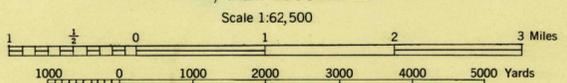




First Edition 1943  
Prepared under the direction of the Chief of Engineers,  
U. S. Army, 1943.  
Compiled by Fairchild Aerial Surveys, Inc.,  
Los Angeles, California.  
Topography by Fairchild Aerial Surveys, Inc.,  
by Stereophotogrammetric Process.  
Control by U. S. C. & G. S. and U. S. G. S.  
Aerial Photography by Fairchild Aerial Surveys, Inc., 1943.  
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. 2-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. 59  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED  
THE OVERLAPPING GRID ZONE "B" IS INDICATED BY SHORT BROKEN TICKS CROSSING THE NEATLINE  
PENNSYLVANIA STATE SOUTH GRID IS INDICATED BY DOTTED  
TICKS OUTSIDE THE NEATLINE AT 10,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADDITIONS WHICH COME  
TO THEIR ATTENTION AND MAIL 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 "M" on the north 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.

USGS  
Historical File  
Topographic Division  
MILLERSTOWN, PA.  
N4030-W7700/15

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