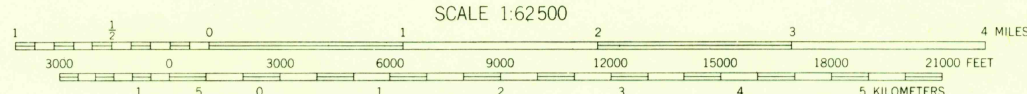


Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), Corps of Engineers, Department of the Army, Washington, D. C. Scale changed; marginal data revised and Universal Transverse Mercator Grid added, 1948. Copied in 1948 from Maryland, 1:62,500, AMS, 5960.1, 1942. Original map compiled by Planetable Surveys. Planimetry revised by photoplanimetric methods. Horizontal and vertical control by USGS. Map not field checked.

LEGEND

- | | |
|---|---|
| Hard surface, heavy duty road, more than two lanes wide | Loose surface, graded, dry weather road |
| Hard surface, heavy duty road, two lanes wide; Federal route marker | Trail, dirt road |
| Secondary, hard surface, all weather road, two lanes wide; State route marker | Railroad in street; Carline in street |
| RAILROADS | UNDER CONSTRUCTION |
| Standard gauge | Single track |
| Narrow gauge | Double track |
| Single track carline | ABANDONED |
| Double track carline | Single track |
| BOUNDARIES | Double track |
| International | Mine |
| State | Triangulation station |
| County (with monument) | Bench mark |
| Election District | Spot elevation |
| Reservation | Woods |
| Military reservation | Woods/brushwood |
| School, Church | Brushwood |
| Cemetery | Orchard |
| Churchyard | Vineyard |
| | Intermittent lake |
| | Intermittent stream |
| | Dam |
| | Rapids; Falls |
| | Large rapids and falls |
| | Swamp, marsh |
| | Rocks awash at low tide |
| | Wharf, pier |
| | Man-made shoreline |

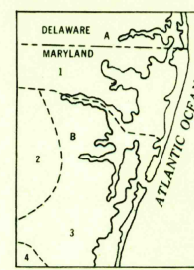


CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
TRANSVERSE MERCATOR PROJECTION
NORTH AMERICAN DATUM
ONE THOUSAND METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 18

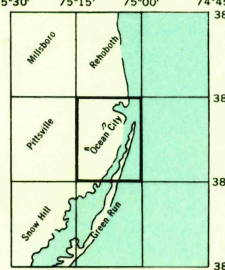
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
10,000-FOOT GRID TICKS, MARYLAND PLANE COORDINATE SYSTEM
REPRINTED FROM MILITARY EDITION FOR CIVIL USE
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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1942

INDEX TO BOUNDARIES



INDEX TO ADJOINING SHEETS



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