

PENNSYLVANIA 1:31,680

WAR DEPARTMENT  
CORPS OF ENGINEERS, U. S. ARMY  
(ALLENTOWN)  
1:62,500

FIRST EDITION - AMS. I

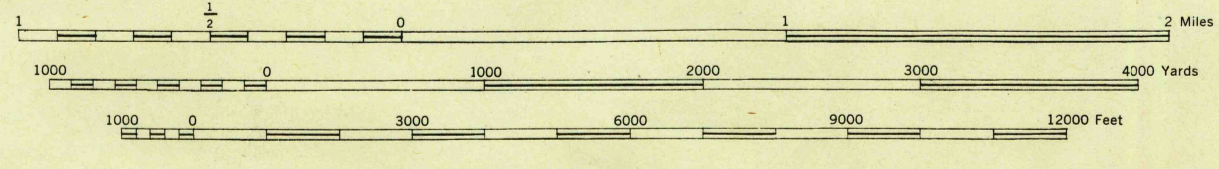
MILFORD SQUARE QUADRANGLE  
7.5 MINUTE SERIES



First Edition 1943  
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942-43.  
Control by U.S.C. & G.S., U.S.G.S., U.S.E.D., S.C.S., Baker Engineering Co.,  
and Aero Service Corp.  
Topography by Aero Service Corp. (Brock Photogrammetric Method) Phila., Pa.  
Polyconic Projection, North American Datum 1927.

ROAD CLASSIFICATION 1943

Dependable hard-surface,  
heavy-duty road. ————— U. S. Route 160  
Loose-surface graded,  
dry weather road. —————  
Secondary, hard-surface,  
all-weather road. —————  
Dirt road. —————  
More than two lanes indicated by note along road with tick at point of change. —————  
State Route 30  
3 LANE 14 LANE

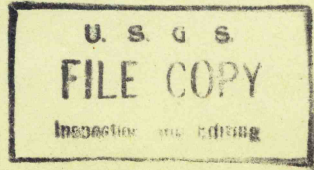


CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL

ONE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS  
IN THE U. S." ZONE A, U.S.C. & G.S. SPECIAL PUBLICATION NO. 59  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED  
THE STATE GRID IS INDICATED AT 8,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL BE RESPONSIBLE FOR CORRECTING AND ADJUSTING THEIR  
TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943  
FOR CENTER OF SHEET  
NO ANNUAL MAGNETIC CHANGE

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 NORTH and MAGNETIC NORTH, as plotted on the  
degree scale at the north edge of the map.



MILFORD SQUARE, PA.  
N4022.5-W7522.5/7.5