PENNA.-MD.

GETTYSBURG QUADRANGLE

GRID ZONE "B"

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

FIRST EDITION-AMS 2

PENNA.-MD.

GETTYSBURG QUADRANGLE

GRID ZONE "B"

(SHIPPENSBURG 1:62,500)

(NEWVILLE 1:62,500)

PINE GROVE FURNACE 4 MI.

IDAVILLE 1 MI.

(CARLISLE 1:62,500)

YORK SPINGS 0.5 MI.

KRALLTOWN 2.5 MI.

(NEW CUMBERLAND 1:62,500)

EAST BERLIN 1 MI.

ABBOTTSTOWN 1.5 MI.

(HANOVER 1:62,500)

HANOVER 2 MI.

(HAGERSTOWN)

WAYNESBORO 4 MI.

ROUZERVILLE 0.5 MI.

CHAMBERSBURG 10 MI.

BLACK GAP 1 MI.

MONTALTO 4.5 MI.

HANSONVILLE 0.5 MI.

(FREDERICK 1:62,500)

WALKERSVILLE 2 MI.

LIBERTY TOWN 1.5 MI.

LIBERTY TOWN 6 MI.

(MT. AIRY 1:62,500)

TAYLORSVILLE 3.5 MI.

TAYLORSVILLE 3.5 MI.

(HARPERS FERRY)

(PATAPSCO)

(WESTMINSTER 1:62,500)

HANOVER 2 MI.

WESTMINSTER 2.5 MI.

GRID DECLINATION - 2°14'E

GRID DECLINATION - 2°34'E

20 MILES

Scale 1:125,000

1 ½ 0 1 2 3 4 5 6 7 8 Miles

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 Yards

CONTOUR INTERVAL 100 FEET

DATUM IS MEAN SEA LEVEL

TEN THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." ZONE "B", 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 PENNSYLVANIA ZONE SOUTH BY·····TICKS, FOR MARYLAND BY——TICKS OUTSIDE THE NEAT LINE AT 20,000 FT. 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.

First edition 1942; revised 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Compiled from aerial photographs by Agricultural Adjustment Agency, Dept. of Agriculture; flown 1936, 1937, 1938, 1939.
Control by U. S. Coast and Geodetic Survey and U. S. Geological Survey.
Topography from U. S. Geological Survey, quadrangles adjusted to new planimetry.
Roads classified from State Highway maps, 1942.
Polyconic Projection, North American Datum 1927.
Approximate reservation boundary, (December 1943).

ROAD CLASSIFICATION

Dependable hard-surface, heavy-duty road.
Secondary, hard-surface, all-weather road.
Loose-surface graded, dry weather road.
Unimproved road.
U. S. Route 160
State Route 30
More than two lanes indicated by note along road with tick at point of change. 3 LANE | 4 LANE

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

APPROXIMATE MEAN DECLINATION 1944
FOR CENTER OF SHEET
NO ANNUAL MAGNETIC CHANGE

GRID DEC. AT THE CENTER OF THE SHEET FOR ZONE A 2°43'W OR 48 MILS

2°24' OR 43 MILS

9°45' OR 173 MILS

MAGNETIC NORTH

THE "A" GRID IS INDICATED BY SHORT TICKS ALONG THE BORDER AND SMALL CROSSES WITHIN THE BODY OF THE MAP. THE LARGER CROSSES WITHIN THE MAP AND LONG TICKS AROUND THE BORDER INDICATE LATITUDE AND LONGITUDE.

ARMY MAP SERVICE, U. S. ARMY, WASHINGTON, D. C., 106977
1/44 W.H.
1942

GETTYSBURG, PENNA.

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