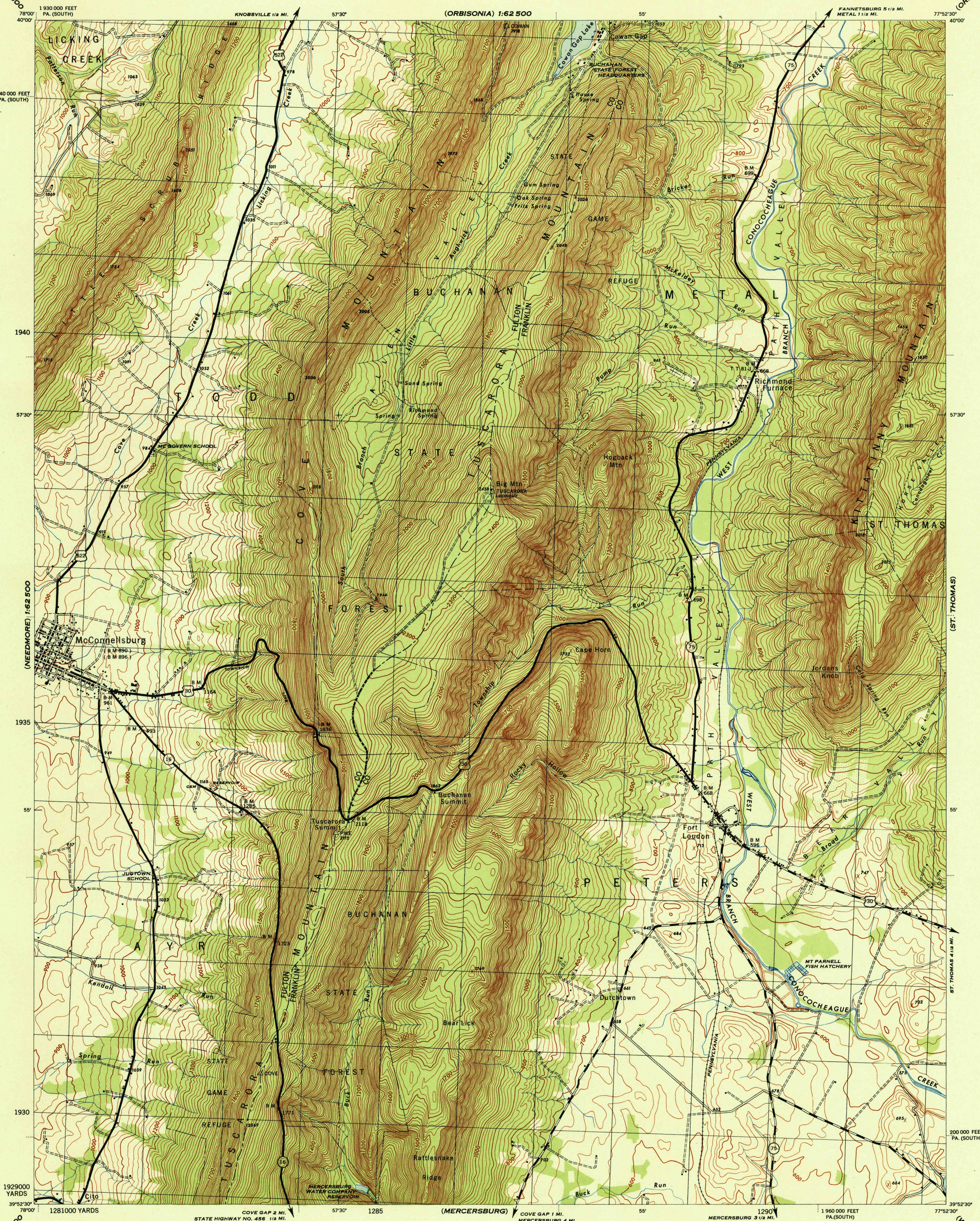




Prepared by U. S. Department of Agriculture, Forest Service, under the direction of the Chief of Engineers, U. S. Army, 1944. Control by U. S. Coast and Geodetic Survey, U. S. Geological Survey, and Forest Service. Topography by Forest Service stereophotogrammetric methods (KEK plotter). Photography by Soil Conservation Service, 1943. Polyconic projection, 1927 North American datum.

ROAD CLASSIFICATION

Dependable hard surface, heavy-duty road.	Loose-surface graded, dry weather road.	U. S. Route
Secondary hard surface, all-weather road.	Dirt road.	State Route

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

THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS.

Scale 1:31,680

1000 500 0 1000 2000 Yards

1 Mile

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL (1929 ADJ.)

ONE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE A, U. S. C. & D. S. SPECIAL PUBLICATION NO. 59"

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

TEN THOUSAND FOOT GRID BASED ON PENNSYLVANIA (SOUTH ZONE) PLANE COORDINATE SYSTEM

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

SOIL CONSERVATION SERVICE, WASHINGTON, D. C. AMS NO. 120499
1944

APPROXIMATE MEAN DECLINATION 1944
ANNUAL MAGNETIC CHANGE 1' DECREASE

MC CONNELLSBURG, PA.
N3952.5-W7752.5/7.5