

(TOWNVILLE)

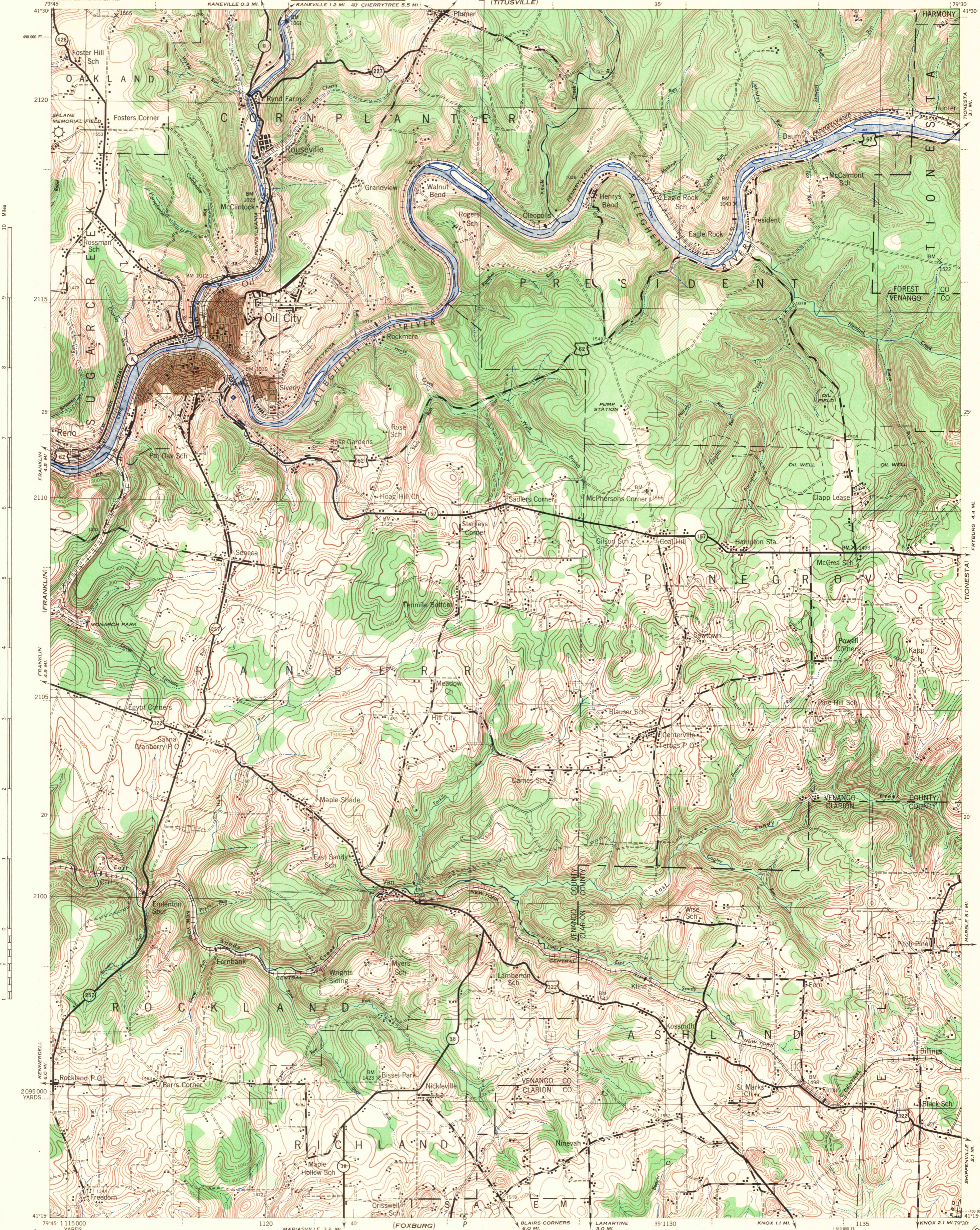
PENNSYLVANIA 1:62,500

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION - AMS 1

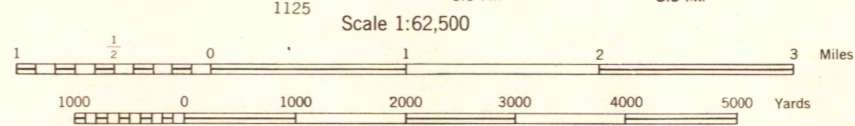
OIL CITY QUADRANGLE
15 MINUTE SERIES

(TIDOUTE)



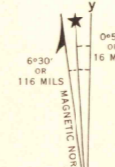
First Edition, 1943.
 Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
 Army Map Service, Kansas City unit.
 Based on U. S. G. S. quadrangle, Oil City, 1:62,500 (1924).
 Vertical control by U. S. Geological Survey.
 Horizontal control by U. S. Geological Survey in cooperation with
 Pennsylvania Railroad and the State of Pennsylvania, 1922.
 Revised from single lens vertical aerial photographs.
 Aerial photography A. A. A., Dept. of Agricultural, 1939.
 Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943
 Dependable hard surface: ————
 Heavy-duty road: ————
 Secondary hard surface: ————
 All weather road: ————
 Dirt road: ————
 State Route: ————
 More than two lanes indicated by tick along road with tick at point of change: ————
 Loop surface graded: ————
 Dry weather road: ————
 U. S. Route: ————
 160
 30
 3 LANE 4 LANE

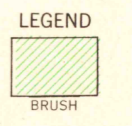


Scale 1:62,500
 CONTOUR INTERVAL 20 FEET
 DATUM IS MEAN SEA LEVEL

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
 PENNSYLVANIA STATE GRID ZONE NORTH IS INDICATED BY DOTTED TICKS
 OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS
 NOTE: OFFICERS USING THIS MAP WILL MARK DESIGN CORRECTIONS AND ADDITIONS WHICH COME
 TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



APPROXIMATE MEAN DECLINATION 1943
 ANNUAL MAGNETIC CHANGE 1 DEGREE



OIL CITY, PA.
 N4115-W7930/15

(HILLIARDS)

(CLARION)