



Prepared under the direction of the Chief of Engineers by the
Army Map Service (QU), U. S. Army, Washington, D. C., 1945
Control by U. S. Geological Survey.
Topography based on U.S.G.S. Quadrangle, Newville, Pa., 1:62,500, 1916.
Revised from single lens vertical aerial photographs.
Aerial Photography by U. S. Army Air Forces, 1943.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1944
Dependable hard surface, heavy duty road
Secondary hard surface, all weather road
More than two lanes indicated by tick along road with tick at point of change
Loose surface graded, dry weather road
U. S. Route
State Route
3 LANE 1-2 LANE

Scale 1:62,500
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. C. & G. S. SPECIAL PUBLICATION NO. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE OVERLAPPING GRID ZONE A IS INDICATED BY
SHORT BROKEN TICKS CROSSING THE NEAT LINE
PENNSYLVANIA STATE GRID ZONE SOUTH, IS INDICATED BY DOTTED TICKS
OUTSIDE THE NEAT LINE AT 10,000 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.

USCS
Historical File
Topographic Division
BRUSH
GRID DEC. AT THE
CENTER OF THE
SHEET FOR ZONE A:
249 W OR 50 MILS
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 at the north edge of the map.

NEWVILLE, PA.
N4000-W7715/15