

PENNSYLVANIA 1:62,500

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION - AMS 1

MIDDLETOWN 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.C. & 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.
Secondary, hard-surface, all-weather road.
More than two lanes indicated by note along road with tick at point of change.
Loose-surface graded, dry-weather road.
Dirt road.
State Route
3 LANE 1/4 LANE
U. S. Route
160
30

Scale 1:62,500
1 1/2 0 1 2 3 Miles
1000 0 1000 2000 3000 4000 5000 Yards
2000 0 2000 4000 6000 8000 10000 12000 Feet
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. 39.
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 MAKE HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

USCS
Historical File
Topographic Division

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 "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 of the north edge of the map.

U. S. G. S.
FILE COPY
Inoperative and obsolete

MIDDLETOWN, PENNA.
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