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A.M.S. V795  
First Edition (AMS 1), 1942; (AMS 3), 1948.

Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), Corps of Engineers, Department of the Army, Washington, D. C. Copied in 1946 from California, 1:62,500, AMS, Sheet 1558 III, 1942. Original map compiled from Tandem T-3A (5 lens) aerial photographs by stereophotogrammetric methods. Aerial photography by U. S. Army Air Force, 1937-1940. Horizontal and vertical control by USCG&S. Scale changed, one thousand yard grid added and marginal data revised, 1946. This map complies with the national standard map accuracy requirements. Grid changed from 1000 yard to 1000 meter interval, 1948.

**LEGEND**

**ROAD DATA 1942**

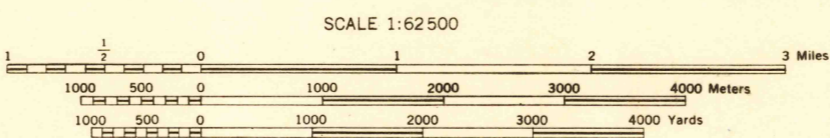
Hard surface, heavy duty road, more than two lanes wide	Loose surface, graded, dry-weather road
Hard surface, heavy duty road, two lanes wide; Federal route marker	Trail; Dirt road
Secondary, hard surface, all-weather road; two lanes wide; State route marker	Railroad in street, Carline in street
	<b>UNDER CONSTRUCTION</b>
	Single track
	Double track
	<b>ABANDONED</b>
	Single track
	Double track

**RAILROADS**

Standard gauge	Single track	Double track
Narrow gauge	Single track	Double track
Single track carline	Double track carline	

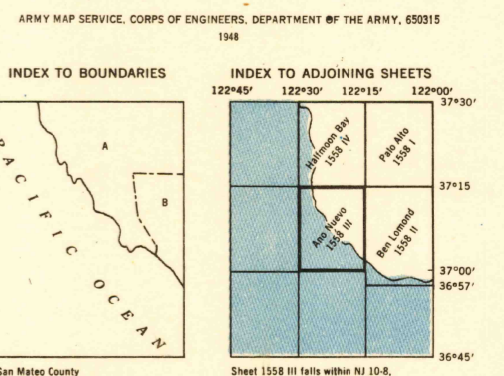
**BOUNDARIES**

International	Mine	Intermittent lake
State	Horizontal control sta	Intermittent stream
County (with monument)	Bench mark	Dam
County subdivision	Spot elevation, feet	Rapids; Falls
Reservation	Woods	Large rapids and falls
Military reservation	Woods-brushwood	Swamp, marsh
School; Church	Brushwood	Rocks awash at low tide
Cemetery	Orchard	Wharf, pier
Churchyard	Vineyard	Man-made shoreline



CONTOUR INTERVAL 50 FEET  
DATUM IS MEAN SEA LEVEL 1929 ADJ.  
TRANSVERSE MERCATOR PROJECTION  
1927 NORTH AMERICAN DATUM

USGS  
Historical File  
Topographic Division



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TRUE NORTH  
MAGNETIC NORTH  
APPROXIMATE MEAN DECLINATION, 1948

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