



First Edition 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Army Map Service, Kansas City unit.
Based on U. S. G. S. quadrangle, Mercer, 1:62,500 (1913).
Vertical control by U. S. Geological Survey.
Horizontal control by U. S. Geological Survey.
Surveyed in cooperation with the State of Pennsylvania, 1911.
Revised from single lens vertical aerial photographs.
Aerial photography: A. A. A., Department of Agriculture, 1938-39.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943
Dependable hard-surface, heavy-duty road. U.S. Route 160
Secondary, hard-surface, all-weather road. U.S. Route 30
Dirt road. State Route
More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 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. ZONE B. U. S. C. & G. S. SPECIAL PUBLICATION NO. 28"
THE LATEST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE STATE GRID IS INDICATED FOR PENNSYLVANIA ZONE SOUTH BY "TT" TICKS FOR PENNSYLVANIA ZONE NORTH BY "T" TICKS. OUTSIDE THE NEAT LINE AT 10,000 FT. INTERVALS.
NOTE: OFFICERS USING THIS MAP WILL WANT SERVICED CORRECTORS AND ADDITORS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

USCS
Historical File
Topographic Division

Use diagram only to obtain numerical values. To determine magnetic north line, connect the pivot point "M" on the north 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.

LEGEND
BRUSH

U.S. ARMY
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Inspection and Editing

MERCER, PA.
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