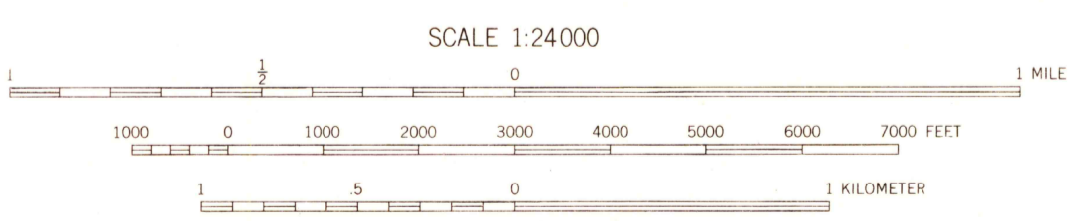


Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), U. S. Army, Washington, D. C. Copied in 1946 from Maryland 1:31,680, AMS, Sheet 5859 IV NE, 1942. Original map compiled by USCG&S; planimetry from aerial photography by photoplanimetric methods; topography by planimetric surveys. Aerial photography for USCG&S, 1942. Horizontal and vertical control by USCG&S. Map field checked, 1942. Scale changed and marginal data revised, 1946. This map complies with the national standard map accuracy requirements.

LEGEND

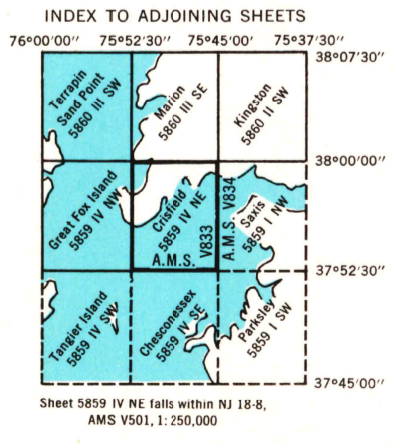
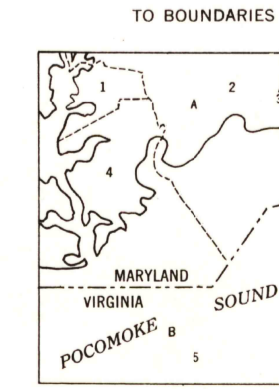
ROAD DATA 1942

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
Narrow gauge	UNDER CONSTRUCTION
Standard gauge	Single track
Double track	Double track
ABANDONED	Single track
Single track carline	Double track carline
RAILROADS	Mine
Standard gauge	Triangulation station
Narrow gauge	County (with monument)
Single track carline	County subdivision
Double track carline	Reservation
RAILROADS	Military reservation
Standard gauge	School; Church
Narrow gauge	Cemetery
Single track carline	Churchyard
Double track carline	



MAXIMUM ELEVATION LESS THAN 20 FEET
 DATUM IS MEAN SEA LEVEL
 POLYCONIC PROJECTION
 1927 NORTH AMERICAN DATUM
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TRUE NORTH
 MAGNETIC NORTH
 APPROXIMATE MEAN DECLINATION, 1946



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