



Vertical scale in miles and yards on the left side of the map.

First Edition, 1944.
Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service, Kansas City unit, 1944.
Based on U. S. G. S. quadrangle, Hyndman, 1:62,500 (1931).
Vertical control by U. S. Geological Survey.
Horizontal control by U. S. Geological Survey in cooperation with Pennsylvania Railroad, Baltimore and Ohio Railroad, and the State of Pennsylvania, 1927.
Revised from single lens vertical aerial photographs.
Aerial photography A. A. A., Department of Agriculture, 1939.
Polyconic Projection, North American Datum

ROAD CLASSIFICATION 1943
Dependable hard surface, heavy-duty road
Secondary, hard surface, light-duty road
More than two lanes indicated by side along road with tick at point of change

U. S. Route
State Route
3-LANE 1-2-LANE

Scale 1:62,500
1 2 3 Miles
1000 0 1000 2000 3000 4000 5000 Yards

CONTOUR INTERVAL 40 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. G. S. SPECIAL PUBLICATION NO. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
Pennsylvania State grid north, indicated by dotted lines, outside the neat line at 10,000 ft. intervals.
NOTE: OFFICERS USING THIS MAP WILL WANT REFERENCE CORRECTIONS AND ADJUSTMENTS WHICH COME TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943 FOR CENTER OF SHEET
ANNUAL MAGNETIC DECLINATION INCREASE
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.

USCS
Historical File
Topographic Division

LEGEND
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