MARYLAND-DELAWARE

SCALE 1:31680

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

WHALEYSVILLE QUADRANGLE

7½-MINUTE SERIES

(MILLSBORO) 1:62,500 — (FRANKFORD)

1270000 FT MD. — 540000 FT DEL. — 180000 FT DEL. — 210000 FT MD. — 140000 FT DEL.

75°22'30" — 20' — 17'30" — 75°15'

38°30' — 27'30" — 38°22'30"

1760000 YARDS — 1745000 YARDS

1759 — 1758 — 1757 — 1756 — 1755 — 1754 — 1753 — 1752 — 1751 — 1750 — 1749 — 1748 — 1747 — 1746

4 Miles — 3 — 2 — 1 — 0 — 1/2 — 1

MILLSBORO 7.7 MI. — DEL. HWY 24 3.2 MI — PITTSVILLE 5.8 MI — US HWY 113 1.4 MI SELBYVILLE 2 MI — US HWY 113 1.6 MI SELBYVILLE 3.1 MI — PARSONSBURG 5.3 MI PITTSVILLE 2.2 MI — US HWY 113 3.6 MI BERLIN 4.2 MI — POWELLVILLE 3.3 MI

(WANGO) — (PITTSVILLE) — (SELBYVILLE) — (NINEPIN) — (BERLIN)

774000 YARDS — 775 — 520000 FT DEL. — 776 — 777 — 778 — 780 — 781 — 782 — 783 — 784000 YARDS — 1300000 FT MD.

Westwoods — Pilgrim Church — GUMBORO — Gumboro — GUMBORO AZ MK — Bethel — Careytown — Careytown Swamp — Pine Ridge Swamp — Pulletts Chapel — WHALEYSVILLE — Willards — Devils — Woodyard — Newhope — Eden Church — PITTSVILLE EAST BASE — Longridge — Longridge Swamp

DISTRICT NO 6 — DISTRICT NO 7 — ST MARTIN NO 5 — WEST BERLIN NO 9 — WILLARDS NO 14

Cypress Swamp — Cypress Swamp

LITTLE NEWFOUND NECK — NEWFOUND NECK — LEWIS NECK

Bald Cypress Branch — Gum Branch — Newbold Branch — Grays Prong — Sandy Branch — Line Ditch — Old Ditch — Careytown Branch — Pine Ridge Branch — Birch Branch — Middle Branch — Longridge Branch — Whaleysville Branch — Gordys Branch — Asherwood Branch — Murray Branch — Burnt Mill Branch — Beaver Hole Branch — North Fork — South Fork — Green Run — Davis Ditch — Bellfield Ditch

Pocomoke River — Pocomoke River

SUSSEX CO — WICOMICO CO — WORCESTER CO — SUSSEX CO — WORCESTER CO — DELAWARE — MARYLAND — PENNSYLVANIA

BM Y8 — BM F9 — BM E9 — BM D9 — BM C9 — BM B9 — BM X8 — BM W8 — BM Y8 — BM Z8 — BM S60 — BM T60 — BM U60 — BM V60 — BM G5 — BM F5

FAG 42 — BAA 42 — AAA 42 — DAE 42 — FAE 42 — FAG 42 — CAC 42 — CAD 42 — DAE 42

NO 4

War Department mapping project.
Under direction of the Chief of Engineers.
Control by the U. S. Coast and Geodetic Survey.
Planimetry compiled from air photographs by U. S. Coast and Geodetic Survey.
Planetable topography and field edit by U. S. Coast and Geodetic Survey, 1942.
Polyconic projection, North American datum of 1927.
This map complies with the national standard map accuracy requirements.

ROAD CLASSIFICATION 1942

Dependable hard-surface, heavy-duty road. — Loose-surface graded, dry-weather road. — U. S. route 74

Secondary, hard-surface, all-weather road. — Dirt road. — State route 23

More than two lanes indicated by note along road with tick at point of change. 3 LANE | 4 LANE

Scale 1:31680

1 — 1/2 — 0 — 1 Mile

1000 — 500 — 0 — 1000 — 2000 Yards

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

ONE 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 AT 10,000 FOOT INTERVALS

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

6°24' 114 MILS — 1°26' 26 MILS — MAGNETIC NORTH — GRID NORTH

APPROXIMATE MEAN DECLINATION 1943
NO ANNUAL MAGNETIC CHANGE

REPRODUCED BY THE U. S. COAST AND GEODETIC SURVEY (W & H) 1943
AMS NO. 120803

Recoverable horizontal control stations of less than third order accuracy are shown by a circle.

WHALEYSVILLE, MD.-DEL.

N3822.5-W7515/7.5

USGS
Historical File
Topographic Division