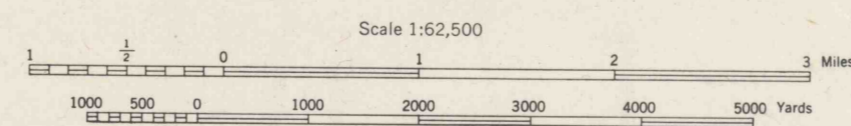




First Edition 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Work Project, Administration Project, O. P. 165-2-23-420, Philadelphia, Pa.
Control by U. S. Geological Survey.
Geography by U. S. Geological Survey.
Surveyed by U. S. Geological Survey, 1934.
Sanitized from aerial photographs.
Photography by A. A. Dept. of Agriculture, 1937-40.
Polyconic Projection, North American Datum.

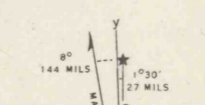
ROAD CLASSIFICATION 1943
Dependable hard-surface, heavy-duty road. Loose-surface graded, dry weather road. U. S. Route 160
Secondary hard-surface, all-weather road. Dirt Road. State Route 30
More than two lanes indicated by note along road with tick at point of change. 3 LANE 1 LANE



Scale 1:62,500
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." U. S. G. & G. SPECIAL PUBLICATION NO. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

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



APPROXIMATE MEAN DECLINATION 1942
NO ANNUAL MAGNETIC CHANGE
Do not use diagram except to obtain numerical values of angles.

NORRISTOWN, PA.
N4000-W7515/15

PENNSYLVANIA STATE GRID ZONE SOUTH, IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FT. INTERVALS.