



Prepared by the Army Map Service (AM), Corps of Engineers, U. S. Army, Wash-
ington, D. C. Compiled in 1950 from United States Quadrangles, 1:24,000,
1:25,000, 1:31,680, 1:62,500, U. S. Geological Survey and Corps of En-
gineers, 1899-1947; County Highway Maps, 1941.
Planimetric detail partially revised by photo-planimetric methods. Aerial photog-
raphy 1938-1939. Control by U. S. Coast and Geodetic Survey and U. S. Geo-
logical Survey. Road and railroad data verified by state authorities, 1950.

LEGEND

ROAD DATA 1950

POPULATED PLACES

Over 500,000
100,000 to 500,000
25,000 to 100,000
5,000 to 25,000
1,000 to 5,000
Less than 1,000

RAILROADS

Single track
Multiple track
Normal gauge
Narrow gauge
Landplane airport
Landing area
Seaplane airport
County boundary
Park and reservation

Other symbols:

- Spot elevation in feet
- Depth curves in fathoms
- Swamp, marsh
- Red: Limit of danger line
- Intermittent stream
- Seaplane anchorage
- Rocks: Awash; Sunken
- Foreshore flats

Scale 1:250,000

0 5 10 15 20 25 30 Statute Miles

0 5 10 15 20 25 30 Kilometers

0 5 10 15 20 25 30 Nautical Miles

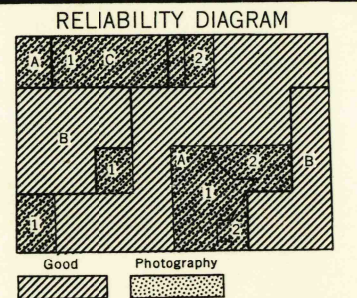
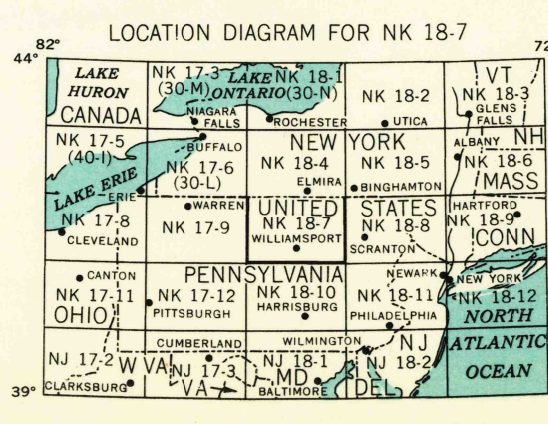
CONTOUR INTERVAL 100 FEET

TRANSVERSE MERCATOR PROJECTION

1927 NORTH AMERICAN DATUM

100,000-FOOT GRID BASED ON PENNSYLVANIA COORDINATE SYSTEM NORTH ZONE.
10,000-METER GRID TICKS UNIVERSAL TRANSVERSE MERCATOR SYSTEM ZONE 18, SHOWN IN BLUE

1950 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 7°30' WESTERLY FOR THE CENTER OF THE WEST
EDGE TO 10°00' WESTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0°01' EASTERLY.



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