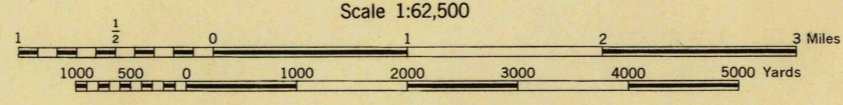




First Edition (AMS 1), 1945.

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.

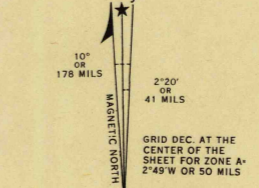


Scale 1:62,500
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

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.



APPROXIMATE MEAN DECLINATION 1945 FOR CENTER OF SHEET IS 2° 20' 41 MILS
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 at the north edge of the map.

LEGEND
BRUSH

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

NEWVILLE, PA.
N4000-W7715/15