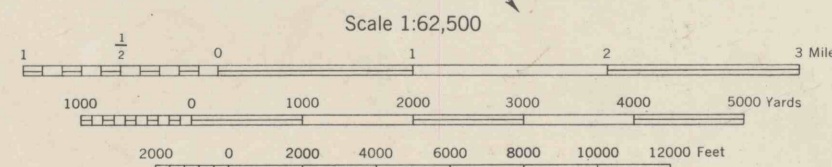


Prepared under the direction of the Chief of Engineers, U. S. Army, 1942-43.  
Control by U. S. C. & G. S., U. S. G. S., U. S. E. D., S. C. S., Baker Engineering Co.,  
and Aero Service Corp.  
Topography by Aero Service Corp., (Brock Photogrammetric Method) Phila., Pa.  
Gray tint indicates areas in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



ROAD CLASSIFICATION 1943  
Dependable hard-surface, heavy-duty road. U. S. Route 160  
Secondary, hard-surface, all-weather road. State Route 30  
Loose-surface graded, dry weather road.  
Dirt road.  
More than two lanes indicated by note along road with tick at point of change.

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. 2)  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED  
PENNSYLVANIA STATE GRID ZONE SOUTH IS INDICATED BY DOTTED TICKS OUTSIDE THE NEXT LINE AT 10,000 FT. INTERVALS  
NOTE: OFFICERS BEING THIS WILL WANT THEIR OWNERSHIP AND BOTTOMS WHITE COKE TO THEIR ATTENTION AND BE DIRECTED 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.

LEBANON, PENNA.  
N4015-W7615/15