

PENNSYLVANIA 1:62,500

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION-AMS 1

WIND GAP QUADRANGLE
15 MINUTE SERIES



First Edition, 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Army Map Service, Pittsburgh and Kansas City units.
Work Projects Administration Project, O. P. 165-2-20-3.
Based on U. S. G. S. quadrangle, Wind Gap, 1:62,500 (1916).
Horizontal control by U. S. C. & G. S. and U. S. G. S.
Vertical control by U. S. Geological Survey.
Surveyed in cooperation with the State of Pennsylvania, 1914.
Revised from single lens aerial photographs, 1938-39.
Aerial photography - A. A. A. Department of Agriculture, 1938-39.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943

Dependable hard surface. Heavy duty road. U. S. Route 160
Secondary, hard surface, all weather road. Dashed line. State Route 30
More than two lanes indicated by note along road with tick at point of change.

U. S. Route 160
State Route 30

Scale 1:62,500

1 0 1 2 3 Miles
1000 0 1000 2000 3000 4000 5000 Yards

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. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
PENNSYLVANIA STATE GRID ZONE NORTH IS INDICATED BY DOTTED TICKS
OUTSIDE THE HEAT LINE AT 10,000 FOOT INTERVALS.

NOTE: OFFICERS USING THIS MAP WILL MAKE HEREIN CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

Use diagram only to obtain numerical values.
To determine magnetic north line, connect the
pivot point "P" on the north edge of the map
with the value of the angle between grid
and magnetic north, as plotted on the degree
scale at the north edge of the map.

APPROXIMATE MEAN DECLINATION 1942
NO ANNUAL MAGNETIC CHANGE

LEGEND
BRUSH

WIND GAP, PA.
N4045-W7515/15

USCS
Historical File
Topographic Division