



War Department mapping project.
Under direction of the Chief of Engineers.
Control by the U. S. Coast and Geodetic Survey.
Planimetry compiled from air photographs by U. S. Coast and Geodetic Survey.
Planetable topography and field edit by U. S. Coast and Geodetic Survey, 1942.

ROAD CLASSIFICATION
Dependable hard-surface, heavy-duty road. U. S. route 20
Loose-surface graded, dry-weather road. U. S. route 20
Secondary, hard-surface, all-weather road. State route 20
Dirt road. State route 20
More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE
Road data 1942

Scale 1:31680
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
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."

USCS
Historical
Topographic Division

Polyconic projection. North American datum of 1927.
Maryland coordinate system, single zone, is indicated by ticks outside the neat line at 10,000 foot intervals.
Recoverable horizontal control stations of less than third order accuracy are shown by a circle.
This map complies with the national standard map accuracy requirements.

QUEENSTOWN, MD.
N3852.5-W7607.5/7.5

U. S. G. S.
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