

(NORRISTOWN) 75°15' 1 840 000 FT. 9° 8° 7° 6° 5° 4° 3° 2° 1° (GERMANTOWN) 05' 2 770 000 FT. Pa. (South) 1 750 000 FT. (BURLINGTON)



1915 000 YARDS  
1 700 000 FT. Pa. (South)

75°15' 790 000 YARDS 2 710 000 FT. Pa. (South) SALEM 17.7 MI. 795 800 P (GLASSBORO) 810 805 810 1 900 000 FT. N.J. 39°45'

Scale 1:62,500

ROAD CLASSIFICATION 1943

Deposited hard-surface. Heavy duty road. U.S. Route 160  
 Secondary hard-surface. All weather road. State Route 30  
 More than two lanes indicated by road along with tick at point of change. 3 LANE 1-4 LANE

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 STATE GRIDS ARE INDICATED FOR NEW JERSEY BY ---TICKS FOR PENNSYLVANIA, ZONE SOUTH BY ---TICKS OUTSIDE THE HEAT LINE AT 10,000 FT. INTERVALS

NOTE: OFFICERS USING THIS MAP WILL MARK GREEN CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

REPRODUCTION BY THE 30TH ENGINEERS, FORT BELVOIR, VA. AMS NO. 100666 1943

APPROXIMATE MEAN RECLINATION 1943  
 NO ANNUAL MAGNETIC CHANGE

PHILADELPHIA, PA.-N. J.  
 N3945-W7500/15