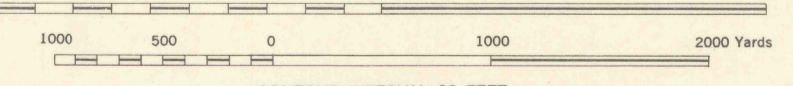


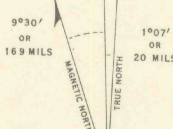
First Edition 1943  
Prepared under the direction of the Chief of Engineers,  
U. S. Army, 1942.  
Compiled by Fairchild Aerial Surveys, Inc.,  
Los Angeles, California.  
Topography by Fairchild Aerial Surveys, Inc.,  
by Stereophotogrammetric Process.  
Control by U. S. Coast and Geodetic Survey,  
Aerial Photography by Fairchild Aerial Surveys, Inc., 1942.  
Polyconic Projection, North American Datum 1927.

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  
NEW JERSEY STATE GRID ZONE IS INDICATED BY DOTTED TICKS  
OUTSIDE THE NEATLINE AT 5000 FT. INTERVALS.  
NOTE: OFFICERS USING THIS MAP WILL WANT KIND CONSIDERATION AND ADDITIONS WHICH COME  
TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



Use diagram only to obtain numerical values.  
To determine magnetic north line, connect the  
first 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  
FOR CENTER OF SHEET  
ANNUAL MAGNETIC CHANGE 0'

NEWTON EAST, N. J.  
N4100-W7437.5/7.5

ROAD CLASSIFICATION 1943	
Dependable hard surface, heavy-duty road	U. S. Route 180
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

(CULVERS GAP)

(HAMBURG)

(TRANQUILITY)

(DOVER)