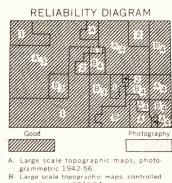


Washington, D.C. Compiled in 1961 by photogrammetric methods and from United States quadrangles, 1:24,000, 1:25,000, 1:31,680, 1:50,000, 1:62,500, 1931-56. Planimetric detail revised by photoplanimetric methods. Horizontal and vertical control by USGS and USC&GS. Map field checked 1962. Limited revision by U.S. Geological 100,000-foot grids based on Pennsylvania coordinate system, north zone

| Figu | ures in red denote approximation | ate distances in miles between stars | |
|------------------------------------------------------|----------------------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| POPULATED PLACES | | Hard surface, heavy duty road More than two lanes wide | 3 LANES 4 LANES |
| Over 500,000 | RICHMOND | Two lanes wide Hard surface, medium duty road More than two lanes wide | 3 LANES 4 LANES |
| 25,000 to 100,000 | EVANSTON | Two lanes wide | ar think should show a |
| 5,000 to 25,000 1,000 to 5,000 Less than 1,000 | Bar Harbo | Unimproved dirt road; Trail | |
| RAILROADS Single track Double | or Multiple | Route marker: Interstate; Federal; State Road interchange | |
| Narrow gauge | Landplane airport | Horizontal control poir | - |
| BOUNDARIES International | Landing area | Spot elevation in feet | 221 |
| State | Coopland airport | Marsh or swamp | $\frac{\partial h}{\partial h} = \frac{\partial h}{\partial h} = \frac{\partial h}{\partial h}$ |
| County | Orchard | | |
| Park or reservation | | Power line | |

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A. Large scale topographic maps, photogrammetric 1942-56.
B. Large scale topographic maps, controlled ground survey, 1943-54.
1. Stereo compiled from: 1-1956-57; 2-1958 aerial photography.
2. Planimetry revised from: 3-1956-57; 4-1958 aerial photography.

WILLIAMSPORT, PENNSYLVANIA; NEW YORI 1962