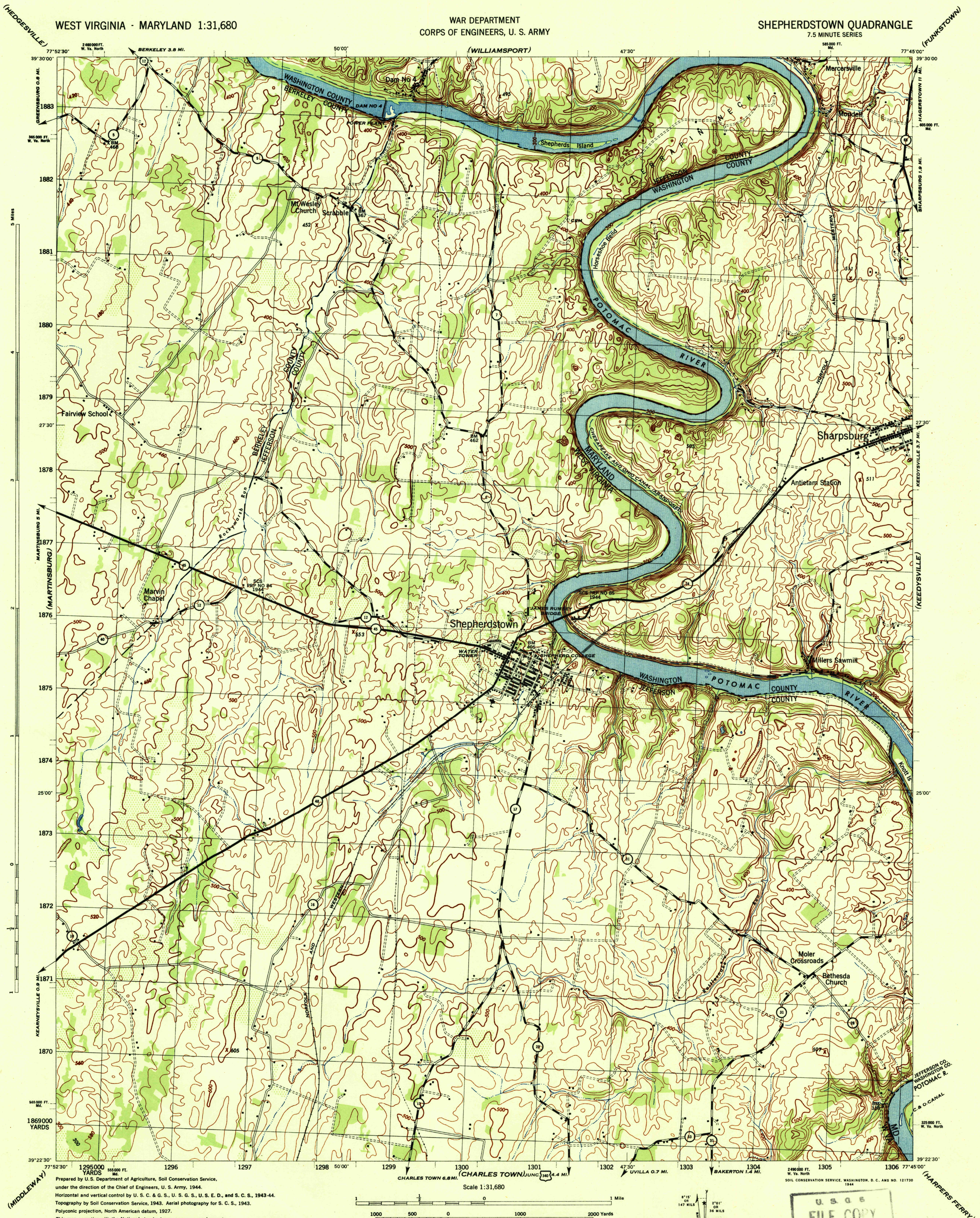




Prepared by U.S. Department of Agriculture, Soil Conservation Service,
under the direction of the Chief of Engineers, U. S. Army, 1944.
Horizontal and vertical control by U. S. C. & G. S., U. S. G. S., U. S. E. D., and S. C. S., 1943-44.
Topography by Soil Conservation Service, 1943. Aerial photography for S. C. S., 1943.
Polyconic projection, North American datum, 1927.
This map complies with the National standard map accuracy requirements.

ROAD CLASSIFICATION 1943
Dependable hard-surface, heavy-duty road ——— U. S. Route 340
Loose-surface graded, dry-weather road ——— State Route 40
Secondary, hard-surface, all-weather road ———
Dirt road ———
More than two lanes indicated by note along road with tick at point of change ——— 2 LANE 1 LANE

Scale 1:31,680
1 000 500 0 1000 2000 Yards
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
ONE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. ZONE B. U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE STATE GRIDS ARE INDICATED FOR WEST VIRGINIA NORTH ZONE, BY... TICKS
FOR MARYLAND BY... TICKS OUTSIDE THE NEAT LINE AT 5000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN
DECLINATION 1944
ANNUAL MAGNETIC CHANGE 30'
DECREASE

U. S. G. S.
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