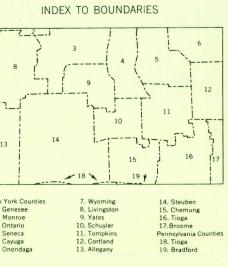


Prepared under the direction of the Chief of Engineers by the Corps of Engineers, U. S. Army Map Service (AM), Washington, D. C. Compiled in 1948 from United States Quadrangles, 1:24,000, 1:25,000 and 1:62,500, U. S. Geological Survey and Corps of Engineers, 1893-1947; County Highway Maps, 1942. Planimetric detail partially revised by photo-planimetric methods. Aerial photography 1936-1943. Road and aeronautical data verified by state authorities, 1948. Control by U. S. Geological Survey and U. S. Coast and Geodetic Survey.

|  |                             | END<br>TA 1949   |                 |                              |
|--|-----------------------------|--|-----------------|------------------------------|
| POPULATED PLACES<br>Small; Large built-up area | DOCTONI                     | Hard surface, heavy duty road,<br>more than two lanes wide<br>Hard surface, heavy duty road, | 3 LANES 4 LANES | INDEX -                      |
| 500,000 or over                                | BOSION                      | two lanes wide   |                 |                              |
| 100,000 to 500,000                             | RICHMOND                    | Hard surface, medium duty road,<br>more than two lanes wide                                  | 3 LANES 4 LANES | 15                           |
| 25,000 to 100,000                              | ALEXANDRIA                  | Hard surface, medium duty road,<br>two lanes wide  |                 | 3                            |
| 5,000 to 25,000                                | Marion                      | Loose surface, graded and drained road   |                 | 8                            |
| 1,000 to 5.000                                 | Old Dominion                | Dirt road; Trail   |                 | Ý -7 (                       |
| 1,000 or less                                  | Stowell                     | Route markers: Federal; State  |                 |                              |
| RAILROADS<br>Standard gauge                    | Single track Multiple track | Woodland   |                 | 13 14                        |
| Narrow gauge                                   |                             | Mine   | *               | 13                           |
| BOUNDARIES<br>International                    | Principal navigation        | ight 🖈 Falls; Rapids   | Falls           |                              |
| State  | Military airfield           | O Intermittent stream  |                 |                              |
| County   | Municipal or comme          | rcial airfield_ 📿 Swamp, marsh   |                 | New York Counties            |
| Park and reservation                           | Auxiliary airfield          | + Reef; Limit of danger line _   |                 | 2. Monroe<br>3. Ontario      |
| Horizontal control point                       | △ Seaplane base             | ① Rocks awash; Wharf, pier   | Mud *******     | 4. Seneca                    |
| Spot elevation in feet                         | . 121 Seaplane anchorage    | Foreshore flats  |                 | 5. Cayuga 1<br>6. Onondaga 1 |
|  |                             |  |                 |                              |
|  |                             |  |                 |                              |



EASTERN UNITED STATES 1:250,000



CONTOUR INTERVAL 100 FEET DATUM IS MEAN SEA LEVEL TRANSVERSE MERCATOR PROJECTION 1927 NORTH AMERICAN DATUM

5000

100,000-FOOT GRID TICKS, NEW YORK PLANE COORDINATE SYSTEM, WEST AND CENTRAL ZONES, SHOWN IN BLACK 10,000-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM.ZONE 18, SHOWN IN BLUE 1948 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 8°15' WESTERLY FOR THE CENTER OF THE WEST EDGE TO 10°45' WESTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0°00' EASTERLY.

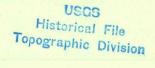
35000 Yards

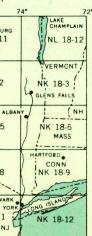
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON 25, D.C.

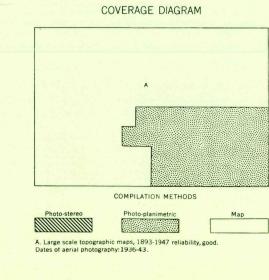
|                              |                                  |                                 | 200   |   |  |  |
|------------------------------|----------------------------------|---------------------------------|---|---|--|--|
| LOCATION DIAGRAM FOR NK 18-4 |                                  |                                 |   |   |  |  |
| 44°                          | HURON                            | CANADA                          | (31-C)<br>NL 18-10                          | OGENSBU<br>NL 18-1<br>(31-B)<br>APE VINCENT |  |  |
| 13°                          | TAKE                             | (30-M)<br>NK 17-3               | ONTARIO<br>NK 18-1<br>(30-N)<br>• ROCHESTER | NK 18-2                                     |  |  |
| +3                           | (40-I)<br>NK 17-5 EF             | BUFFAL<br>NK 17-6<br>(30-L)     | NEW<br>NK 18-4                              | YORK NK 18-5<br>• BINGHAMTON                |  |  |
| 11.                          | NK 17-8<br>CLEVELAND<br>OHIO     | •WARREN<br>NK 17-9<br>WILL      | UNITED STATES<br>NK 18-7                    | NK 18-8<br>SCRANTON                         |  |  |
| ·0*                          | • CANTON  <br>NK 17-11 (<br>W VA | PENNS<br>NK 17-12<br>Pittsburgh | NK 18-10<br>Harrisburg<br>Phila             | NK 18-11                                    |  |  |

NK 18-4









ELMIRA, UNITED STATES

2570