



Prepared by U. S. Department of Agriculture, Soil Conservation Service,
under the direction of the Chief of Engineers, U. S. Army, 1944.
Horizontal and vertical control by U. S. C. & G. S., U. S. G. S., U. S. E. D., and S. C. S., 1943.
Topography by S. C. S., 1943. Aerial photography for S. C. S., 1943.
Polyconic projection, North American datum, 1927.
This map complies with the National standard map accuracy requirements.

ROAD CLASSIFICATION 1943
Dependable hard-surface,
heavy-duty road
Secondary, hard-surface,
all-weather road
Loose-surface graded,
dry-weather road
Dirt road
U. S. Route
State Route
More than two lanes indicated by note along road with tick at point of change

Scale 1:31,680
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
ONE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S." ZONE A U. S. C. & G. S. SPECIAL PUBLICATION NO. 55
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE OVERLAPPING GRID, ZONE B, IS INDICATED BY SHORT BROKEN TICKS CROSSING THE NEAT LINE
THE STATE GRID ARE INDICATED FOR MARYLAND BY - TICK
FOR PENNSYLVANIA, SOUTH ZONE, BY - TICKS OUTSIDE THE NEAT LINE AT 5000 FOOT 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.

5° 18' 00" N
OR
93° 18' 00" W
TRUE NORTH
APPROXIMATE MEAN
DECLINATION 1944
ANNUAL MAGNETIC CHANGE 30"
DECREASE

USGS
Historical File
Topographic Division

LINEBORO, MD.-PA.
N3937.5-W7645/7.5

U. S. G. S.
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Inspection and Control