UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF PENNSYLVANIA
REPRESENTED BY THE
DEPARTMENT OF INTERNAL AFFAIRS
TOPOGRAPHIC AND GEOLOGIC SURVEY

U. S. G. S.
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Inspection and Editing.

PENNSYLVANIA
DU BOIS QUADRANGLE

(Marienville) — MUNDERF 2.7 MI. — (Hallton) — (Brockport) — BROCKPORT 1.5 MI. BRADFORD 67 MI.

79° 00′ — 55′ — 50′ — 78° 45′ — 41° 15′

RICHARDSVILLE 1.4 MI. — NEW BETHLEHEM 24 MI. BROOKVILLE 5.2 MI.

FRANKLIN 48 MI. BROOKVILLE 4.9 MI. — (Brookville) — (Punxsutawney) — JUNC. U. S. NO. 119 3.7 MI. — BIG RUN 2.7 MI. — BIG RUN 3.3 MI. PUNXSUTAWNEY 8 MI. — JUNC. U. S. NO. 119 1.9 MI. PUNXSUTAWNEY 10 MI. — (Punxsutawney) — (Curwensville)

BROOKVILLE 9.6 MI. KNOXDALE 2.4 MI. — OLIVEBURG 1.8 MI. — PUNXSUTAWNEY 4 MI. — SHAFFER 1.1 MI. OKLAHOMA 1.8 MI. — OKLAHOMA 0.7 MI. SHAFFER 1.4 MI. — LUTHERSBURG 2.3 MI. GRAMPIAN 12 MI. — 2 MI. LUTHERSBURG 1.8 MI.

15 Miles — 14 — 13 — 12 — 11 — 10 — 9 — 8 — 7 — 6 — 5 — 4 — 3 — 2 — 1 — ½ — 0

10′ — 5′ — 41° 00′

2 065 000 YARDS — 1185 000 YARDS

Topography by Albert Pike, J.I.Gayetty, and G.A.Mock.
Control in part by Pennsylvania State Highway Department, Pennsylvania Railroad and Buffalo, Rochester and Pittsburgh Railroad.
Surveyed in 1922.

Scale 1/62500

1 ½ 0 1 2 3 4 Miles
5000 0 5000 10000 15000 20000 Feet
1 ½ 0 1 2 3 4 5 Kilometers

Contour interval 20 feet.
Datum is mean sea level.

Polyconic projection.
5000 yard grid based upon U.S. zone system, B.

APPROXIMATE MEAN DECLINATION, 1922 — 6° TRUE NORTH MAGNETIC NORTH

ROUTES USUALLY TRAVELED
HARD IMPERVIOUS SURFACES
OTHER SURFACE IMPROVEMENTS
U. S. ROUTE 1943 — STATE ROUTE

USGS
Historical File
Topographic Division

DU BOIS, PA.
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