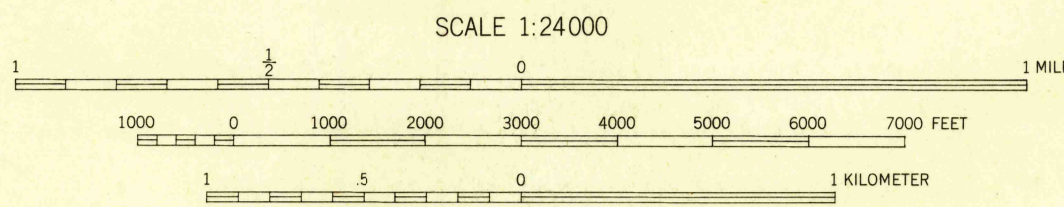


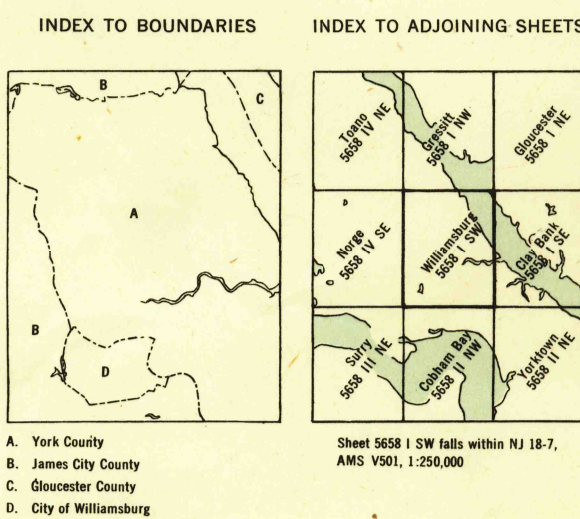
Prepared by the Army Map Service (CG), Corps of Engineers, U. S. Army, Washington, D. C. Compiled in 1951 by photogrammetric (Reading Plotter) methods from aerial photography dated March 1948 and from field surveys of June 1944 based on aerial photography dated 1942 and 1943 by U. S. Coast and Geodetic Survey. Horizontal and vertical control by USC&GS. Map not field checked.

LEGEND	
Red tint indicates area in which only landmark buildings are shown	
ROAD DATA 1951	
In developed areas, only through roads are classified.	
Hard surface, heavy duty road, four or more lanes wide	Improved light duty road, street
Hard surface, heavy duty road, two lanes wide; Three lanes wide	Unimproved dirt road
Hard surface, medium duty road, four or more lanes wide	Trail
Hard surface, medium duty road, two lanes wide; Three lanes wide	Route markers: Federal; State
Buildings	
School; Church	Intermittent lake and stream
RAILROADS	
Standard gauge	Swamp, marsh; Dam
Narrow gauge	Large rapids; Large falls
Railroad in st.	Rapids; Falls; Pier
Carline	Wreck: Exposed; Sunk
Spot elevation in feet: Checked	Rocks: Sunk; Awash
Unchecked	Soundings in feet
Woods or brushwood	Foreshore flats
Vineyard; Orchard	Limit of danger line; Reef
	Man-made shoreline



CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL  
HYDROGRAPHIC DATUM: SOUNDINGS IN FEET REFERRED TO MEAN LOW WATER  
Polyconic projection. 1927 North American datum  
REPRINTED FROM MILITARY EDITION FOR CIVIL USE  
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON 25, D. C.

TRUE NORTH  
MAGNETIC NORTH  
APPROXIMATE MEAN DECLINATION, 1951



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(DO NOT REMOVE)

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