

PENNSYLVANIA 1:62,500



Scale 1:62,500

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service (S1), U. S. Army, Washington, D. C., 1944. Based on U. S. G. S. quadrangle, Berlin, 1:62,500 (1925). Vertical control by U. S. Geological Survey. Horizontal control by U. S. G. S. and in part by Pennsylvania State Highway Dept., Department of Forests and Waters, and by Baltimore and Ohio Railroad, and from railroad valuation surveys, 1923. Revised from single lens vertical aerial photographs. Aerial photography by A. A. A., Department of Agriculture, 1939. Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943

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

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USCS
Historical File
Topographic Division

APPROXIMATE MEAN DECLINATION 1943 FOR CENTER OF SHEET ANNUAL MAGNETIC CHANGE 1° 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 NORTH and MAGNETIC NORTH, as plotted on the degree scale of the north edge of the map.

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