



First Edition, 1943.
Prepared under the direction of the Chief of Engineers, U.S. Army, 1943.
Army Map Service, Pittsburgh and Kansas City units.
Based on U.S.G.S. Advanced Sheet, Bushkill, 1:62,500 (1924).
Horizontal control by U.S.G.S. and in part by Pennsylvania State Highway Department.
Vertical control by U.S.G.S. and U.S. and G.S. of New Jersey.
Surveyed by U.S.G.S. and Pennsylvania State Highway Dept. 1923-24.
Revised from single lens vertical aerial photographs.
Aerial photography: A.A. Department of Agriculture, 1938-39.
Polyconic Projection, North American Datum.
ROAD CLASSIFICATION 1943

Unimproved road, dry weather road, U.S. Route
Improved road, dry weather road, State Route
Improved road, all weather road, U.S. Route
Improved road, all weather road, State Route
Improved road, all weather road, U.S. Route
Improved road, all weather road, State Route

Scale 1:62,500
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. 39
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE STATE GRID IS INDICATED FOR PENNSYLVANIA ZONE NORTH BY TICKS
FOR NEW JERSEY BY TICKS. OUTSIDE THE MEAN LINE AT 50,000 FT. INTERVALS.
NOTE: OFFICERS WHEN THIS MAP WILL HAVE VERSION CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D.C.

Use diagram only to obtain numerical values. To determine
magnetic north line, connect the point "M" 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

BUSHKILL, PA.-N.J.
N4100-W7500 15

USGS
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MAP INFORMATION OFFICE
Historical
Topographic
Division