

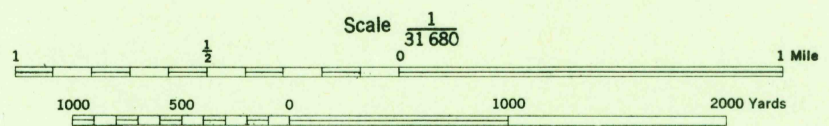
War Department mapping project.
Under direction of the Chief of Engineers.
Control by the U. S. Coast and Geodetic Survey.
Planimetry compiled from air photographs by U. S. Coast and Geodetic Survey.
Planetable topography and field edit by U. S. Coast and Geodetic Survey, 1942.

ROAD CLASSIFICATION

Dependable hard-surface, heavy-duty road.	Loose-surface graded, dry-weather road.	U. S. route (17)
Secondary, hard-surface, all-weather road.	Dirt road	State route (21)

More than two lanes indicated by note along road with tick at point of change. 3 LANE | 4 LANE

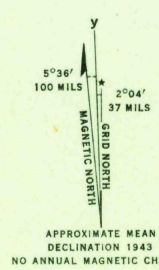
Road data 1942



MAXIMUM ELEVATION 13 FEET
DATUM IS MEAN SEA LEVEL

ONE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. ZONE A, 18° N. C. & D. R. SPECIAL PUBLICATION NO. 89
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."



REPRODUCED BY THE U. S. COAST AND GEODETIC SURVEY, 121054 1942

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.
This map complies with the national standard map
accuracy requirements.

TILGHMAN, MD.
N3837.5-W7615/7.5