

PENNSYLVANIA 1:62,500

WAR DEPARTMENT  
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION - AMS 1

MIDDLETOWN 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.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.

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

U. S. Route  
State Route  
3 LANE 4 LANE

Scale 1:62,500  
1 2 3 Miles  
1000 0 1000 2000 3000 4000 5000 Yards  
2000 0 2000 4000 6000 8000 10000 12000 Feet

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. 39.  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.  
PENNSYLVANIA STATE GRID ZONE SOUTH IS 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 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

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 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.

U. S. G. S.  
FILE COPY  
Inoperative and obsolete

MIDDLETOWN, PENNA.  
N4000-W7630/15