

(MASON-DIXON)

(SMITHSBURG)



Prepared by U. S. Department of Agriculture, Forest Service,  
under the direction of the Chief of Engineers, U. S. Army, 1944.  
Control by U. S. Coast and Geodetic Survey, U. S. Geological Survey,  
and Forest Service.  
Topography by Forest Service stereophotogrammetric methods (KEK plotter).  
Photography by Soil Conservation Service and Forest Service, 1943.  
Polyconic projection, 1927 North American datum.

ROAD CLASSIFICATION  
Dependable hard surface, heavy duty road. ——— U. S. Route 160  
Loose surface graded, dry weather road. ——— U. S. Route 30  
Secondary, hard surface, all weather road. ——— State Route 30  
Dirt road. ——— State Route 30  
More than two lanes indicated by note along road with tick at point of change. 3 LANE, 4 LANE

THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS.

Scale 1:31,680  
1000 500 0 1000 2000 Yards

CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL (1929 ADJ.)  
ONE 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  
TEN THOUSAND FOOT GRID BASED ON MARYLAND PLANE COORDINATE SYSTEM  
NOTE: OFFICERS USING THIS MAP WILL MAKE HEREON CORRECTIONS AND ADDITIONS WHICH COME  
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

APPROXIMATE MEAN  
DECLINATION 1944  
ANNUAL MAGNETIC CHANGE 1'  
DECREASE

USGS  
FILE COPY  
Inspection and Editing

FUNKSTOWN, MD.  
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(SHEPHERDSTOWN)

(MIDDLETOWN)