



First Edition, 1944.
Prepared under the direction of the Chief of Engineers, U. S. Army, by the
Army Map Service, Kansas City Unit.
Based on U. S. G. S. quadrangle, Mt. Union, 1:62,500 (1924).
Vertical control by U. S. Geological Survey.
Horizontal control by U. S. G. S. and in part by Pennsylvania
State Highway Department and Pennsylvania Railroad Survey, 1922.
Revised from single lens vertical aerial photographs.
Aerial photography - A. A. Department of Agriculture, 1938.
Polyconic Projection, North American datum.

ROAD CLASSIFICATION 1943
Dependable hard-surface, heavy duty road. Loose-surface graded, dry weather road. U. S. Route.
Secondary, hard-surface, all-weather road. Dirt road. State Route.
More than two lanes indicated by note along road with tick at point of change. 3 LANE 1 4 LANE

Scale 1:62,500
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 "B". U. S. G. S. SPECIAL PUBLICATION NO. 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 1000 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.

APPROXIMATE MEAN DECLINATION 1944
ANNUAL MAGNETIC DECLINATION INCREASES
Use diagram only to obtain numerical values.
To determine magnetic north line, connect the
polar 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.

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U. S. G. S.
FILE COPY
Inspector and Editor

USCG
Historical File
Topographic Division

MT. UNION, PA.
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