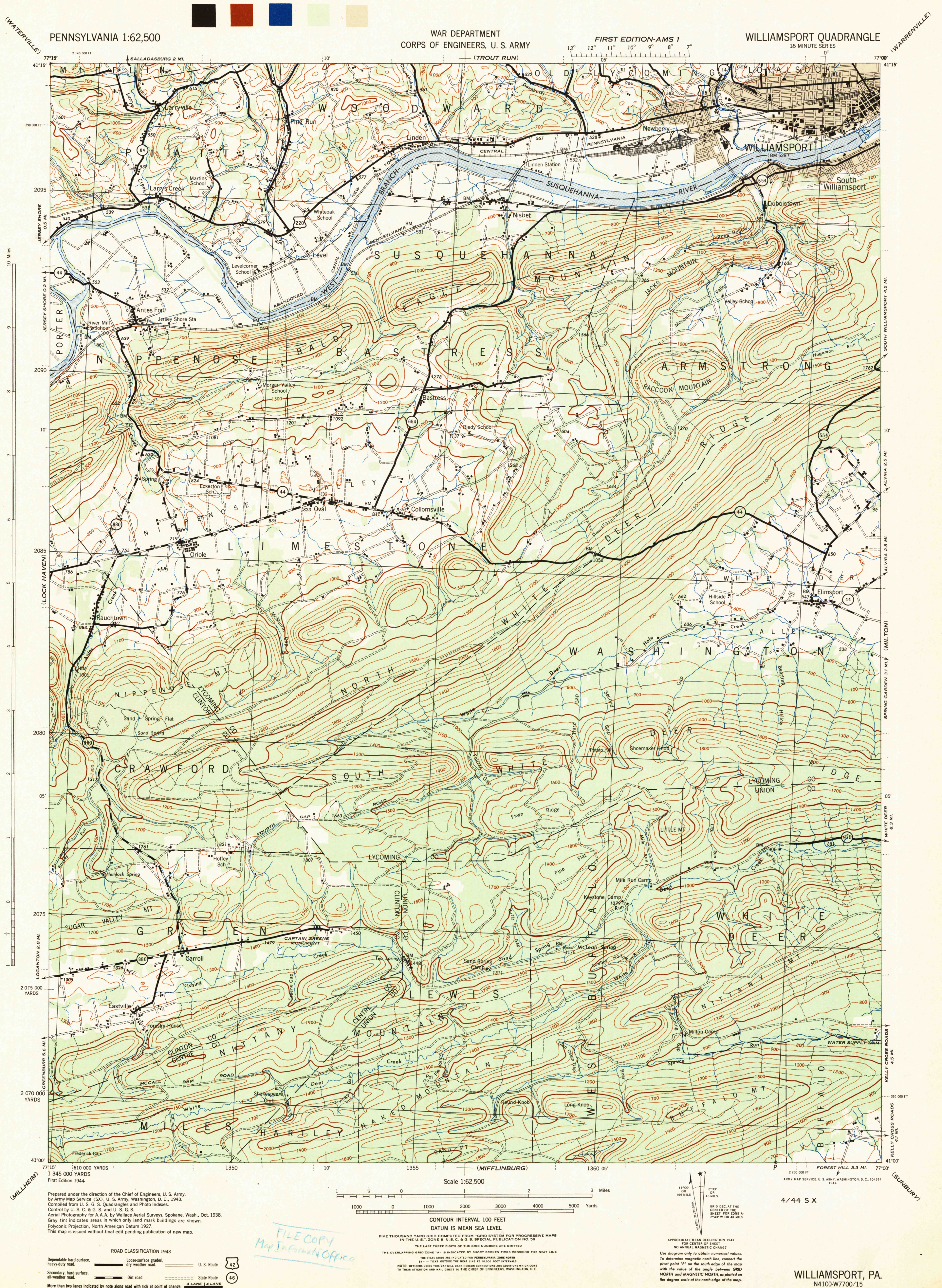


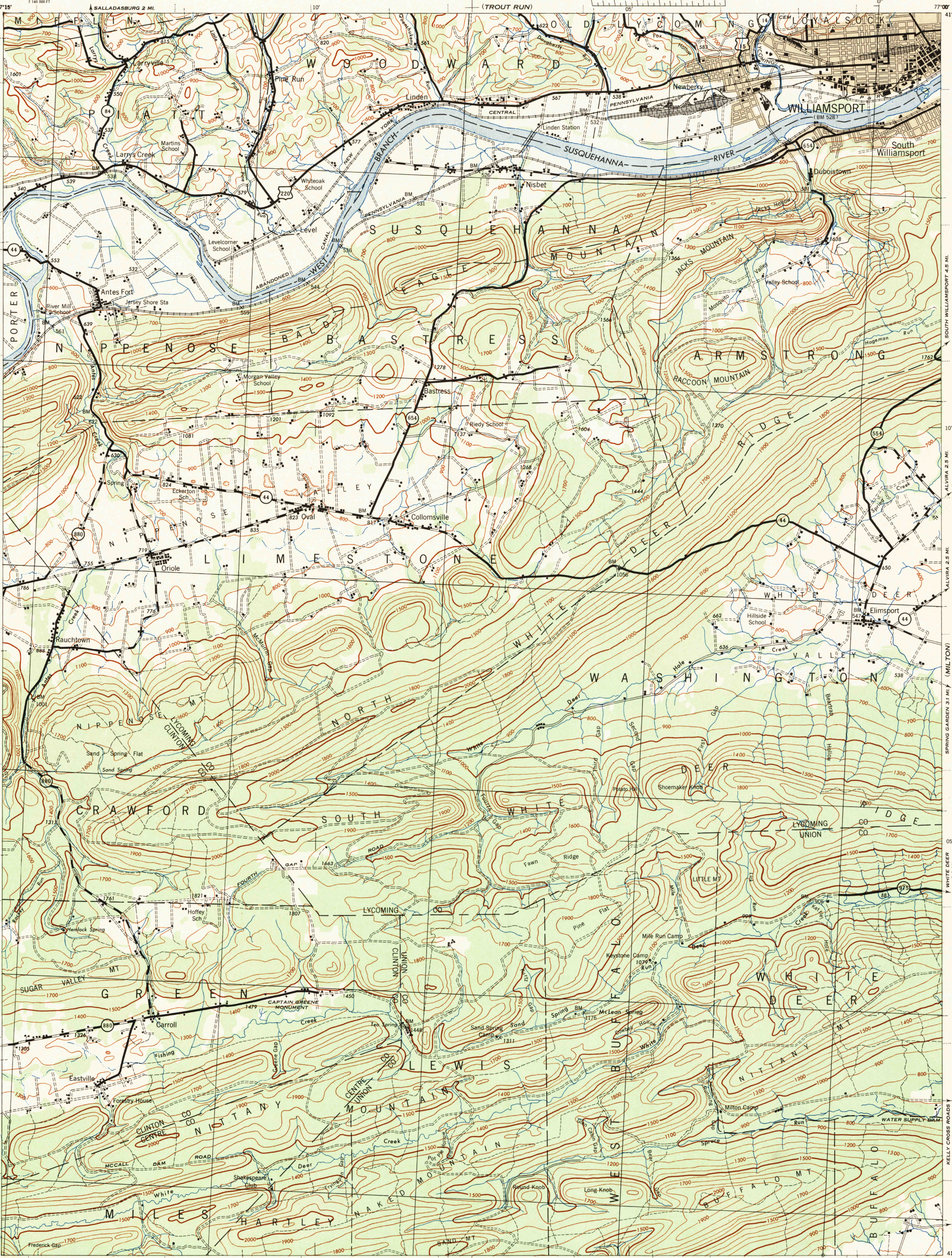


PENNSYLVANIA 1:62,500

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY
(TROUT RUN)

FIRST EDITION-AMS 1

WILLIAMSPORT QUADRANGLE
15 MINUTE SERIES



Prepared under the direction of the Chief of Engineers, U. S. Army, by Army Map Service (SK), U. S. Army, Washington, D. C., 1943. Compiled from U. S. G. S. Quadrangles and Photo Indexes. Control by U. S. C. & G. S. and U. S. G. S. Aerial Photography for A. A. A. by Wallace Aerial Surveys, Spokane, Wash., Oct. 1938. Gray tint indicates areas in which only land mark buildings are shown. Polyconic Projection, North American Datum 1927. This map is issued without final edit pending publication of new map.

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 1/2 LANE

Scale 1:62,500
1 0 1000 2000 3000 4000 5000 Yards
CONTOUR INTERVAL 100 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 OVERLAPPING GRID ZONE "A" IS INDICATED BY SHORT BROKEN TICKS CROSSING THE NEAT LINE. THE STATE GRID IS INDICATED FOR PENNSYLVANIA ZONE NORTH BY "..." TICKS OUTSIDE THE NEAT LINE AT 15,000 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
NO ANNUAL MAGNETIC CHANGE
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 at the north edge of the map.

WILLIAMSPORT, PA.
N4100-W7700/15