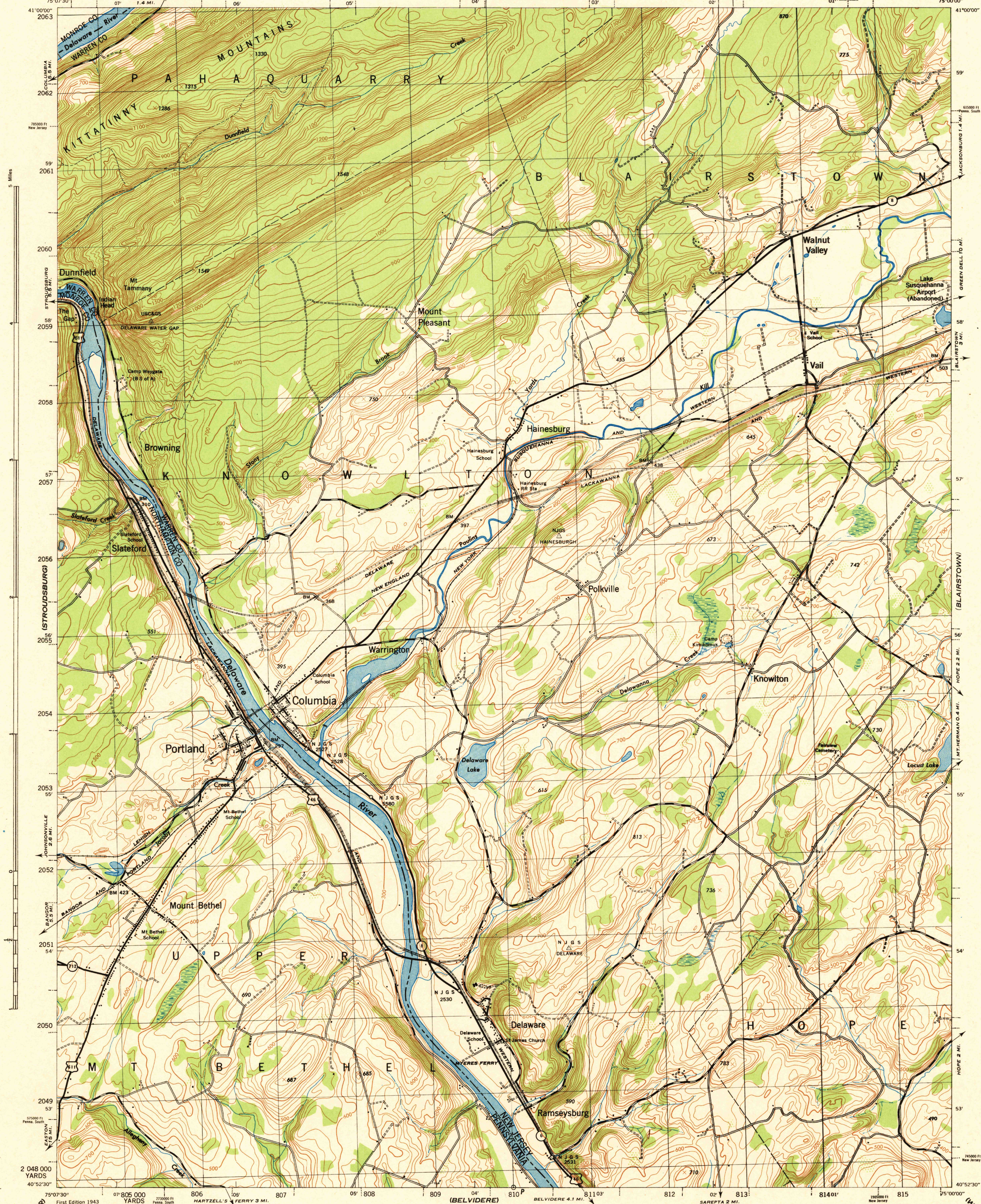


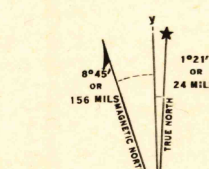


First Edition 1943
Prepared under the direction of the Chief of Engineers
U. S. Army 1942
Topography by Fairchild Aerial Surveys, Inc.
Los Angeles, California
By Stereophotogrammetric Process
Control by U. S. Coast and Geodetic Surveys
and Fairchild Aerial Surveys, Inc.
Aerial photography by Fairchild Aerial Surveys, Inc.
Polyconic Projection, North American Datum 1927

ROAD CLASSIFICATION 1943
Dependable hard-surface,
heavy-duty road. U.S. Route
Secondary hard-surface,
all-weather road. State Route
Dirt road. 3 LANE 4 LANE
More than two lanes indicated by note along road with tick at point of change.

Scale 1:31,680
1 1/2 1 Mile
1000 500 0 1000 2000 Yards
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. "ZONE "A" U. S. G. & G. SPECIAL PUBLICATION NO. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE STATE GRIDS ARE INDICATED FOR NEW JERSEY BY - TICKS
FOR PENNSYLVANIA ZONE SOUTH BY - Ticks OUTSIDE THE NEXT LINE AT 5000 FT. INTERVALS.
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON 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 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
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 0"

PORTLAND, PA, N. J.
N4052.5 W7500/7.5

USCS
Historical File
Topographic Division