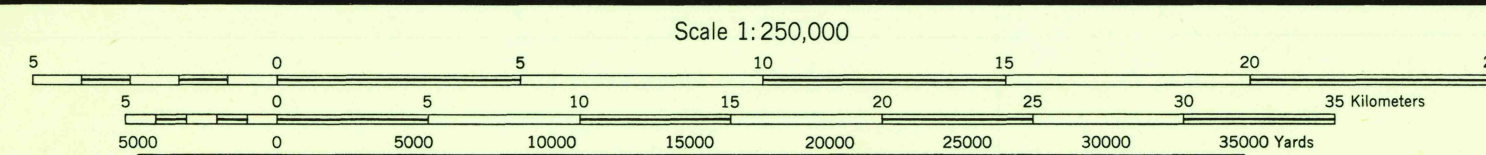
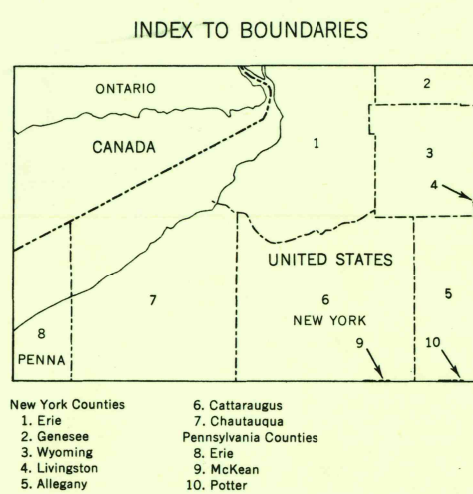
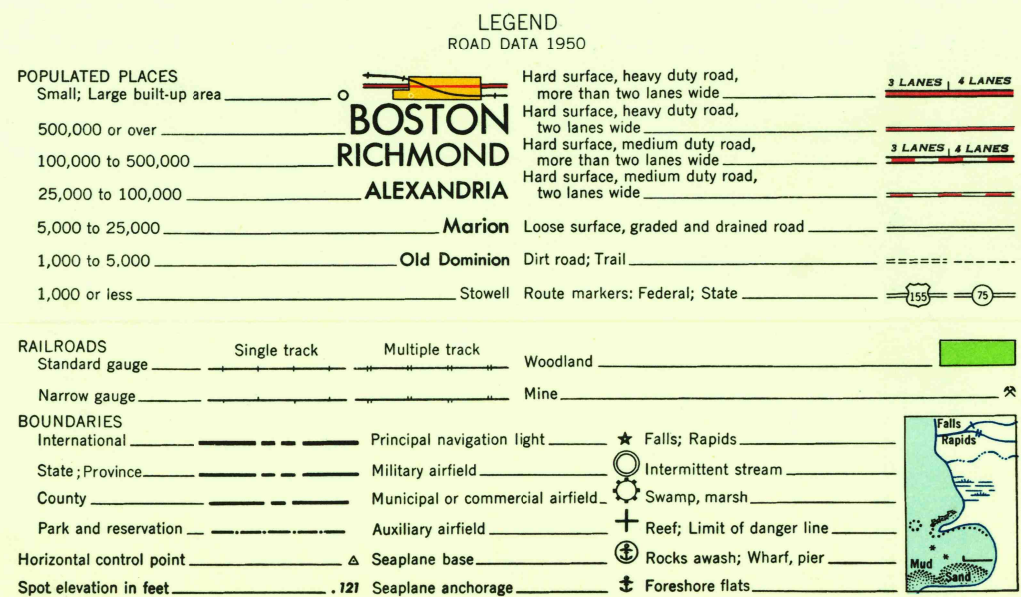


Prepared under the direction of the Chief of Engineers by the Corps of Engineers, U. S. Army Map Service (AM), Washington, D. C. Compiled in 1948 from United States Quadrangles, 1:250,000, 1:50,000 and 1:62,500, U. S. Geological Survey and Corps of Engineers, 1923-1942; Canada, 1:63,360, 300:13, 1938, 300:14, 1936, Department of National Defense, U. S. Lake Survey Charts, 1946; County Highway Maps, 1940-1942. Photometric detail partially revised by photogrammetric methods. Aerial photography dated, 1939. Roads, railroads, and geographical data verified by state authorities and Canadian Department of National Defense, 1948. Control by U. S. Geological Survey and U. S. Coast and Geodetic Survey.



CONTOUR INTERVAL 100 FEET

DATUM IS MEAN SEA LEVEL

TRANSVERSE MERCATOR PROJECTION

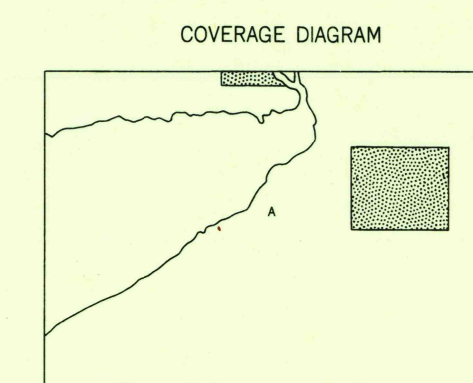
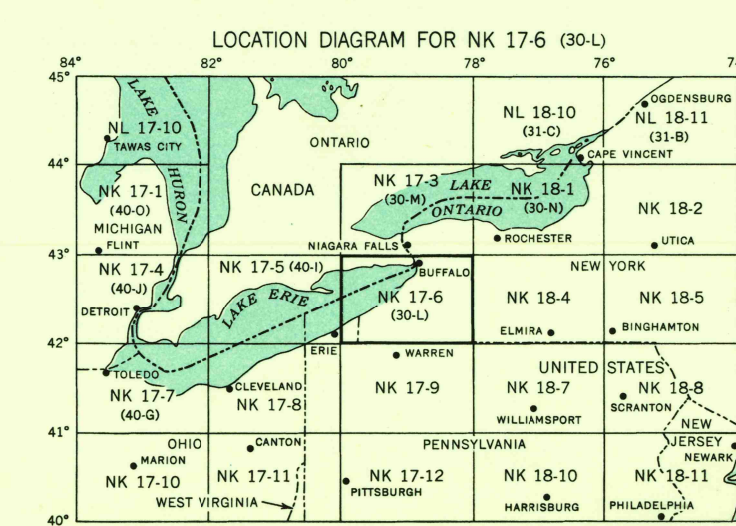
1827 NORTH AMERICAN DATUM

100,000-FOOT GRIDS BASED ON NEW YORK COORDINATE SYSTEM, WEST ZONE, AND PENNSYLVANIA COORDINATE SYSTEM, NORTH ZONE.

10,000-METER UNIVERSAL TRANSVERSE MERCATOR GRID TICKS, ZONE 17, SHOWN IN BLUE

THE MEANING OF THE BLUE TICKS FOR THE CENTER OF THE EAST EDGE. MEAN ANGLE CHANGE IS 90° WESTERLY.

FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON 25, D. C.



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