



(MILLHEIM)  
214000 FT  
PA. SOUTH  
77°15'  
40°45'  
510 000 FT  
PA. SOUTH  
2035  
10 Miles  
9  
8  
7  
6  
5  
4  
3  
2  
1  
0  
1  
2015  
2 010 000  
YARDS  
2 010 000  
YARDS  
40°30'

(SUNBURY)  
MIDDLEBURG 4.5 MI.  
SUMMIT 1.0 MI.  
77°00'  
40°45'  
FREEBURG 2.7 MI.  
MEESERVILLE 3.8 MI.  
40  
ALONE 0.5 MI.  
MILLERSBURG  
LUTERPPOOL 0.3 MI.  
40°30'

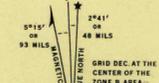
First Edition 1943  
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Compiled by Fairchild Aerial Surveys, Inc.,  
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Polyconic Projection, North American Datum 1927.

ROAD CLASSIFICATION 1943  
Dependable hard-surface,  
heavy-duty road. Loose-surface graded,  
dry weather road. U. S. Route 160  
Secondary, hard-surface,  
all-weather road. Dirt Road. State Route 30  
More than two lanes indicated by note along road with tick at point of change. 2 LANE 1 & 4 LANE

Scale 1:62,500  
0 1 2 3 Miles  
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. OFFICIAL 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 NEATLINE  
PENNSYLVANIA STATE SOUTH GRID IS INDICATED BY DOTTED  
TICKS OUTSIDE THE NEATLINE AT 10,000 FOOT INTERVALS  
NOTE: OFFICERS USING THIS MAP WILL WANT TO CORRECT FOR AN ANOMALY WHICH COULD  
BE THEIR ATTENTION AND BE DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



APPROXIMATE MEAN DECLINATION 1943  
FOR CENTER OF SHEET  
NO ANNUAL MAGNETIC CHANGE  
5°15' OR  
5 1/2 MILS  
GRID DEC AT THE  
CENTER OF THE  
ZONE B AREA  
2°15' OR  
2 1/4 MILS  
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.

USCS  
Historical File  
Topographic Division  
MILLERSTOWN, PA.  
N4030-W7700/15

U. S. G. S.  
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Inspection and Editing