



PENNSYLVANIA 1:62,500

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

FIRST EDITION - AMS 1

WERNERSVILLE QUADRANGLE
15 MINUTE SERIES

Prepared under the direction of the Chief of Engineers, U. S. Army, 1942-43.
Control by U.S.C. & G.S., U.S.G.S., U.S.E.D., S.C.S., Baker Engineering Co.,
and Aero Service Corp. (Block Photogrammetric Method) Phila., Pa.
Topography by Aero Service Corp. (Block Photogrammetric Method) Phila., Pa.
Gray tint indicates areas in which only landmark buildings are shown.
Polyconic Projection, North American Datum 1927.

ROAD CLASSIFICATION 1943
Dependable hard surface, heavy-duty road. U. S. Route 160
Loose-surface graded, dry weather road. U. S. Route 30
Secondary, hard surface, all-weather road. State Route
More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE

Scale 1:62,500
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 A U.S.C. & G.S. SPECIAL PUBLICATION NO. 58
THE LAST THREE DIGITS OF THE GRID NUMBER ARE OMITTED
THE STATE GRIDS ARE INDICATED FOR PENNSYLVANIA ZONE SOUTH BY Ticks FOR
PENNSYLVANIA ZONE NORTH BY Ticks OUTSIDE THE GRID LINE AT 10,000 FT. INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MARK HAZARD 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 point "P" on the
right 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.

WERNERSVILLE, PA.
N4015-W7600/15