

5 Miles
4
3
2
1
0
1
2
3
4
5 Miles

Prepared under direction of the Chief of Engineers, U. S. Army, 1944.
By the Mapping Section, Office Division Engineer, South Atlantic Division,
Control by Corps of Engineers, U. S. Geological Survey, U. S. Coast and Geodetic Survey
and U. S. Soil Conservation Service.
Topography by Stereophotogrammetric methods (Multiplex).
Aerial photography by 1st Mapping Group, U. S. Army, 1943.
Polyconic projection, 1927 North American datum.

ROAD CLASSIFICATION 1943

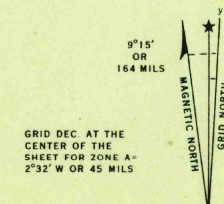
Dependable hard-surface, heavy-duty road. U. S. Route 1
Secondary, hard-surface, all-weather road. State Route 224
Loose-surface graded, dry weather road. U. S. Route 1
Dirt Road. State Route 224
More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE

THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS.

Scale 1:31,680 (NANJEMOY 1:62,500)
1 0 1000 2000 Yards
1 Mile

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 B. U. S. C. & G. S. SPECIAL PUBLICATION NO. 89
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE OVERLAPPING GRID, ZONE A, IS INDICATED BY SHORT BROKEN TICKS CROSSING THE REAL LINE
MARYLAND STATE GRID IS INDICATED BY DOTTED TICKS
OUTSIDE THE REAL LINE AT 5,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL HAVE THEIR COORDINATES AND ADDITIONS WELCOME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."



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.

APPROXIMATE MEAN DECLINATION 1943 FOR CENTER OF SHEET
NO ANNUAL MAGNETIC CHANGE

PORT TOBACCO, MD.
N3830-W7700/7.5
EDITION OF 1944

USCS
Historical File
Topographic Division