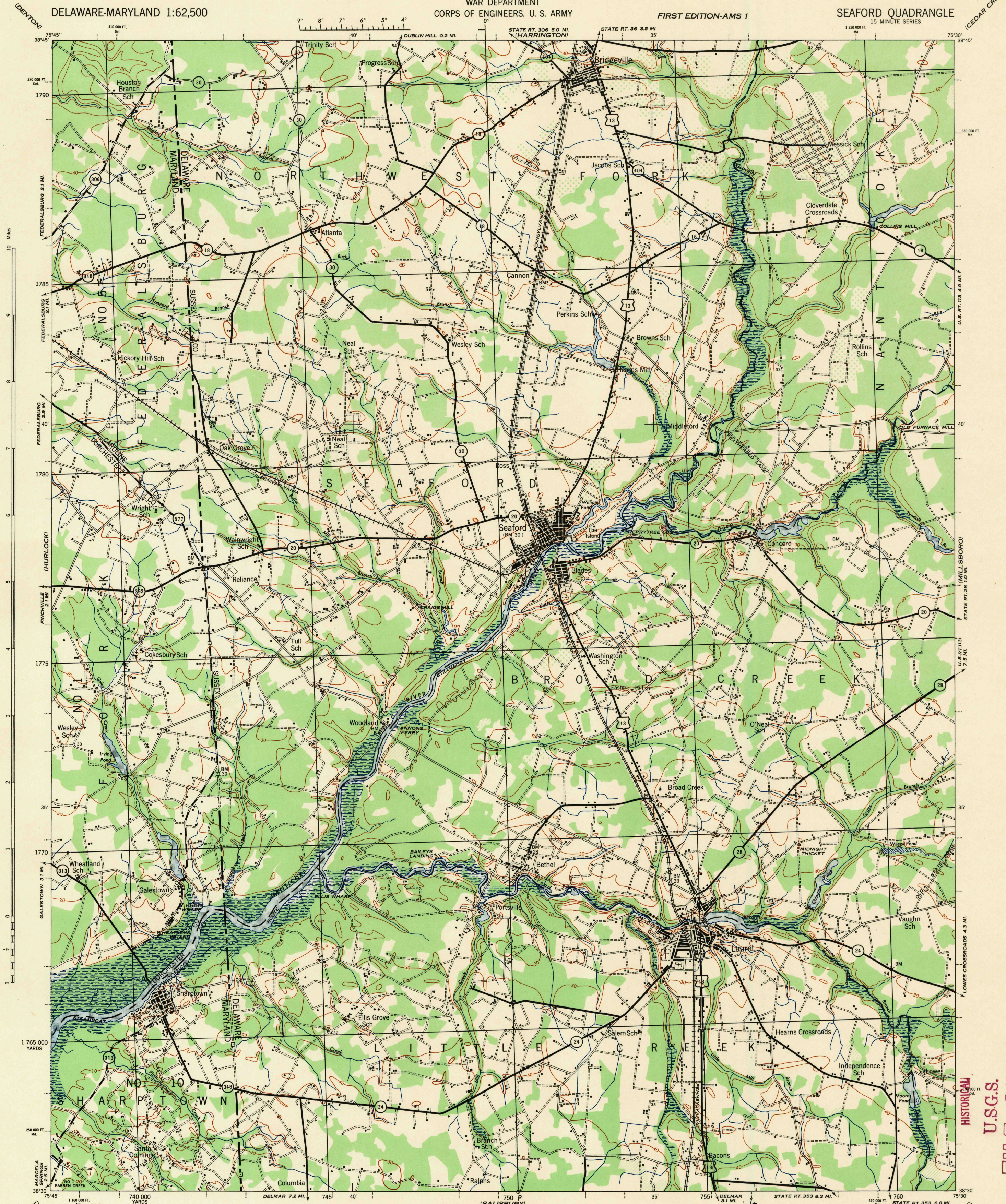




First Edition (AMS 1) 1944.

Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service (S), U. S. Army, Washington, D. C. 1944.
Based on U. S. G. S. quadrangle, Seaford, 1:62,500 (1915).
Control by U. S. Geological Survey.
Surveyed in Cooperation with the State of Maryland, 1902-1911-1912.
Revised from single lens vertical aerial photographs.
Aerial photography by A. A. Department of Agriculture, 1937-38.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1940

Dependable hard-surface, heavy-duty road. ——— U. S. Route

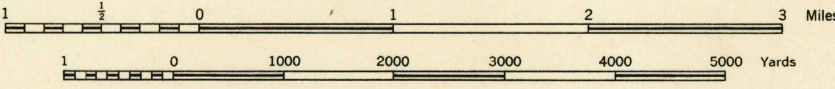
Loose-surface graded, dry-weather road. ———

Secondary, hard-surface, all-weather road. ———

Det. road. ———

State Route. ———

More than two lanes indicated by note along road with tick at point of change.



CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE A. U. S. G. S. SPECIAL PUBLICATION NO. 59

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

THE STATE GRID IS INDICATED FOR DELAWARE BY ——— TICS, FOR MARYLAND BY ——— TICS, OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS.

NOTE: OFFICERS USING THIS MAP WILL MARK PERSON CONNECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1944
FOR CENTER OF SHEET
NO ANNUAL MAGNETIC CHANGE

Use diagram only to obtain numerical values.
To determine magnetic north line, connect the point "N" on the south edge of the map with the value of the angle between GRID NORTH and MAGNETIC NORTH, as plotted on the degree scale at the north edge of the map.

USGS
Historical File
Topographic Division

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BRUSH

SEAFORD, DEL.-MD.
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