



First Edition 1947
Prepared under the direction of the Chief of Engineers, U. S. Army, by the
Army Map Service, New York City unit, 1947.
Control by U. S. C. & G. S., U. S. G. S. and 29th Engineers, U. S. Army, 1933.
Surveyed by U. S. Geological Survey and 29th Engineers, U. S. Army, 1933.
Revised from single lens vertical aerial photographs.
Polyconic Projection, North American Datum 1927.

ROAD CLASSIFICATION 1947

Dependent road surface: Heavy city road, Light city road, U. S. Route, State Road, 3 LANE, 4 LANE

More than two lanes indicated by note along road with tick at point of change.

RESTRICTED

ONE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. - ZONE "A" - U. S. C. & G. S. SPECIAL PUBLICATION NO. 18

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

NOTE: OFFICERS USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADJUSTMENTS WHICH COME
TO THEIR ATTENTION AND WILL OBTAIN THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

Scale 1:25,000

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

1000 500 0 1000 2000 3000 4000 Yards

1 2 Miles

APPROXIMATE MEAN
MAGNETIC DECLINATION 1947
NO ANNUAL MAGNETIC CHANGE

APPROVED BY
AUTHORITY OF CHIEF OF ENGINEERS
LETTER OF
AUG 22 1947

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 of the north edge of the map.

1:000 and Station Defense Grid, Sandy Hook area,
is indicated by dotted lines within the map area.

U.S. Army
Topographic Division

WEEHAWKEN, N. J.-N. Y.

44045-W7400-47.5
U.S. Army
FILE COPY
Inspection and Editing