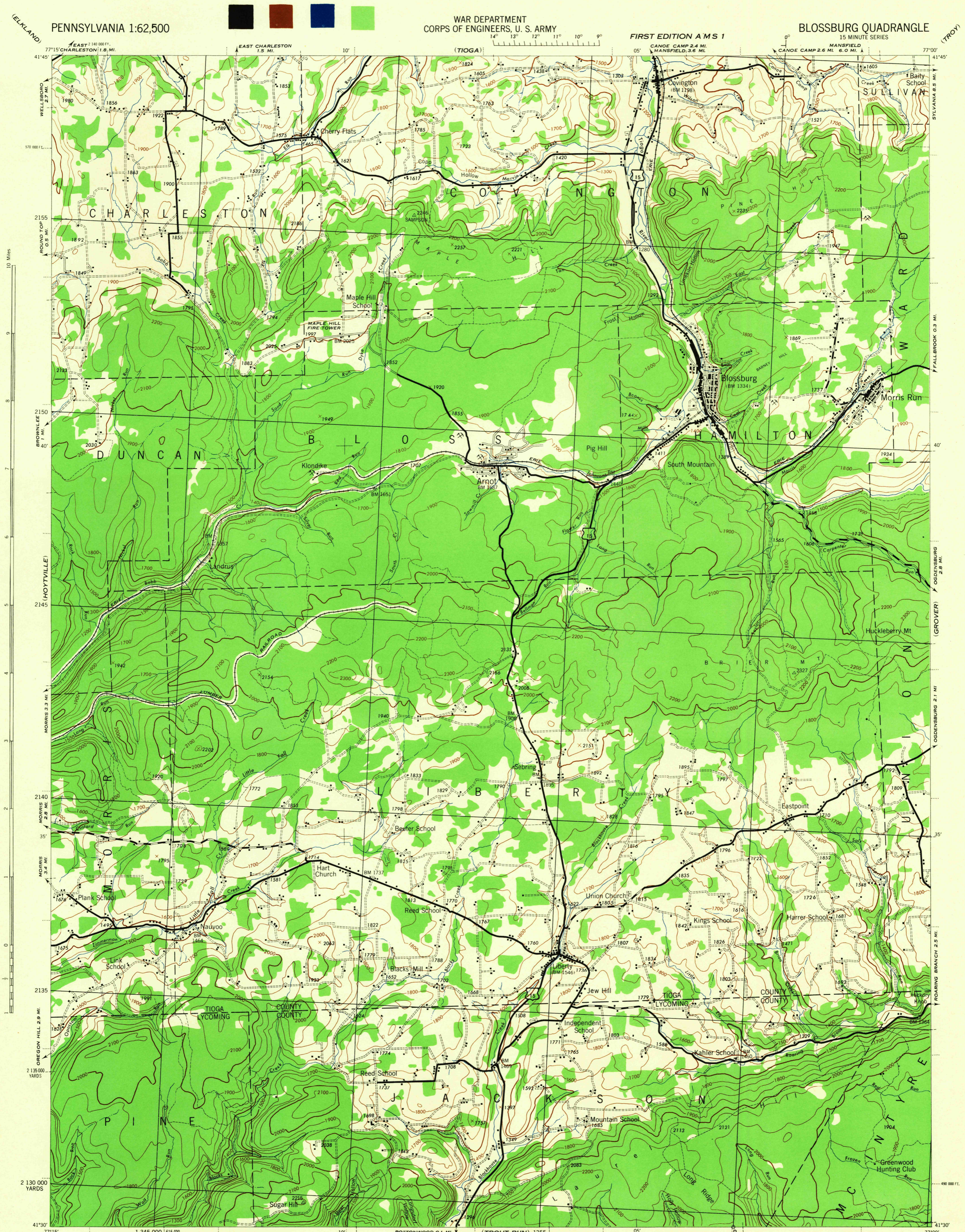


PENNSYLVANIA 1:62,500

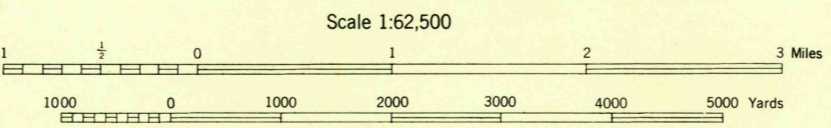
WAR DEPARTMENT  
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION A M S 1

BLOSSBURG QUADRANGLE  
15 MINUTE SERIES



First Edition 1944  
Prepared under the direction of the Chief of Engineers, U. S. Army,  
By Army Map Service (SA), U. S. Army, Washington, D. C., 1944.  
Compiled from U. S. G. S. Quadrangle, 1925 and Photo Indexes.  
Control by U. S. C. & G. S. and U. S. G. S.  
Aerial Photography for A. A. A. by Wallace Aerial Surveys, Spokane, Wash., Oct. 1938.  
This map is issued without final edit pending publication of new map.  
Polyconic Projection, North American Datum 1927.

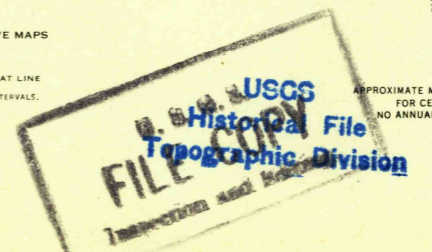


Scale 1:62,500  
CONTOUR INTERVAL 100 FEET  
DATUM IS MEAN SEA LEVEL  
FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS  
IN THE U. S. ZONE B' U. S. C. & G. S. SPECIAL PUBLICATION NO. 59  
THE LAST THREE DIGITS OF THE GRID NUMBER ARE OMITTED  
THE OVERLAPPING GRID ZONE 'A' IS INDICATED BY SHORT BROWN TICKS CROSSING THE NEAT LINE  
PENNSYLVANIA STATE GRID ZONE NORTH IS INDICATED BY '13' OUTSIDE THE NEAT LINE AT 10 100 FOOT INTERVALS.  
NOTE: OFFICERS USING THIS MAP WILL BE KEPT ADVISED BY THE CHIEF OF ENGINEERS, WASHINGTON, D. C.,  
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

2 / 44 SX

ROAD CLASSIFICATION 1943  
Dependable hard surface, heavy-duty road. U. S. Route 29  
Loose-surface graded, dry weather road.  
Secondary, hard surface, all-weather road. Dirt road. State Route 29  
More than two lanes indicated by note along road with tick at point of change. 2 LANE 1 & 4 LANE

Use diagram only to obtain numerical values.  
To determine magnetic north line, connect the  
pivot point 'PP' 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.  
APPROXIMATE MEAN DECLINATION 1943  
FOR CENTER OF SHEET  
NO ANNUAL MAGNETIC CHANGE



BLOSSBURG, PA.  
N4130-W7700/15