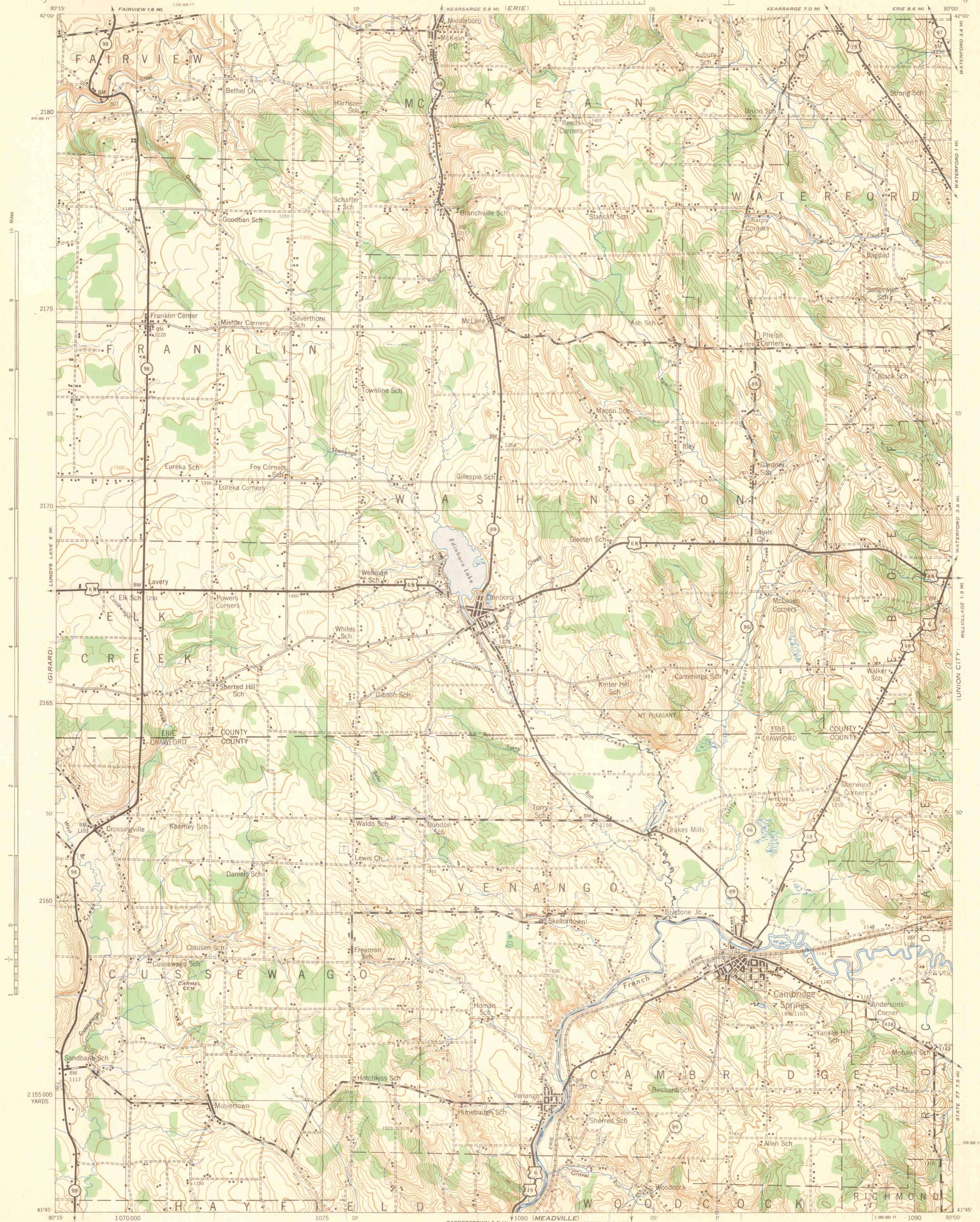
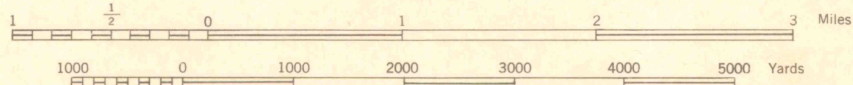




First edition, 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army, by the
Army Map Service, Kansas City unit, 1943.
Based on U. S. G. S. quadrangle, Cambridge Springs, 1:62,500 (1925).
Vertical control by U. S. Geological Survey.
Horizontal control by U. S. Geological Survey, and
Surveyed in cooperation with the Pennsylvania State Highway Dept., 1923.
Revised from single lens vertical aerial photographs.
Aerial photography, A. A. A. Dept. of Agriculture, 1938-1939.
Polyconic projection, North American Datum.
ROAD CLASSIFICATION 1943

Dependable hard surface, heavy duty road. U. S. Route 160
Secondary, hard surface, dry weather road. U. S. Route 30
Dirt road. State Road
More than two lanes indicated by note along road with tick at point of change. 2 LANE, 4 LANE

FILE COPY
MAP INFORMATION OFFICE



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 "E" 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 MARK HEREON 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 SHEET
ANNUAL MAGNETIC CHANGE 3 INCREASE

LEGEND
BRUSH

CAMBRIDGE SPRINGS, PA.
N4145-W8000/15