

(LYKENS)

PENNSYLVANIA 1:62,500

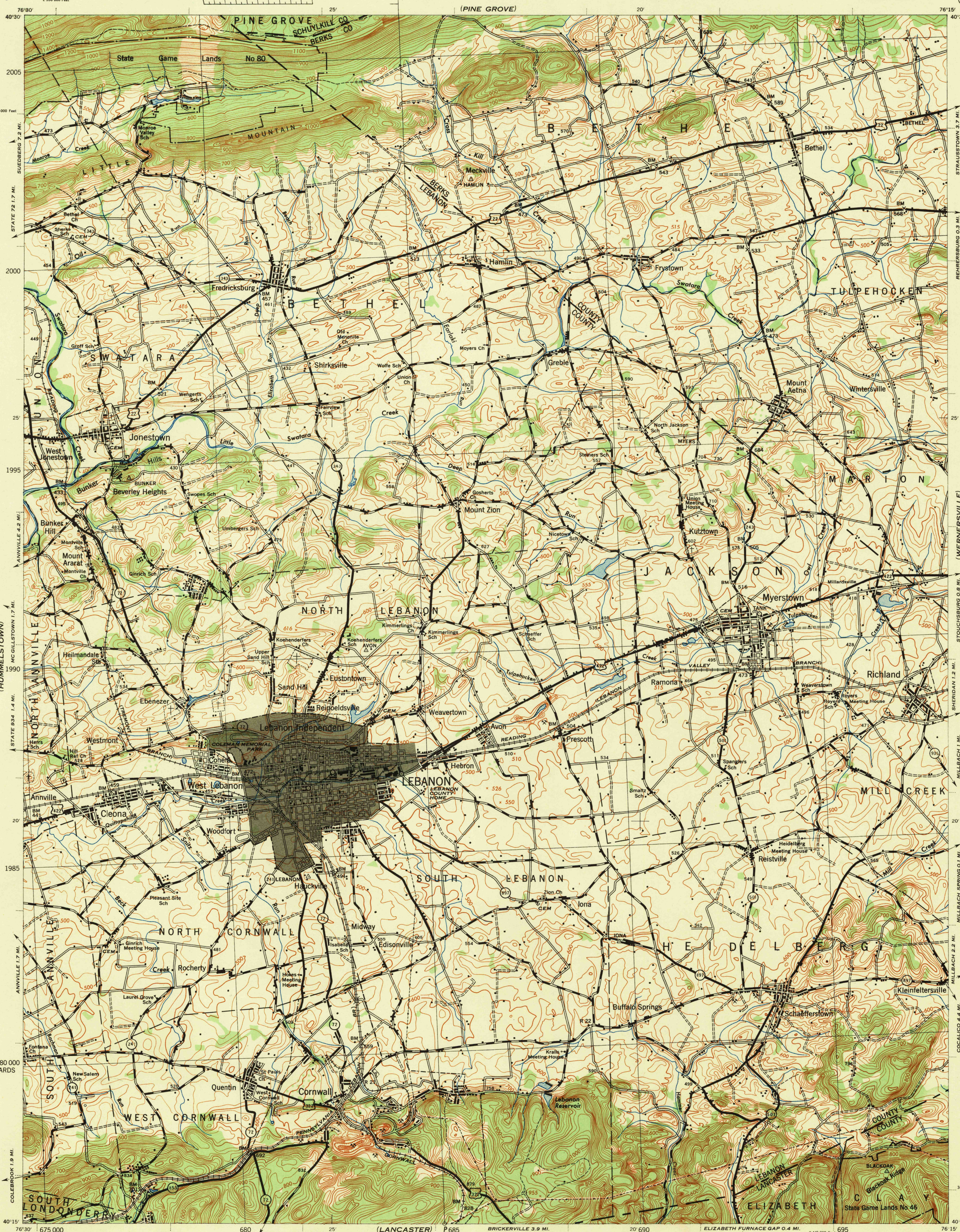
2 350 000 Feet

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

FIRST EDITION - AMS 1

LEBANON QUADRANGLE
15 MINUTE SERIES

(POTTSVILLE)



(WERNERSVILLE)

(SHERIDAN)

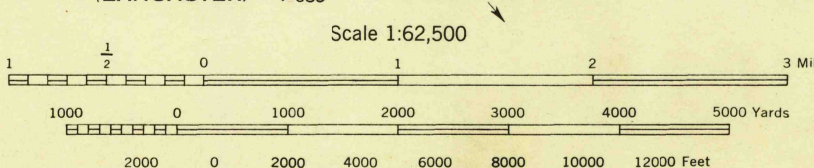
(MILLBACH)

(COALCOCK)

(NEW HOLLAND)

1980 000 YARDS
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.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. 30
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. 99"
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
NOTE: OFFICERS USING THIS MAP WILL WANT TO CORRECT FOR ANOMALIES WHICH COULD
TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
NO ANNUAL MAGNETIC CHANGES
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.

USCS
Historical File
Topographic Division

LEBANON, PENNA.
N4015-W7615/15

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Inspection and Editing