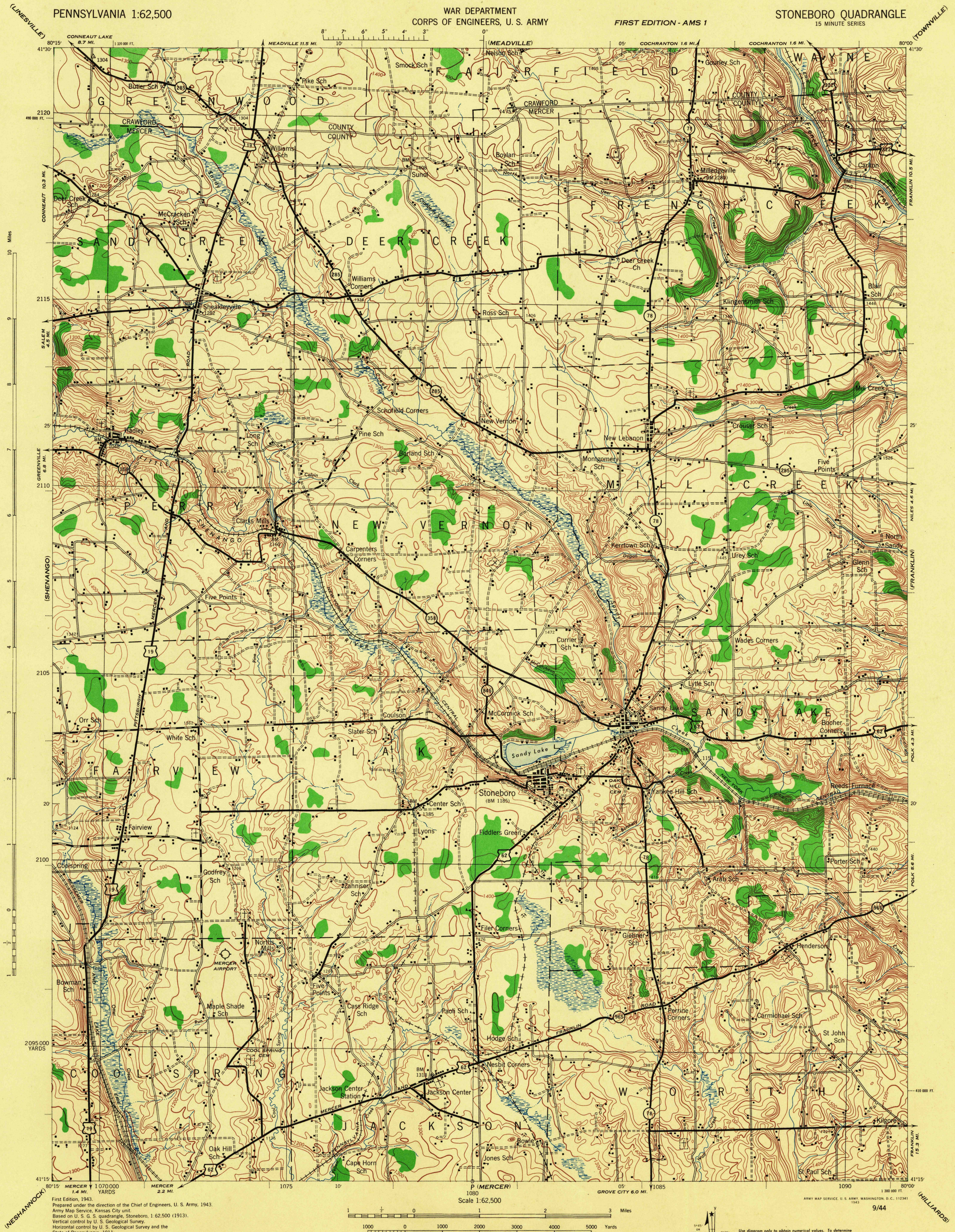




First Edition, 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Army Map Service, Kansas City unit.
Based on U. S. G. S. quadrangle, Stoneboro, 1:62,500 (1913).
Vertical control by U. S. Geological Survey.
Horizontal control by U. S. Geological Survey and the
State of Pennsylvania, 1911.
Revised from single lens vertical aerial photographs.
Aerial photography - A. A. A. Dept. of Agriculture, 1938-39.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943
Dependable hard surface. ————
Secondary hard surface. ————
All weather road. ————
Dirt road. ————
More than two-lanes indicated by note along road with tick at point of change.

Loss surface graded.
Dry weather road.
U. S. Route
State Route
2 LANE 1 & 2 LANE

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

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 'B' U. S. C. & G. S. SPECIAL PUBLICATION NO. 59

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 WANT HEREON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

USGS
HISTORICAL FILE
TOPOGRAPHIC DIVISION

APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 1 DEGREE EAST

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.

STONEBORO, PA.
N4115-W8000/15

9/44

U. S. G. S.
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Inspection and Editing