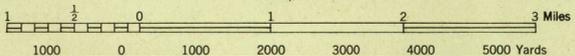


First Edition 1943 YARDS
Prepared under the direction of the Chief of Engineers,
U. S. Army, 1943.
Compiled by Fairchild Aerial Surveys, Inc.,
Los Angeles, California.
Topography by Fairchild Aerial Surveys, Inc.,
by Stereophotogrammetric Process.
Control by U. S. C. & G. S. and U. S. G. S.
Aerial Photography by Fairchild Aerial Surveys, Inc., 1943.
Polyconic Projection, North American Datum 1927.

ROAD CLASSIFICATION 1943

Dependable hard-surface, heavy duty road. U. S. Route 160
Secondary, hard-surface, all-weather road. State Route 30
Dirt Road
More than two lanes indicated by note along road with tick at point of change. 2 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. 95
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE OVERLAPPING GRID ZONE "B" IS INDICATED BY SHORT BROKEN TICKS CROSSING THE NEAT LINE
THE STATE GRIDS ARE INDICATED AT 10 000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND NOTATIONS 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 "PP" 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.

SHAMOKIN, PA.
N4045-W7630/15