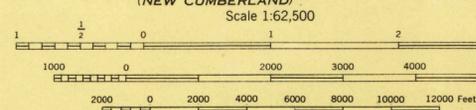


First Edition 1943  
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942-43.  
Control by U. S. C. & G. S., U. S. G. S., U. S. E. D., S. C. S., Baker Engineering Co.,  
and Aero Service Corp.  
Topography by Aero Service Corp., (Brock Photogrammetric Method) Phila., Pa.  
Gray tint indicates areas in which only landmark buildings are shown.  
Polyconic Projection, North American Datum 1927.



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HARRISBURG, PENNA.  
N4015W7645/15

ROAD CLASSIFICATION 1943  
Dependable hard-surface, heavy-duty road. U. S. Route 180  
Loose-surface graded, dry weather road.  
Secondary, hard-surface, all-weather road.  
Dirt road. State Route 30  
More than two lanes indicated by note along road with tick at point of change. 3 LANE 1.4 LANE

CONTOUR INTERVAL 20 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. C. & G. S. SPECIAL PUBLICATION NO. 89  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE ODDITIES.  
PENNSYLVANIA STATE GRID ZONE SOUTH, IS INDICATED BY DOTTED TICKS  
OUTSIDE THE NEAT LINE AT 10,000 FT. INTERVALS.  
THE OVERLAPPING GRID ZONE "B" IS INDICATED BY SHORT BROKEN TICKS CROSSING THE NEAT LINE.  
NOTE: OFFICERS USING THIS MAP WILL MARK GREEN DIRECTIONS AND DISTANCES WHICH OBEY  
TO THEIR INTENTION AND SHALL BE SENT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943  
FOR CENTER OF SHEET  
NO ANNUAL MAGNETIC CHANGE  
To determine magnetic north line, connect the point "M" 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 of the north edge of the map.