

U.S.G.S.
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Inspection and Editing

Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), U. S. Army, Washington, D. C. Copied in 1946 from Pennsylvania, 1:31,680, AMS, Sheet 5965 II NW, 1943. Original map compiled from aerial photographs by stereophotogrammetric methods. Horizontal and vertical control by USC&GS. Scale changed and marginal data revised, 1946. Aerial photography by Fairchild Aerial Surveys. This map complies with the national standard map accuracy requirements.

LEGEND
ROAD DATA 1942

In developed areas, only through roads are classified

Hard surface, heavy duty road, more than two lanes wide	Loose surface, graded, dry-weather road
Hard surface, heavy duty road, two lanes wide; Federal route marker	Trail; Unimproved road
Secondary, hard surface, all-weather road, two lanes wide; State route marker	Railroad in street; Carline in street
Single track carline	UNDER CONSTRUCTION
Standard gauge	Single track
Narrow gauge	Double track
Single track carline	ABANDONED
Double track carline	Single track
Double track carline	Double track

BOUNDARIES

State	Mine	Intermittent lake
County (with monument)	Horizontal control pt.	Intermittent stream
Reservation	Bench mark	Dam
Military reservation	Spot elevation, feet	Rapids; Falls
School; Church	Woods	Large rapids and falls
Cemetery	Woods; brushwood	Swamp, marsh
Churchyard	Brushwood	Rocks awash at low tide
	Orchard	Wharf, pier
	Vineyard	Man-made shoreline

SCALE 1:24,000

1 0 1000 2000 3000 4000 5000 6000 7000 FEET

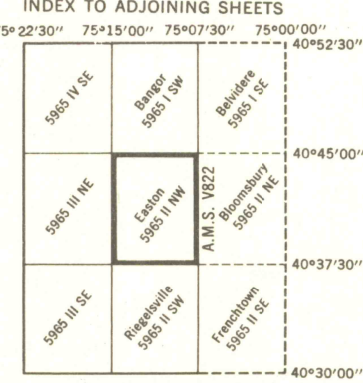
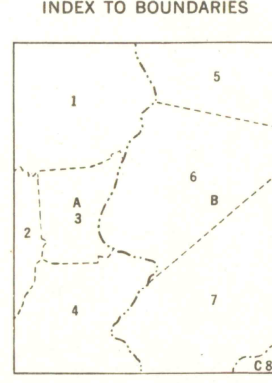
1 0 10 20 30 40 50 60 70 80 90 100 KILOMETER

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

TRANSVERSE MERCATOR PROJECTION
1927 NORTH AMERICAN DATUM

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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

10°
TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1946



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