

PENNSYLVANIA 1:62,500

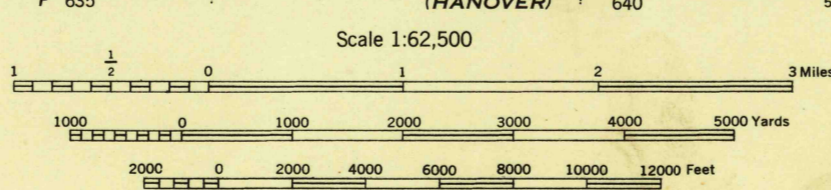
WAR DEPARTMENT  
CORPS OF ENGINEERS, U. S. ARMY  
(HARRISBURG)

FIRST EDITION - AMS 1

NEW CUMBERLAND QUADRANGLE  
15 MINUTE SERIES



First Edition 1943  
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942-43.  
Control by U.S.C. & G.S., U.S.G.S., U.S.E.D., S.C.S., Baker Engineering Co.,  
and Aero Service Corp.  
Topography by Aero Service Corp. (Brock Photogrammetric Method) Phila., Pa.  
Gray tint indicates areas in which only landmark buildings are shown.  
Polyconic Projection, North American Datum 1927.



APPROXIMATE MEAN DECLINATION 1943  
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 of the north edge of the map.

ROAD CLASSIFICATION 1943

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

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. G. S. SPECIAL PUBLICATION NO. 59

THE LAST THREE DIGITS OF THE GRID NUMBER ARE OBTAINED FROM THE PENNSYLVANIA STATE GRID ZONE SOUTH, AS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FT. INTERVALS

THE OVERLAPPING GRID ZONE B IS INDICATED BY SHORT BROKEN TICKS CROSSING THE NEAT LINE

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

NEW CUMBERLAND, PENNA.  
N4000-W7645/15

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USGS  
Historical File  
Topographic Division