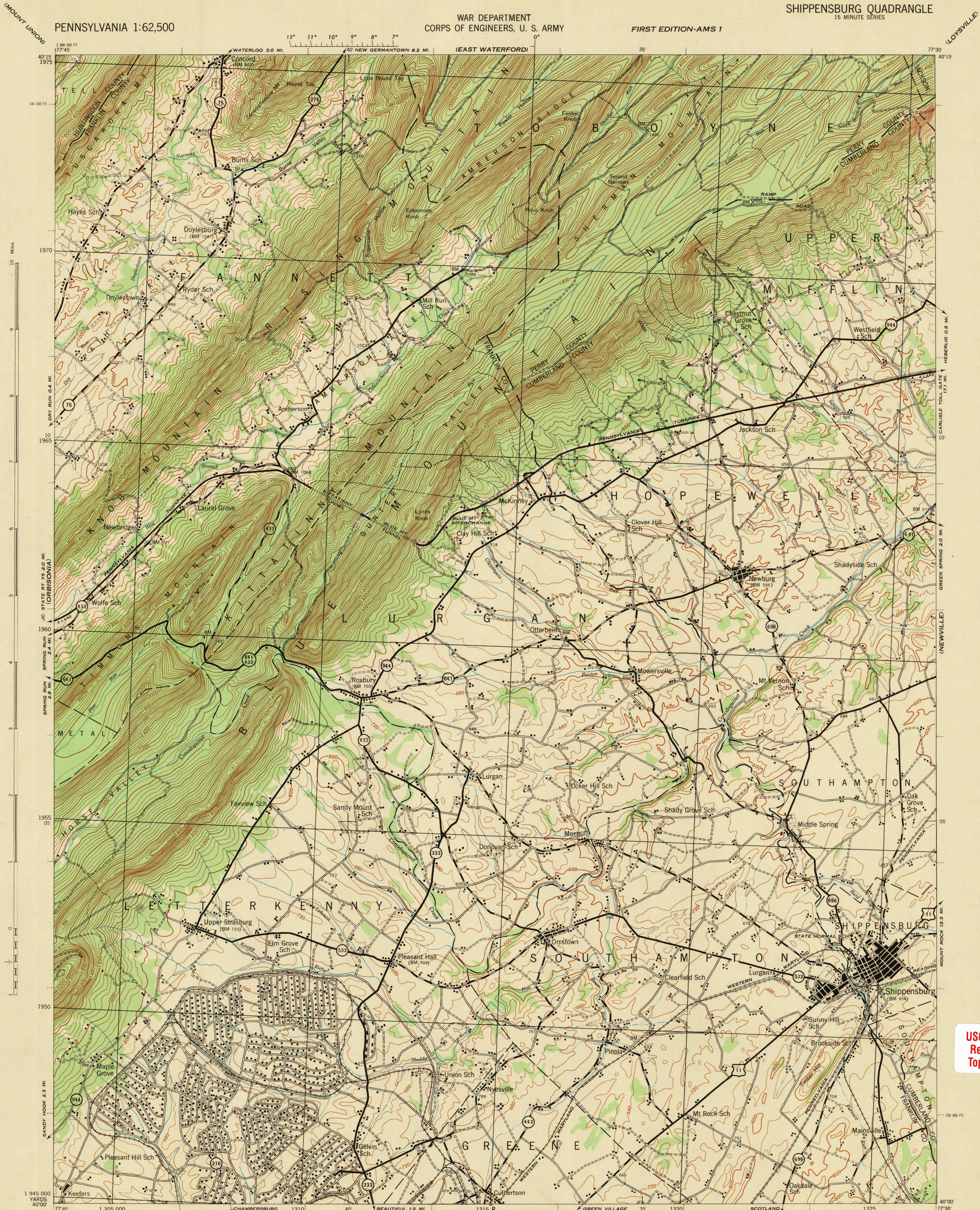


PENNSYLVANIA 1:62,500

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

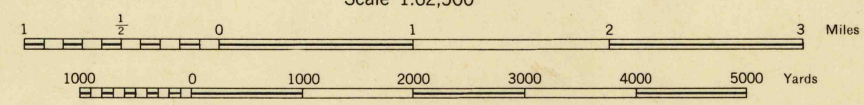
FIRST EDITION-AMS 1

SHIPPENSBURG QUADRANGLE
15 MINUTE SERIES



First Edition (AMS 1), 1945.
Prepared under the direction of the Chief of Engineers, by the
Army Map Service (OU), U. S. Army, Washington, D. C., 1945.
Based on U.S.G.S. Quadrangle, Shippensburg, 1:62,500 (1923).
Control by U. S. Geological Survey.
Surveyed in cooperation with the State of Pennsylvania, 1921.
Revised from single lens vertical aerial photographs.
Aerial photography - A.A.A., Department of Agriculture, 1943.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943
Dependable hard surface, heavy duty road, U.S. Route
Secondary hard surface, light duty road, State Route
Dirt road, 3 LANE, 4 LANE
More than two lanes indicated by note along road with tick at point of change.



CONTOUR INTERVAL 40 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. 59

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.
PENNSYLVANIA STATE GRID ZONE SOUTH IS INDICATED BY DOTTED TICKS
OUTSIDE THE NEAT LINE 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.

USGS
HISTORICAL FILE
TOPOGRAPHIC DIVISION

APPROXIMATE MEAN DECLINATION 1945
FOR CENTER OF SHEET
NO ANNUAL MAGNETIC CHANGE
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.

LEGEND
BRUSH

U. S. G. S.
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Inspection and Editing

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