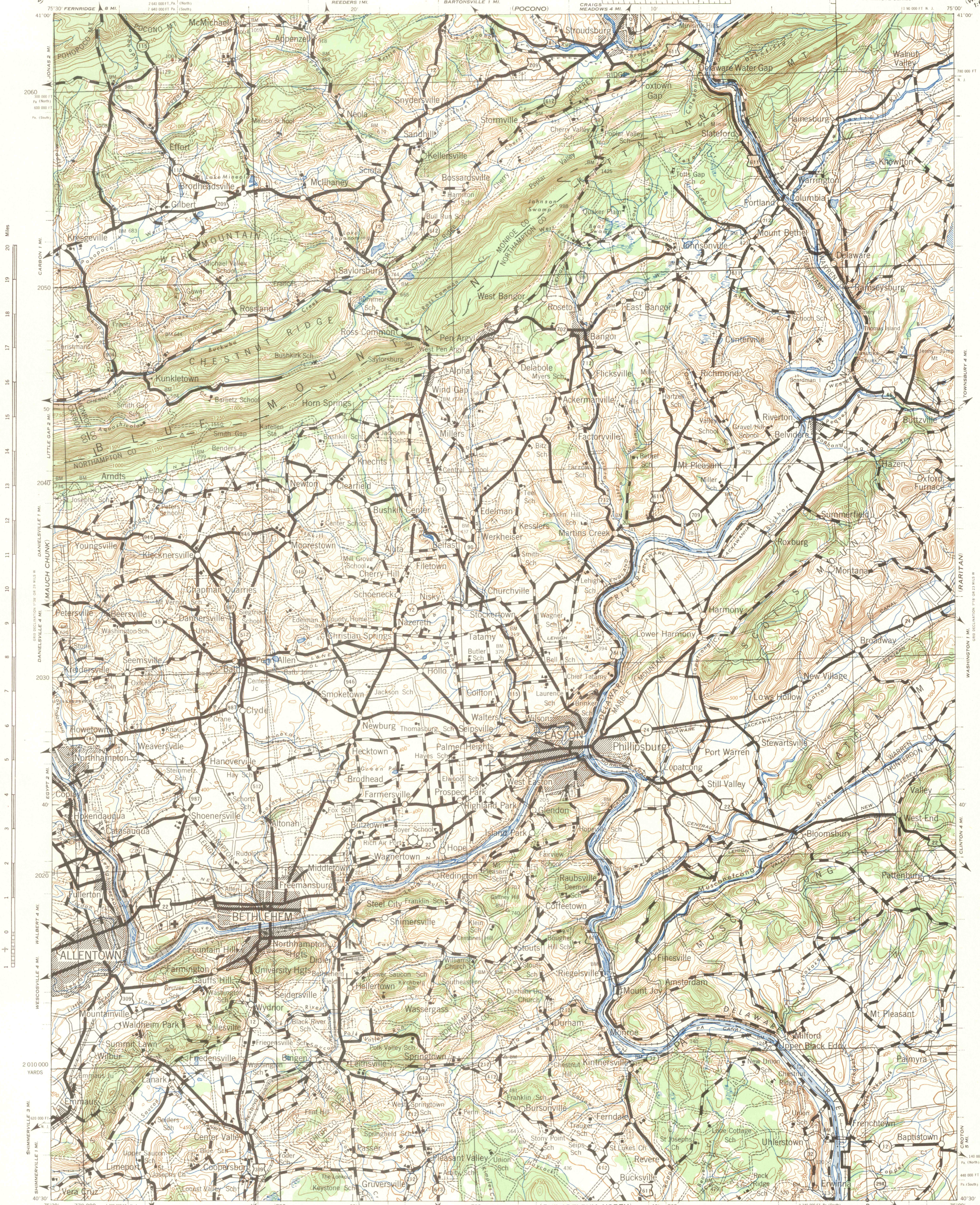




Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Army Map Service, East St. Louis Unit, O. P. 165-2-00-3.
Compiled from U.S.G.S. Quadrangles, 1914, 1929, and 1934, 1936, and
State of Pennsylvania County Maps, 1922, 1928, and 1939.
Woodland from Soil Conservation Service Photo Indexes 1938, 1939 and 1940.
This map is issued without final edit pending publication of a new map.
Polyconic Projection, North American Datum 1927.

ROAD CLASSIFICATION 1943
Dependable hard-surface, heavy-duty road. Loose-surface graded, dry weather road. U. S. Route 429
Secondary, hard-surface, all-weather road. Dirt road. State Route 29
More than two lanes indicated by note along road with tick at point of change. 3 LANE 14 LANE

Scale: 1:125,000
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 Yards
CONTOUR INTERVAL 50 FEET
DATUM IS MEAN SEA LEVEL

TEN THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. ZONE A, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59"
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE CONTINUED
THE STATE GRID ARE INDICATED FOR PENNSYLVANIA (SOUTH BY ... TICKS FOR NEW JERSEY BY ... TICKS
FOR PENNSYLVANIA (SOUTH BY ... TICKS) OUTSIDE THE MAP LINE AT 20,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MARK THEIR CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943
FOR CENTER OF AREA
ANNUAL MAGNETIC CHANGE 1° DECREASE
Use diagram only to obtain numerical values.
To determine magnetic north line, connect the
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.

BETHLEHEM, PA.-N. J.
N4030 W7500/30

PENNSYLVANIA