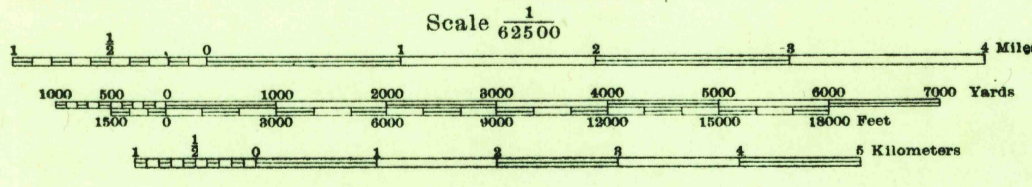


Prepared under the direction of the Chief of Engineers, U. S. Army, 1940.  
Horizontal control by U. S. Coast and Geodetic Survey, 1934, and 29th Engineers, U. S. Army, 1939.  
Vertical control by U. S. Coast and Geodetic Survey, 1934, U. S. Geological Survey, 1899, and 29th Engineers, U. S. Army, 1939.  
Topography by 29th Engineers, U. S. Army, 1940, using the stereo-comparagraph (intermediate elevations by multiplex aero projector). T-3A (5 lens) aerial photography by 91st Observation Squadron, Air Corps, U. S. Army, 1937.  
Polyconic Projection, North American Datum 1927.

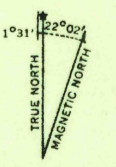


Contour interval 25 feet  
Datum is mean sea level (1929 Adj.)

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." ZONE G. 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."

ENGINEER REPRODUCTION PLANT, U. S. ARMY, THE ARMY WAR COLLEGE, WASHINGTON, D. C. 15239 (1941)



ROUTES USUALLY TRAVELED  
HARD IMPERVIOUS SURFACES  
OTHER SURFACE IMPROVEMENTS 1940  
③ U. S. ROUTE ④ STATE ROUTE

LOGGED OFF