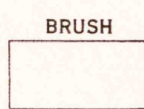


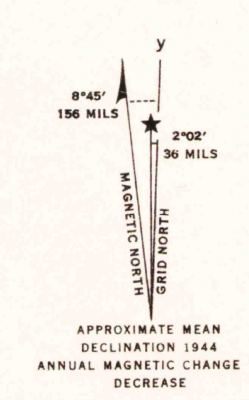


Prepared by U. S. Department of Agriculture, Forest Service,  
under the direction of the Chief of Engineers, U. S. Army, 1944.  
Control by U. S. Coast and Geodetic Survey, U. S. Geological Survey,  
and Forest Service.  
Topography by Forest Service stereophotogrammetric methods, KEK plotter.  
Photography by Soil Conservation Service and Forest Service, 1943.  
Polyconic projection, 1927 North American datum.

ROAD CLASSIFICATION  
Dependable hard-surface,  
heavy-duty road. ——— U. S. Route 150  
Loose-surface graded,  
dry weather road. ——— State Route 30  
Secondary, hard-surface,  
all-weather road. ———  
Dirt road. ———  
More than two lanes indicated by note along road with tick at point of change.  
THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS.



Scale 1:31,680  
1 000 500 0 500 1000 2000 Yards  
CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL (1929 ADJ.)  
ONE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS  
IN THE U. S. ZONE B, U. S. G. & S. SPECIAL PUBLICATION NO. 59"  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED  
TEN THOUSAND FOOT GRIDS BASED ON MARYLAND AND PENNSYLVANIA (SOUTH ZONE) PLANE COORDINATE SYSTEMS  
NOTE: OFFICERS USING THIS MAP WILL MAKE HEREON CORRECTIONS AND ADDITIONS WHICH COME  
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."



MASON-DIXON, MD.-PA.  
N3937.5-W7745/7.5