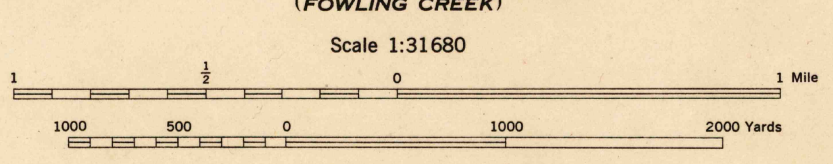


Mapped by the U. S. Coast and Geodetic Survey under the direction of the Chief of Engineers, U. S. Army, 1943.  
Control by the U. S. G. S. and U. S. C. & G. S.  
Planimetry by the U. S. C. & G. S. from 1942 air photographs.  
Planetable topography and field edit by U. S. C. & G. S., 1944.  
Polyconic 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, all-weather road. Large-surface graded, heavy-duty 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. **LANE & 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. 59  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED  
THE STATE GRIDS ARE INDICATED AT 10,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL WANT SENIOR CORRECTORS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

REPRODUCED BY THE U. S. COAST AND GEODETIC SURVEY. AWS NO. 121039

**WOODLAND CLASSIFICATION**

Dense woodland. Dense brush.  
Scattered brush and trees. Orchard.  
Marsh or swamp. Low ground, intermittently flooded.

APPROXIMATE MEAN DECLINATION 1943  
NO ANNUAL MAGNETIC CHANGE

Use diagram only to obtain numerical values. To determine magnetic north line, connect the point "90" on the south edge of the map with the value of the angle between GRID NORTH and MAGNETIC NORTH, as plotted on the degree scale of the north edge of the map.

**RIDGELY, MD.**  
N3852.5-W7552.5/7.5  
EDITION OF 1944