



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

CONTOUR INTERVAL 20 FEET DATUM IS MEAN SEA LEVEL
 NOTE: OFFICERS USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADJUSTMENTS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

PENNSYLVANIA STATE GRID ZONE SOUTH, IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FT. INTERVALS.

APPROX. MEAN DECLINATION 1941
 NO ANNUAL MAG. CHANGE
 Do not use diagram except to obtain numerical values of angles.

First Edition 1943
 Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
 Work Projects Administration, O. P. 100-23-120, Philadelphia, Pa.
 Surveyed by U. S. Coast and Geodetic Survey, 1910.
 Planimetric revision from aerial photos, A. A. Dept. of Agriculture, 1938-40.
 Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943
 Main Highways: Graded earth, gravel and stone. U. S. Route 100
 Brick, concrete, macadam and other hard surfaces. Dirt Road. State Route 100
 More than two lanes indicated by note along road with tick at point of change. 3 LANE | 4 LANE

GRID TABLES, U. S. G. S. SPECIAL PUBLICATION NO. 54
 THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OBTAINED FROM THE ARMY MAP SERVICE, U. S. ARMY, WASHINGTON, D. C., 101885
 943 KM
 1943

McCALLS FERRY, PA.
 N3945-W7615/15

USGS
 Historical File
 Topographic Division