



Prepared under the direction of the Chief of Engineers, U. S. Army, 1944.
Horizontal and vertical control by U. S. Engineer Office, Little Rock, Arkansas, 1942,
and U. S. Coast and Geodetic Survey, 1929.
Topography by U. S. Engineer Office, Los Angeles, California, 1943,
from aerial photographs utilizing photogrammetric plotting equipment (Multiplex).
Aerial photography under the direction of U. S. Engineer Office, Little Rock, Arkansas, 1942.
This map complies with the national standard map accuracy requirements.
Polyconic projection, North American Datum, 1927.

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL (1929 ADJ.)

ONE 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)
FIVE THOUSAND FOOT GRID BASED ON NEW YORK TRANSVERSE MERCATOR PLANE
COORDINATE SYSTEM, WEST ZONE
NOTE: OFFICERS USING THIS MAP WILL MARK THEIR CORRECTED AND ADJUSTED POSITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1944
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE: DECREASE
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.

BRIDGE DATA		WOODLAND CLASSIFICATION	
Floor elevation in feet	BR 396	Woodland	Green
Rated capacity in tons	187	Brush	Light Green
Vertical clearance in feet	12.4V	Orchard	Yellow
Horizontal clearance (width) in feet	16H	Vineyard	Light Yellow

USCS
Historical File
Topographic Division

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