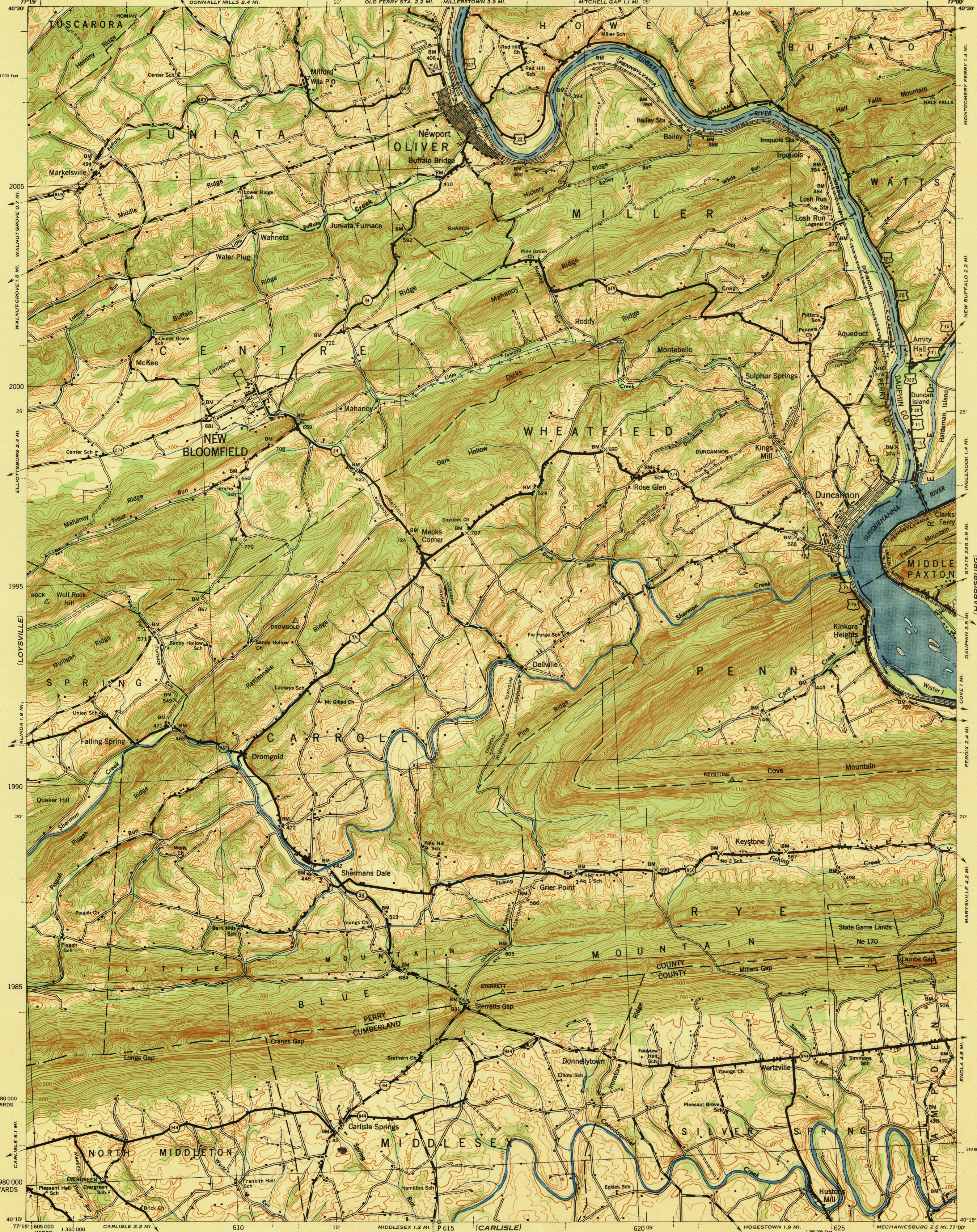


PENNSYLVANIA 1:62,500

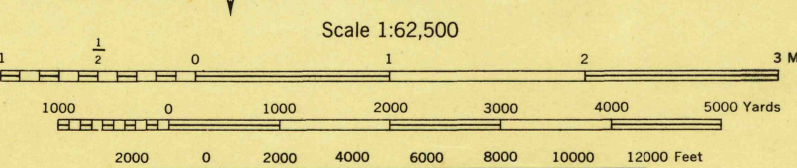
WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY
(MILLERSTOWN)

FIRST EDITION - AMS 1

NEW BLOOMFIELD 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. & 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. 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 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. G. S. & S. P. PUBLICATION NO. 58
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 "N" IS INDICATED BY SHORT BROKEN TICKS OUTSIDE THE NEAT LINE
NOTE: OFFICERS USING THIS MAP WILL MARK REVISION CORRECTIONS AND ADDITIONS 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 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.

NEW BLOOMFIELD, PENNA.
N4015-W7700/15

U. S. ARMY
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Inspection and Editing

USGS
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Topographic Division