

PENNSYLVANIA 1:62,500

WAR DEPARTMENT  
CORPS OF ENGINEERS, U. S. ARMY  
(HARRISBURG)

FIRST EDITION - AMS 1

NEW CUMBERLAND QUADRANGLE  
15 MINUTE SERIES



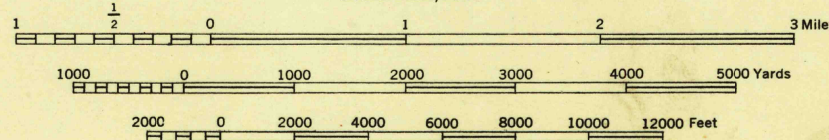
First Edition 1943

Prepared under the direction of the Chief of Engineers, U. S. Army, 1942-43.  
Control by U. S. 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.

ROAD CLASSIFICATION 1943

Dependable hard-surface, heavy-duty road. Loose-surface graded, dry-weather road. U. S. Route 160  
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 4 LANE

Scale 1:62,500



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. G. & S. SPECIAL PUBLICATION NO. 89  
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: OFFICERS USING THIS MAP WILL MARK REVISION CORRECTIONS AND ADDITIONS WHICH COME  
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 pivot 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.

NEW CUMBERLAND, PENNA.  
N4000-W7645/15

U. S. G. S.  
FILE COPY  
Inspector

USGS  
Historical File  
Topographic Division