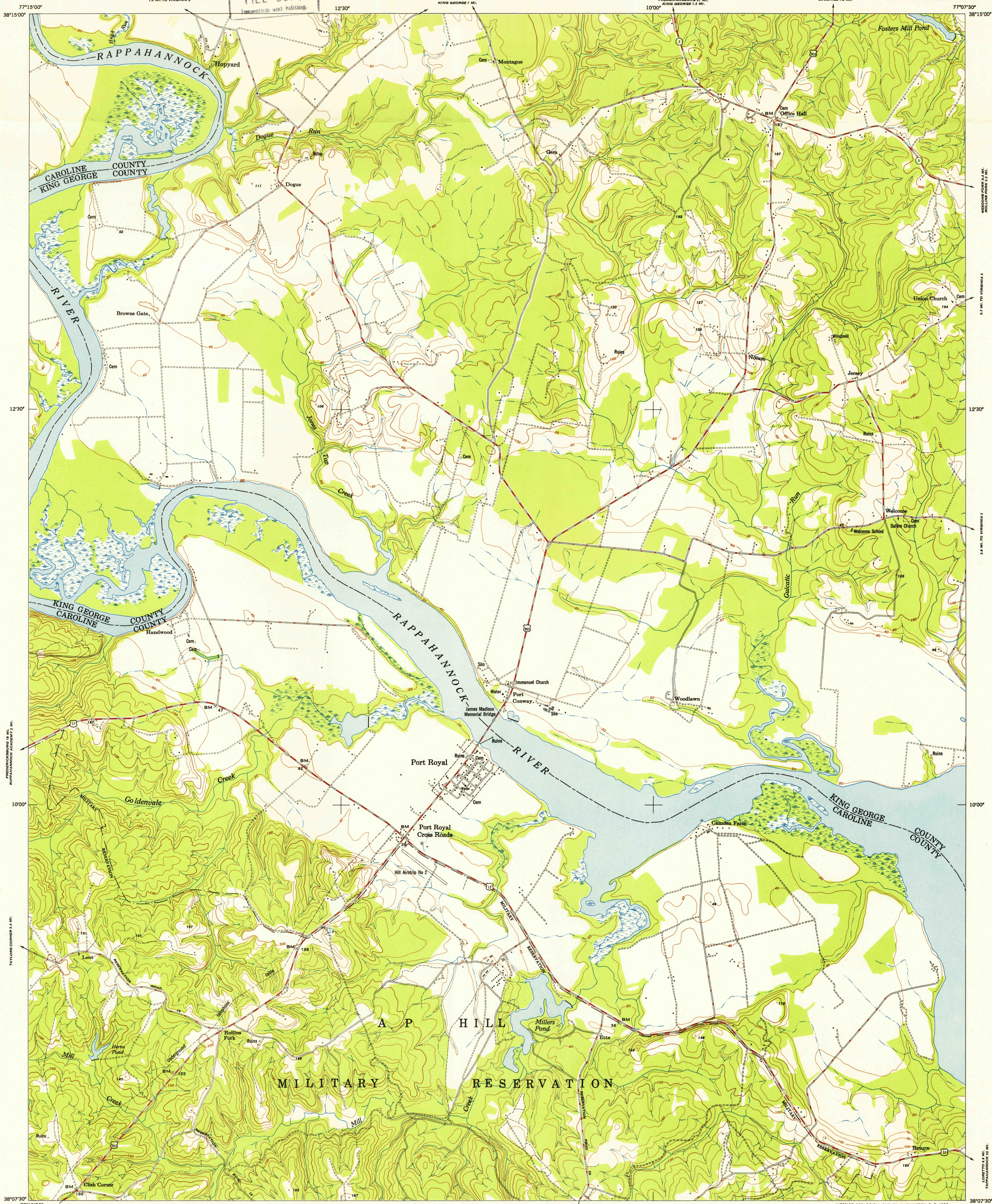
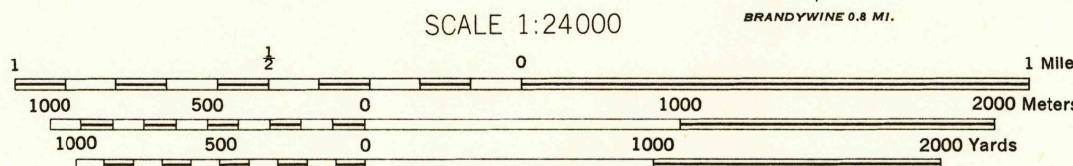




Prepared under the direction of the Chief of Engineers by the Corps of Engineers, U. S. Army Map Service (AM), Washington, D. C. Redrawn in 1949 from Virginia, 1:25,000, AMS, Sheet 5560 II NW, 1946. Planimetric detail revised by photogrammetric methods. Aerial photography Jan-April 1947. Original mapping by planimetric and photogrammetric (multiple) methods by Soil Conservation Service, 1942. Horizontal and vertical control by USGS, USC&GS, CE and SCS. Map field checked.

LEGEND	
ROAD DATA 1949	
In developed areas, only through roads are classified.	
Hard surface, heavy duty road, four or more lanes wide	Loose surface, graded and drained, or narrow hard surface road
Hard surface, heavy duty road, two lanes wide; Three lanes wide	Improved dirt road or street
Hard surface, medium duty road, four or more lanes wide	Unimproved dirt road; Trail
Hard surface, medium duty road, two lanes wide; Three lanes wide	Route markers: Federal; State
Buildings	Horizontal control point
Barns, sheds, greenhouses, stadiums, etc.	Bench mark, monument
Standard gauge railroad	Bench mark, non-monumented
Narrow gauge railroad	Spot elevation in feet: Checked; Unchecked
Railroad in street	Woods or brushwood
Carline	Vineyard; Orchard
National boundary	Intermittent lake
State boundary (with monument)	Intermittent stream; Dam
County boundary	Swamp, marsh
County subdivision boundary	Rapids; Falls
Corporate limits	Large rapids and falls
Reservation boundary	



CONTOUR INTERVAL 20 FEET
DATUM IS 1929 MEAN SEA LEVEL
TRANSVERSE MERCATOR PROJECTION
1927 NORTH AMERICAN DATUM
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USGS
Historical File
Topographic Division

TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1949

