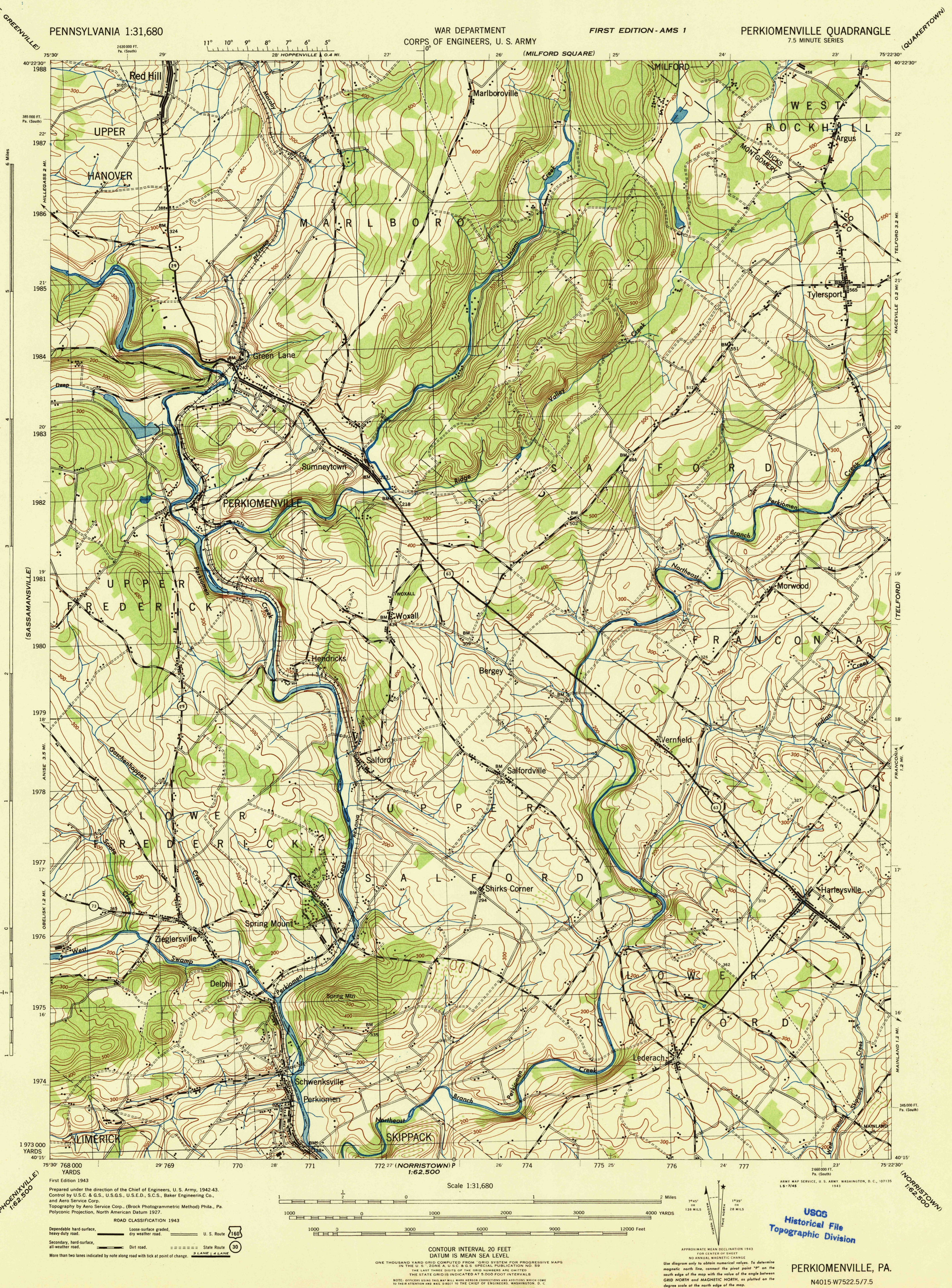


PENNSYLVANIA 1:31,680

WAR DEPARTMENT  
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION - AMS 1

PERKIOMENVILLE QUADRANGLE  
7.5 MINUTE SERIES

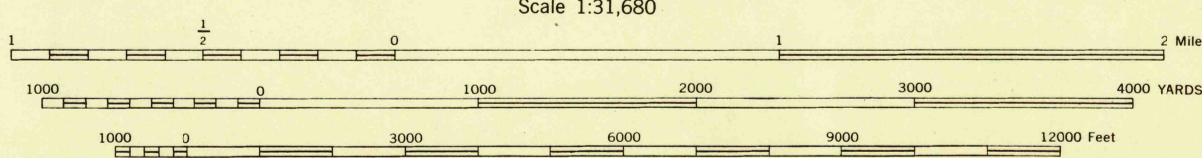


First Edition 1943

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  
Secondary, hard-surface,  
all-weather road. State Route  
More than two lanes indicated by note along road with tick at point of change.



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 5,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL MARK REVISIONS AND ADDITIONS WHICH COME  
TO THEIR ATTENTION AND MAIL 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 point "m" 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 of the north edge of the map.

USGS  
Historical File  
Topographic Division

PERKIOMENVILLE, PA.  
N4015 W7522.5/7.5