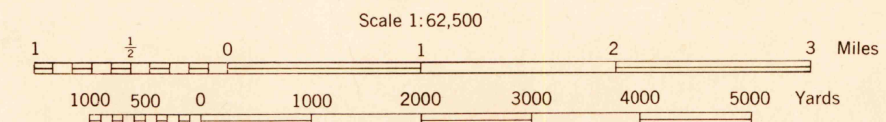


10 Miles
60000 FT.
1880
25'
7
6
5
4
3
2
1
0
1865
20'
1860
1855000 YARDS
1850000 YARDS
39°15'

UNIONVILLE 3.8 MI.
LIBERTYVILLE 3.2 MI.
ROGERSVILLE 4.7 MI.
REMPSTOWN 1.4 MI.
DAMASCUS 2.8 MI.
520000 FT.
39°15'

1:25,000
First Edition (AMS 1) 1942; revised (AMS 2) 1944.
Prepared under the direction of the Chief of Engineers, U. S. Army, by the
Army Map Service, (AM), U. S. Army, Washington, D. C., 1942.
Surveyed by U. S. Coast and Geodetic Survey, 1907.
Planimetric revision from aerial photos, A.A.A. Dept. of Agriculture, 1937.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1942
Dependable hard surface, heavy duty road
Secondary hard surface, all-weather road
Loose surface graded, dry weather road
Dirt road
U. S. Route
State Route
3 LANE 4 LANE



Scale 1:62,500
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. ZONE "B" U. S. C. & G. S. SPECIAL PUBLICATION NO. 59

THE OVERLAPPING GRID ZONE "A" IS INDICATED BY SHORT BROKEN TICKS CROSSING THE NEAT LINE
MARYLAND STATE GRID IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS.
NOTE: OFFICERS USING THIS MAP WILL MARK THESE CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1944
FOR CENTER OF SHEET
NO ANNUAL MAGNETIC CHANGE
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
NORTH and MAGNETIC NORTH, as plotted on
the degree scale at the north edge of the map.