



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, Soil Conservation Service 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. U. S. Route 160  
 Loose-surface graded, dry weather road. State Route 30  
 Secondary, hard-surface, all-weather road.   
 Dirt road.   
 More than two lanes indicated by note along road with tick at point of change. **3 LANE 4 LANE**  
 THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS.

**BRUSH**

**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 B U. S. C & D 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 SYSTEMS.  
 NOTE: OFFICERS USING THIS MAP WILL NEED CORRECTIONS AND ADJUSTMENTS WHICH OWE TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

Scale 1:31,680  
 1000 500 0 1000 2000 Yards  
 164 MILES  
 41 MILES  
 APPROXIMATE MEAN DECLINATION 1944  
 NO ANNUAL MAGNETIC CHANGE

1916000 YARDS  
 1329000 YARDS 1330 1335  
 2 100 000 FEET PA. (SOUTH) EMMSBURG 4 1/2 MI. SOIL CONSERVATION SERVICE, WASHINGTON, D. C. AMS NO. 120488 1944  
 160 000 FEET PA. (SOUTH)