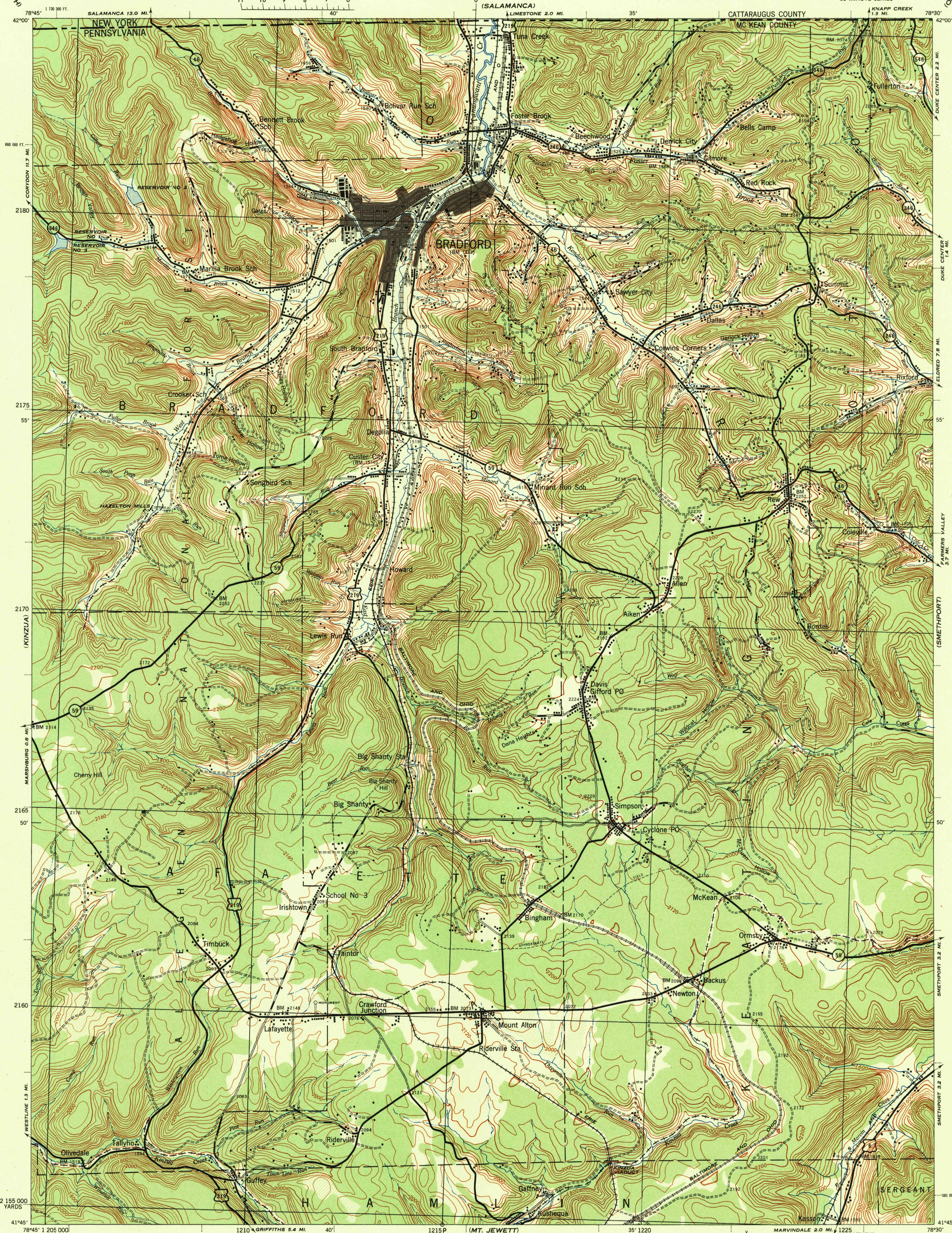




Prepared under the direction of the Chief of Engineers, by the
Army Map Service (QU), U. S. Army, Washington, D. C., 1944.
Based on U.S.G.S. Quadrangle, Bradford, 1:62,500 (1926).
Control by U. S. Geological Survey.
Surveyed in 1924.
Revised from single lens vertical aerial photographs.
Aerial photography - A.A.A., Department of Agriculture, 1940-41.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943
Dependable hard surface, heavy-duty road, U.S. Route 28
Secondary, hard surface, all-weather road, State Route 30
Dirt road, 3 LANE 1 4 LANE
More than two lanes indicated by note along road with tick at point of change.

Scale 1:62,500
1 2 0 1 2 3 Miles
1000 500 0 1000 2000 3000 4000 5000 Yards

CONTOUR INTERVAL 40 FEET
DATUM IS MEAN SEA LEVEL
FIVE THOUSAND-YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE
MAPS IN THE U.S." ZONE 8, U.S.C. & G.S. SPECIAL PUBLICATION NO. 55
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
PENNSYLVANIA STATE GRID ZONE NORTH IS INDICATED BY DOTTED TICKS
OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MARK VERTICES, DIRECTIONS AND DISTANCES WHICH REFER
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

USCS
Historical File
Topographic Division

APPROXIMATE MEAN DECLINATION 1944
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 1 DEGREE
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.

LEGEND
BRUSH

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