PENNSYLVANIA 1:62,500

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION-AMS 1

HAMBURG QUADRANGLE
15 MINUTE SERIES

First Edition (AMS 1) 1944.

Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service (SU), U. S. Army, Washington, D.C., 1944.
Based on U.S.G.S. quadrangle, Hamburg, 1:62,500 (1911).
Vertical control by U.S. Geological Survey.
Horizontal control by U. S. Coast and Geodetic Survey, and U.S.G.S.
Surveyed in cooperation with the State of Pennsylvania, 1908-1909.
Revised from single lens vertical aerial photographs.
Aerial photography by A.A.A. Department of Agriculture, 1937-38-39.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943

Dependable hard-surface, heavy duty road — Loose-surface graded, dry weather road — U. S. Route 160

Secondary hard-surface, all-weather road — Dirt road — State Route 30

More than two lanes indicated by note along road with tick at point of change. 3 LANE | 4 LANE

Scale 1:62,500

1 ½ 0 1 2 3 Miles

1000 0 1000 2000 3000 4000 5000 Yards

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 A. U. S. C. & G. S. SPECIAL PUBLICATION NO. 59

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

THE STATE GRIDS ARE INDICATED FOR PENNSYLVANIA ZONE SOUTH BY - - - TICKS, FOR PENNSYLVANIA ZONE NORTH BY — TICKS, OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS.

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

APPROXIMATE MEAN DECLINATION 1944
FOR CENTER OF SHEET
NO ANNUAL MAGNETIC CHANGE

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 at the north edge of the map.

LEGEND

LOGGED OFF | BRUSH

HAMBURG, PA.

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