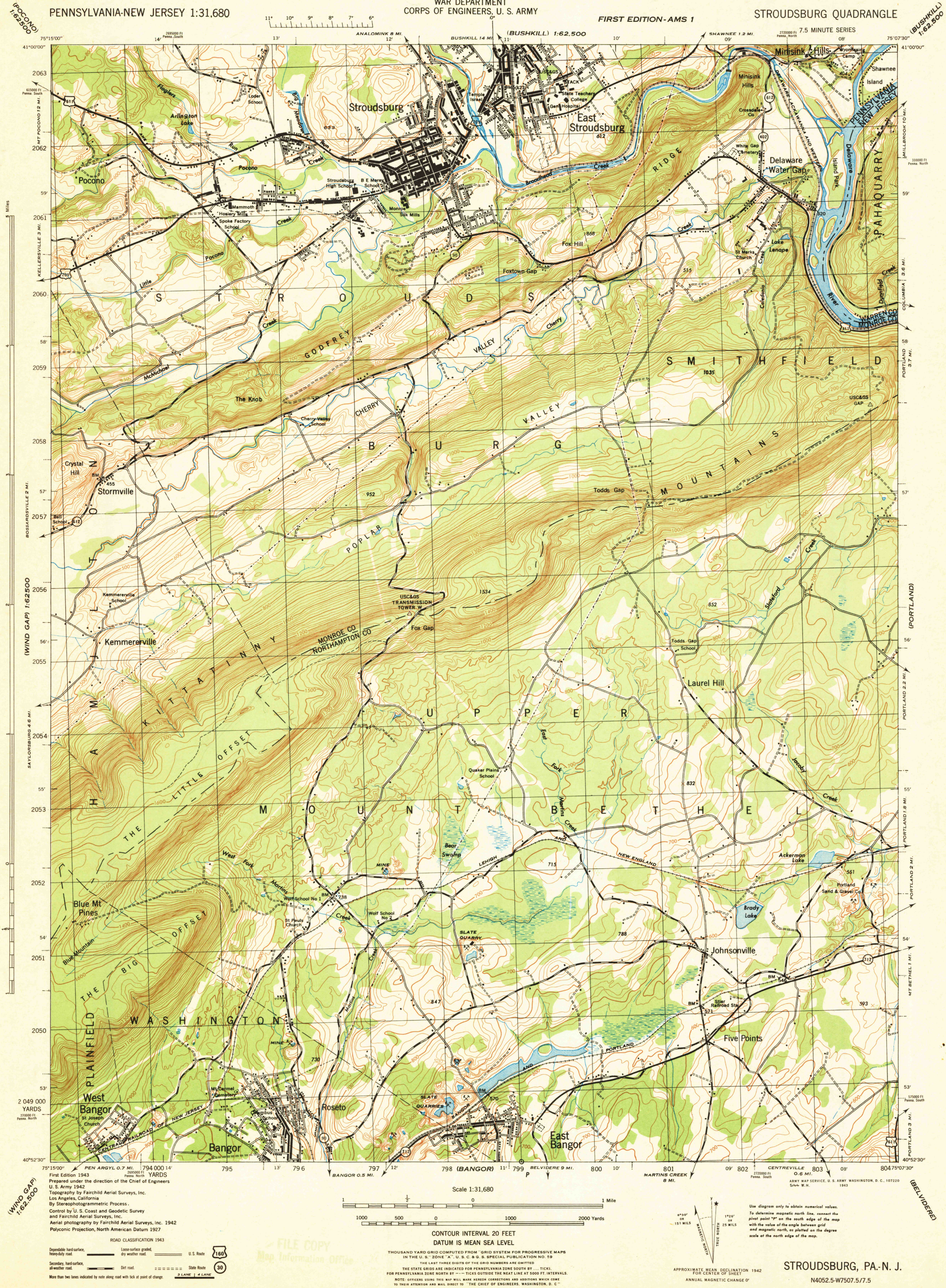
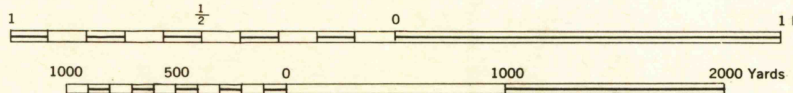


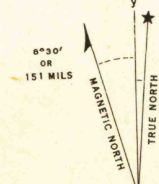


Scale 1:31,680



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. C. & G. S. SPECIAL PUBLICATION NO. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE STATE GRIDS ARE INDICATED FOR PENNSYLVANIA ZONE SOUTH BY "TICKS" FOR PENNSYLVANIA ZONE NORTH BY "TICKS OUTSIDE THE MEAT 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 pivot point "P" on the south 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
ANNUAL MAGNETIC CHANGE 0'

STROUDSBURG, PA.-N. J.
N4052.5-W7507.5/7.5

PENNSYLVANIA

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 Survey
and Fairchild Aerial Surveys, Inc. 1942
Polyconic Projection, North American Datum 1927

ROAD CLASSIFICATION 1943
Dependable hard-surface,
heavy-duty road. Loose-surface graded,
dry weather road. U. S. Route
Secondary, hard-surface,
all-weather road. Dirt road. State Route
More than two lanes indicated by note along road with tick at point of change. 3 LANE 1 & 4 LANE