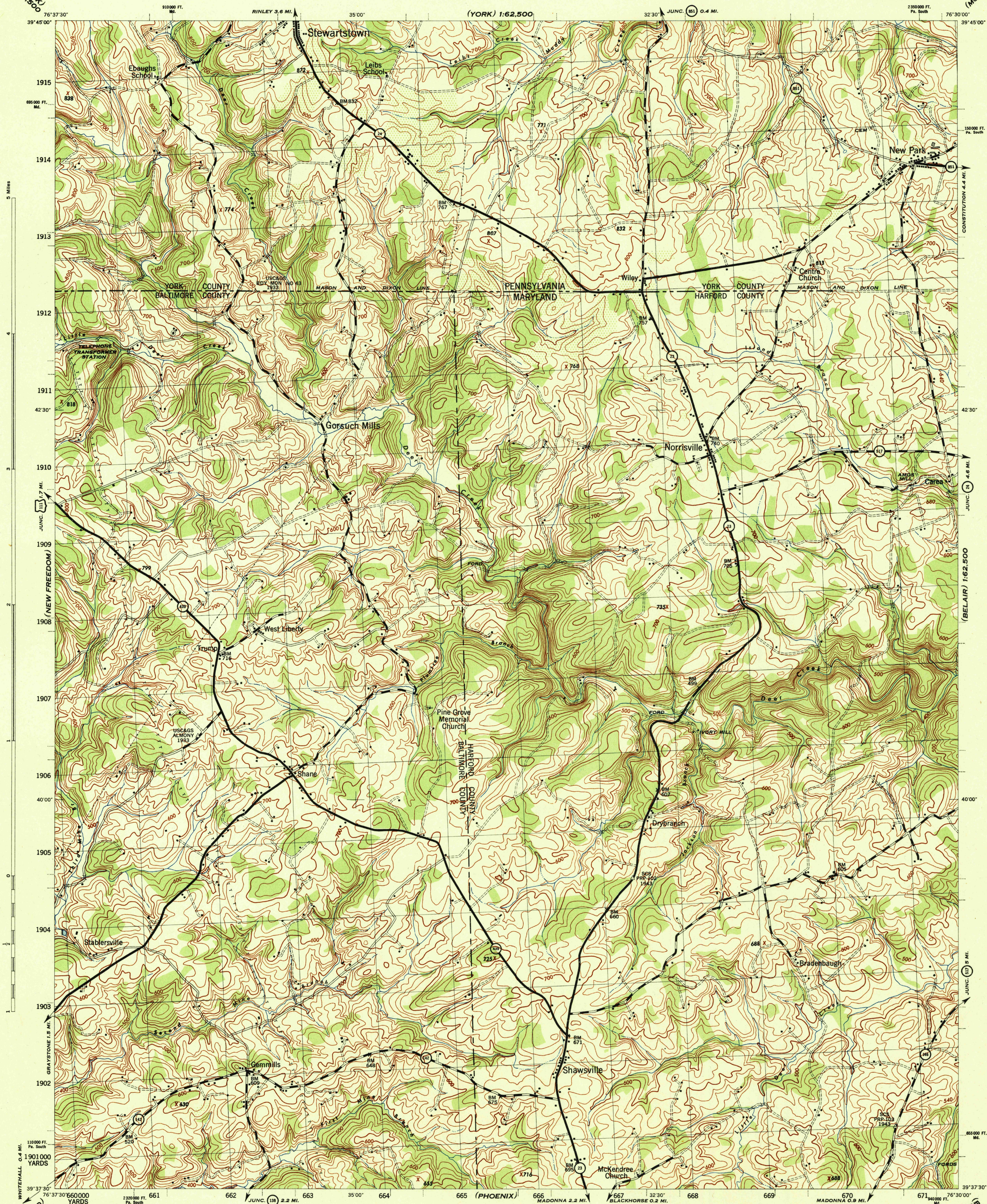
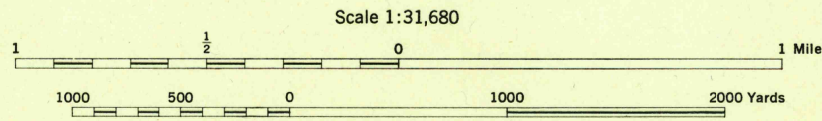


(MCCALLS FERRY)  
1:62,500



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., 1944. 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  
Loose-surface graded, dry-weather road  
Secondary, hard-surface, all-weather road  
Dirt road  
U. S. Route  
State Route  
More than two lanes indicated by note along road with tick at point of change



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. 59  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.  
THE STATE GRIDS ARE INDICATED FOR MARYLAND BY TICKS  
FOR PENNSYLVANIA SOUTH ZONE BY TICKS OUTSIDE THE NEAT LINE AT 5000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL HAVE THESE CORRECTIONS AND ADDITIONS WHICH COME  
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

USGS  
Historical File  
Topographic Division  
APPROXIMATE MEAN  
DECLINATION 1944  
ANNUAL MAGNETIC CHANGE 30'  
DECREASE

NORRISVILLE, MD.-PA.  
N3937.5-W7630/7.5

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