

PENNSYLVANIA 1:62,500

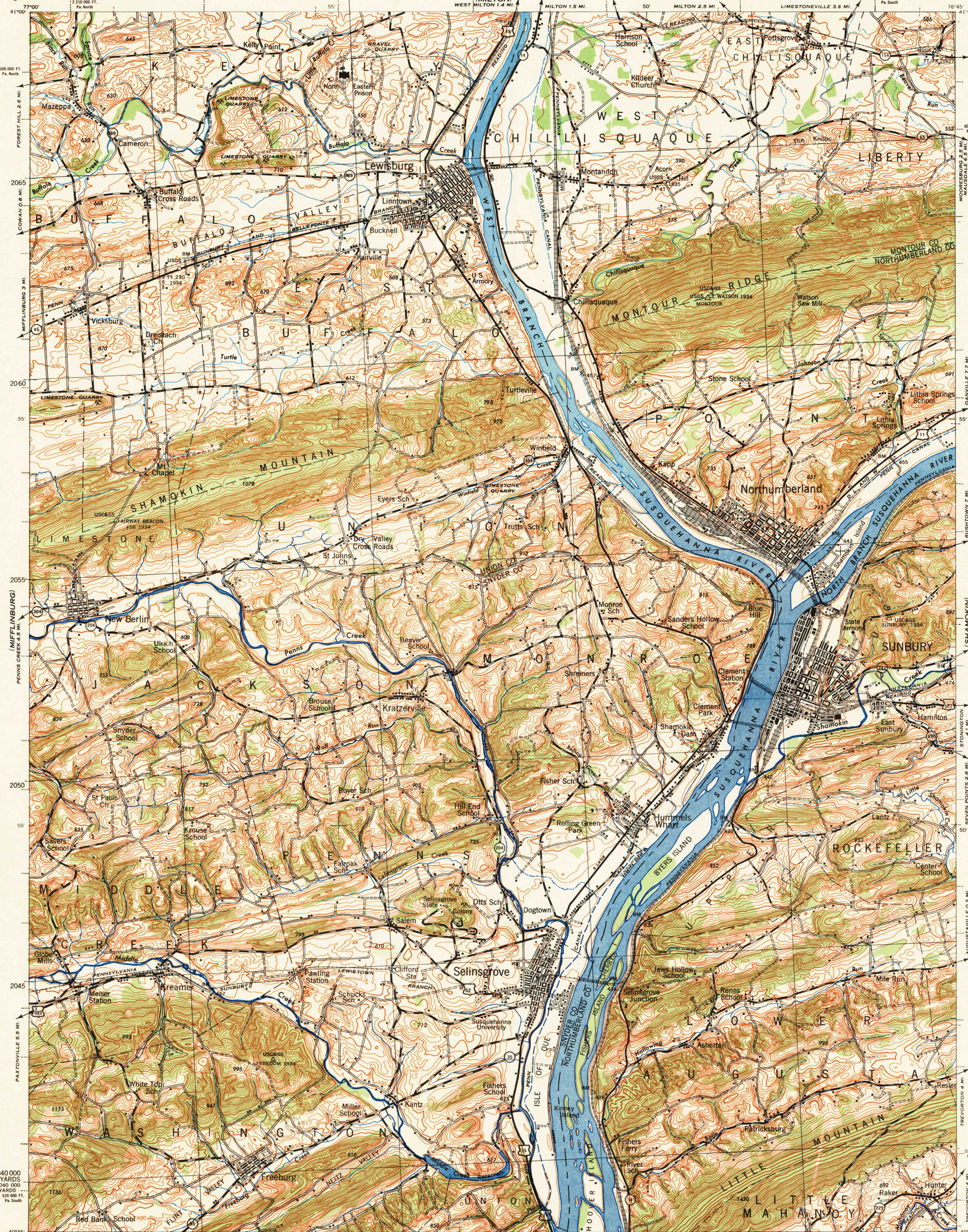
8° 7° 6° 5° 4°

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION-AMS 1

SUNBURY QUADRANGLE

15 MINUTE SERIES



First Edition 1943
Prepared under the direction of the Chief of Engineers,
U. S. Army, 1943.
Compiled by Fairchild Aerial Surveys, Inc.,
Los Angeles, California.
Topography by Fairchild Aerial Surveys, Inc.,
by Stereophotogrammetric Process.
Control by U. S. C. & G. S. and U. S. G. S.
Aerial Photography by Fairchild Aerial Surveys, Inc., 1943.
Polyconic Projection, North American Datum 1927.

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

Scale 1:62,500
1 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 A" U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE OVERLAPPING GRID "ZONE B" IS INDICATED BY SHORT BROKEN TICKS CROSSING THE NEAT LINE
THE STATE GRID IS INDICATED FOR PENNSYLVANIA ZONE NORTH BY "TICKS" FOR
PENNSYLVANIA ZONE SOUTH BY "TICKS" OUTSIDE THE NEAT LINE AT 10,000 FT. INTERVALS.
NOTE: OFFICERS USING THIS MAP WILL MARK REVISIONS AND ADDITIONS WHERE
THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN DECLINATION 1943-4
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 at the north edge of the map.

SUNBURY, PA.
N4045-W7645/15

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Inspection and Editing