

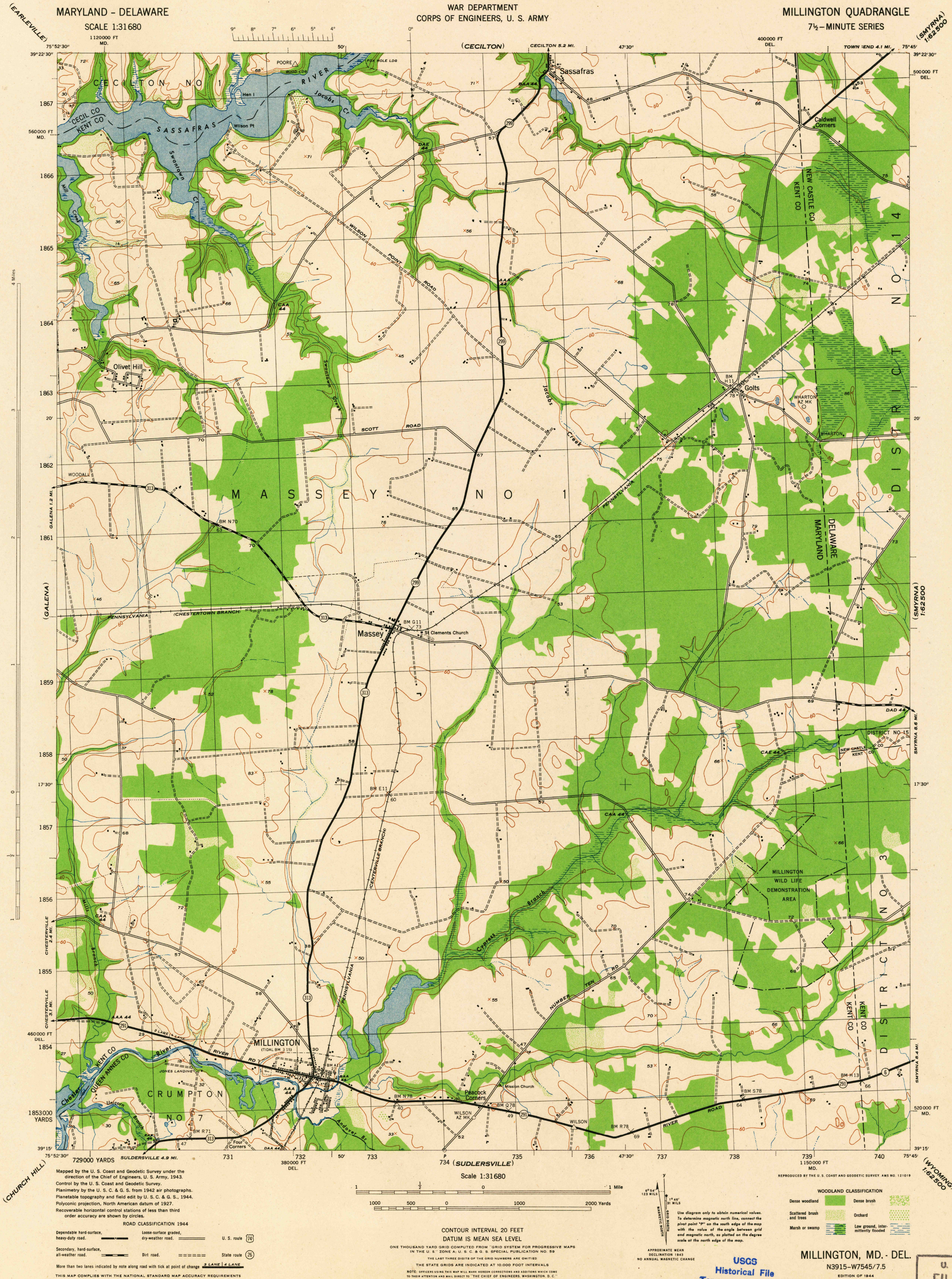
MARYLAND - DELAWARE

SCALE 1:31680

WAR DEPARTMENT  
CORPS OF ENGINEERS, U. S. ARMY

MILLINGTON QUADRANGLE

7½-MINUTE SERIES



Maped by the U. S. Coast and Geodetic Survey under the direction of the Chief of Engineers, U. S. Army, 1943. Control by the U. S. Coast and Geodetic Survey. Planimetry by the U. S. C. & G. S. from 1942 air photographs. Planimetric topography and field edit by U. S. C. & G. S., 1944. Polyconic projection, North American datum of 1927. Recoverable horizontal control stations of less than third order accuracy are shown by circles.

ROAD CLASSIFICATION 1944

Dependable hard-surface, heavy-duty road. Loose-surface graded, dry-weather road. U. S. route 74. Secondary, hard-surface, all-weather road. Dirt road. State route 26. More than two lanes indicated by note along road with tick at point of change. 2 LANE 4 LANE. THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS

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. 89. THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OBTAINED. THE STATE GRIDS ARE INDICATED AT 10,000 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."

APPROXIMATE MEAN DECLINATION 1943  
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 and magnetic north, as plotted on the degree scale at the north edge of the map.

USCS  
Historical File  
Topographic Division

MILLINGTON, MD. - DEL.

N3915-W7545/7.5

EDITION OF 1944

U. S. G. S.  
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Inspection and Editing