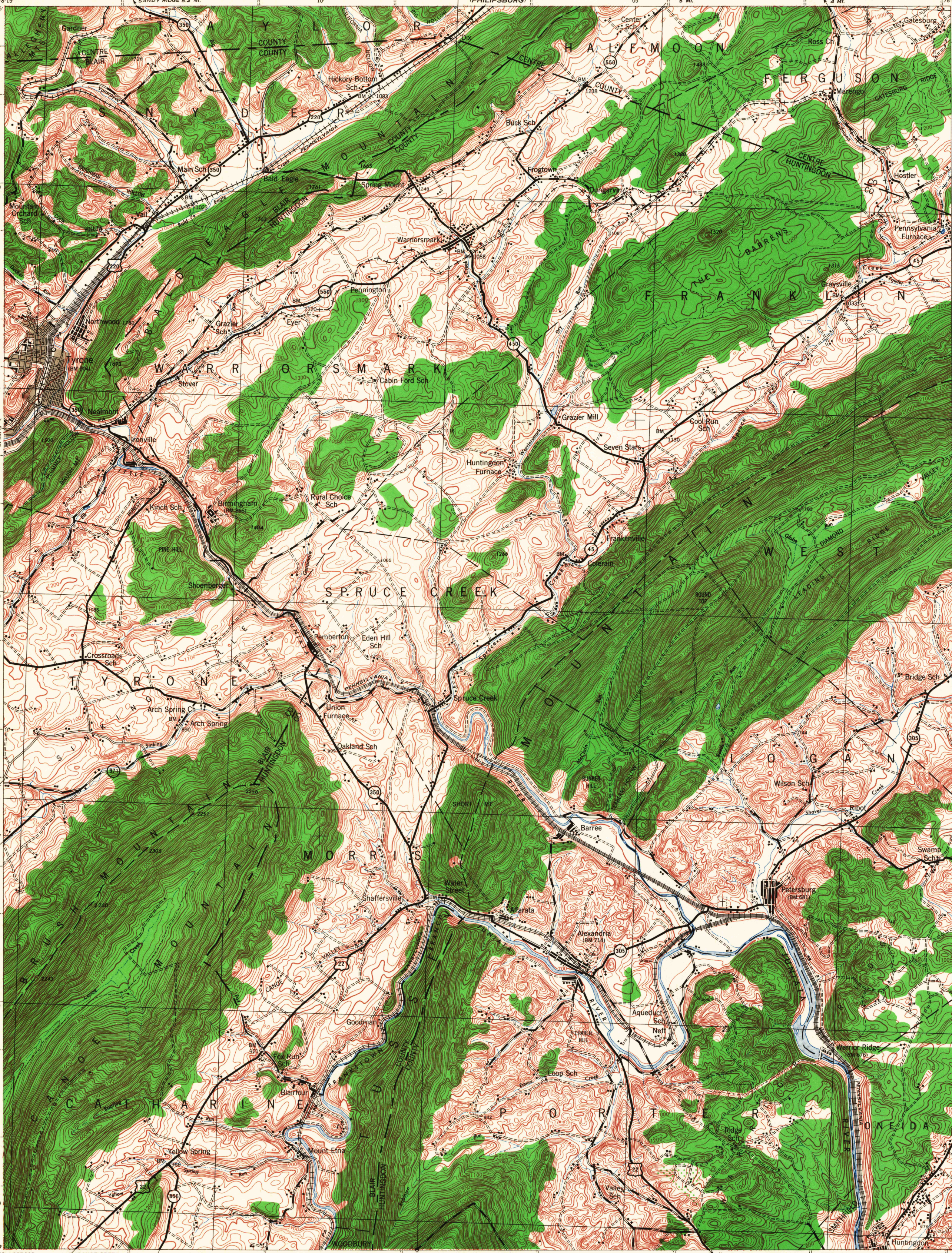




First Edition, 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army.
Army Map Service, Kansas City unit.
Based on U. S. G. S. quadrangle, Tyrone, 1:62,500 (1933).
Vertical control by U. S. Geological Survey.
Horizontal control by U. S. Geological Survey, in cooperation with
Pennsylvania State Highway Dept. and Pennsylvania Railroad, 1921 and 1929.
Revised from single lens vertical aerial photographs.
Aerial photography, A. A. Department of Agriculture, 1938 and 1939.
Polyconic Projection, North American Datum.

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 lines indicated by note along road with tick at point of change. 2 LANE 1 4 LANE

Scale 1:62,500
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 B. U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE STATE GRID IS INDICATED FOR PENNSYLVANIA ZONE SOUTH BY... TICKS FOR
PENNSYLVANIA ZONE NORTH BY... TICKS OUTSIDE THE NEAR LINE AT 10 000 FT. INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MARK PERSON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943
ANNUAL VARIATION OF DECLINATION
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 NORTH and MAGNETIC NORTH, as plotted on the
degree scale of the north edge of the map.

TYRONE, PA.
N4030-W7800/15