



Prepared by the Army Map Service (KGC), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1961 by photogrammetric methods and from: United States Quadrangles, 1:24,000, 1:25,000, 1:62,500, U.S. Geological Survey and AMS, 1940-59. Planimetric detail revised by photogrammetric methods. Horizontal and vertical control by USGS, USCGS, TVA, and New York Geodetic Survey. Map field checked 1962.

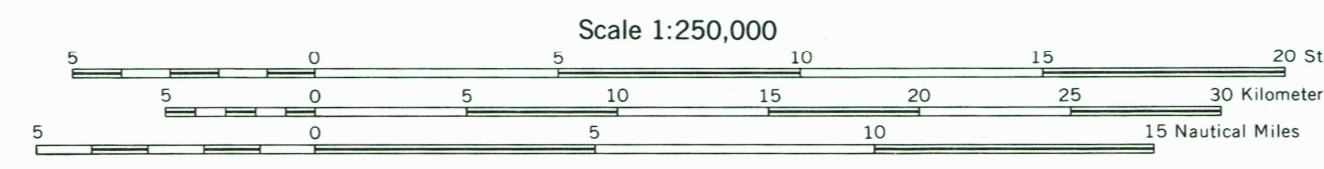
100,000-foot grids based on New York coordinate system, central and east zones

10,000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

LEGEND

ROAD DATA 1962
 Figures in red denote approximate distances in miles between stars

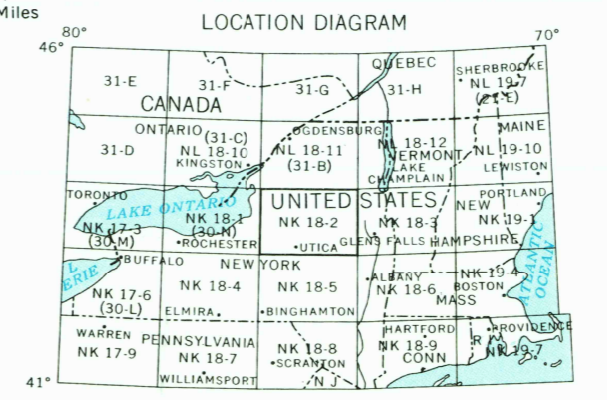
POPULATED PLACES	Hard surface heavy duty road	3 LANES 4 LANES
Over 500,000	More than two lanes wide	2 LANES 1 LANE
100,000 to 500,000	Two lanes wide	
25,000 to 100,000	Hard surface medium duty road	
5,000 to 25,000	More than two lanes wide	
1,000 to 5,000	Two lanes wide	
Less than 1,000	Improved light duty road	
	Unimproved dirt road; Trail	
	Route marker: Interstate, Federal, State	
RAILROADS	Single track Double or Multiple	
Normal gauge	Landplane airport	
Narrow gauge	Depth curve in feet	
BOUNDARIES	Landing area	
International	Seaplane airport	
State	Seaplane anchorage	
County	Power line	
Park or reservation	Intermittent or dry stream	
Horizontal control point	Spot elevation in feet	
Vertical control point	Marsh or swamp	
Landmark: School; Church; Other	Navigable canal or stream	



CONTOUR INTERVAL 100 FEET
 WITH SUPPLEMENTARY CONTOURS AT 50 FOOT INTERVALS
 TRANSVERSE MERCATOR PROJECTION

1960 MAGNETIC DECLINATION FROM TRUE NORTH FOR THIS SHEET VARIES FROM 11°30' (24 MILES WESTERLY FOR THE CENTER OF THE WEST EDGE TO 13°45' (200 MILES WESTERLY FOR THE CENTER OF THE EAST EDGE)

FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092



USGS
 Historical File
 Topographic Division

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