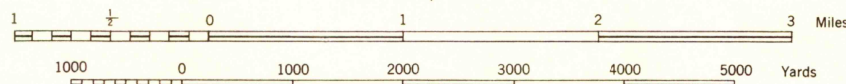


First Edition, 1944.  
Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service, Kansas City unit, 1943.  
Based on U. S. G. S. quadrangle, DuBois, 1:62,500 (1924).  
Vertical control by U. S. Geological Survey.  
Horizontal control by U. S. Geological Survey in cooperation with the State of Pennsylvania, 1922, and Pennsylvania and Buffalo, Rochester and Pittsburgh Railroads.  
Revised from single lens vertical aerial photographs.  
Aerial photography: A. A. A., Dept. of Agriculture, 1939.  
Polyconic Projection, North American Datum 1927.

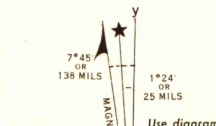


CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL

FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE '19' U. S. G. S. SPECIAL PUBLICATION NC 59

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.  
PENNSYLVANIA STATE GRID ZONE NORTH IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS.

NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



Use diagram only to obtain numerical values.  
To determine magnetic north line, connect the 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.

APPROXIMATE MEAN DECLINATION 1944 FOR CENTER OF SHEET  
ANNUAL MAGNETIC CHANGE 1 DECREASE

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

LEGEND  
BRUSH

DU BOIS, PA.  
N4100-W7845/15