



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 indicated areas in which only landmark buildings are shown.
 Polyconic Projection, North American Datum 1927.
 Approximate reservation boundary, (October 1943).

Scale 1:62,500
 1 2 3 Miles
 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 12000 Feet

ROAD CLASSIFICATION 1943
 Dependable hard surface, heavy-duty road
 Loose-surface graded, dry weather road
 Secondary, hard surface, shoulder road
 Dirt road
 State Route
 More than two lanes indicated by note along road with tick at point of change.
 3 LANE | 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. 59
 THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
 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: OFFICIAL DRIVING DISTANCE MAPS WILL SHOW CORRECTIONS AND APPROXIMATIONS WHICH OBEY
 TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943
 FOR CENTER OF SHEET
 NO ANNUAL MAGNETIC CHANGE
 Use diagram only to obtain numerical values. To determine magnetic north line, connect the point "P" 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.

USCS
 Historical File
 Topographic Division
 HUMMELSTOWN, PENNA.
 N4015-W7630/15
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