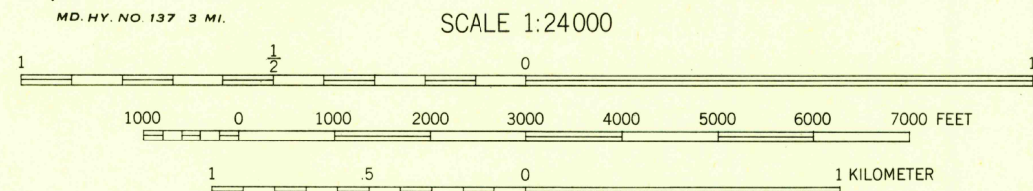


Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), U. S. Army, Washington, D. C. Copied in 1946 from Maryland, 1:31,680, AMS, Sheet 5663 II NW, 1944. Original map compiled by SCS from aerial photography by stereophotogrammetric methods. Aerial photography for SCS, 1943. Horizontal and vertical control by USGS, USC&GS, USGS, and SCS, 1943. Scale changed and marginal data revised, 1946. Map field checked, 1944. This map complies with the national standard map accuracy requirements.



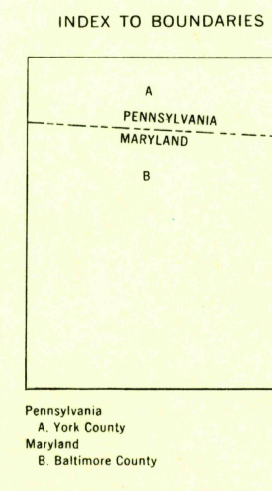
CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL  
POLYCONIC PROJECTION  
1927 NORTH AMERICAN DATUM

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**LEGEND**

<b>ROAD DATA 1943</b>	3 LANE 1 LANE	Loose surface, graded, dry-weather road
Hard surface, heavy duty road, more than two lanes wide	Two lanes wide, Federal route marker	Secondary, hard surface, all-weather road
Two lanes wide, State route marker	Two lanes wide, State route marker	
<b>RAILROADS</b>	Standard gauge	Narrow gauge
Single track	Double track	Double track carline
<b>BOUNDARIES</b>	International	State
County (with monument)	County subdivision	Reservation
Military reservation	School	Church
Cemetery	Churchyard	
Mine	Triangulation station	Bench mark
Spot elevation	X 168	Intermittent lake
Intermittent stream	Dam	Rapids, Falls
Large rapids and falls	Swamp, marsh	Rocks awash at low tide
Wharf, pier	Man-made shoreline	

APPROXIMATE MEAN DECLINATION, 1946  
TRUE NORTH  
MAGNETIC NORTH



USGS  
Historical File  
Topographic Division