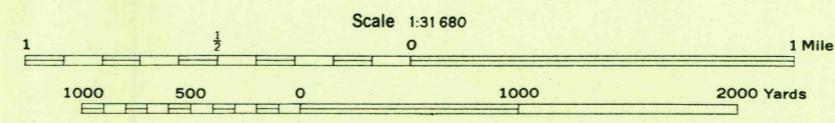


Mapped by Tennessee Valley Authority under direction of the Chief of Engineers, U. S. Army, 1942.
Topography by U. S. Geological Survey and Tennessee Valley Authority by Stereophotogrammetric methods (Multiplex).
Control by USC&GS, USGS, and TVA.
Field completion surveys by TVA.
Wide-angle photography for TVA, 1942.
Polyconic projection. 1927 North American datum.

ROAD CLASSIFICATION
Dependable hard-surface, heavy-duty road. U. S. Route 55
Loose-surface graded, dry weather road.
Secondary, hard-surface, all-weather road. Unimproved road. State Route 55
More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE



CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

ONE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE B U. S. C. & D. S. SPECIAL PUBLICATION NO. 99" THE "A" AND "B" IS INDICATED BY SHARPER TICKS. THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.
TEN THOUSAND FOOT GRID BASED ON NEW YORK PLANE COORDINATE SYSTEM, CENTRAL ZONE
NOTE: OFFICERS USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND CALL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

USGS
Historical File
Topographic Division

WOODLAND CLASSIFICATION
Dense woodland
Dense brush
Scattered brush and trees
Orchard
Vineyard

APPROXIMATE MEAN DECLINATION 1942
ANNUAL MAGNETIC CHANGE "N" INCREASE
"S" DECREASE

PRATTSBURG, N. Y.
N4230-W7715/7.5
EDITION OF 1942

(BRISTOL SPRINGS)
5 Miles
5 MI. (NAPLES)
(BATH-15 MINUTE)

(POTTER)
950 000 FEET
920 000 FEET
(PULTENEY)
(HAMMONDSPORT-15 MINUTE)