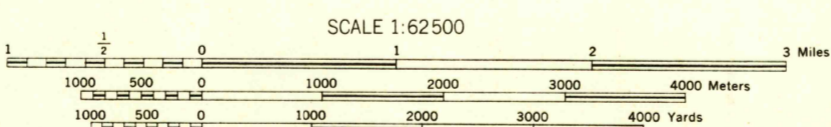


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A.M.S. V795
First Edition (AMS 1), 1942; (AMS 2), 1947.

Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), U. S. Army, Washington, D. C. Scale changed, marginal data revised and Universal Transverse Mercator Grid added, 1947. Copied in 1947 from California, 1:62,500, AMS, Warner Springs, 1942. Original map compiled by stereophotogrammetric methods for the Army Map Service by the 29th Engineer Battalion, U. S. Army. Horizontal and vertical control by USCAGS and the 23rd Engineer Battalion, U. S. Army. Aerial photography by U. S. Army Air Force, 1939.



CONTOUR INTERVAL 100 FEET
DATUM IS MEAN SEA LEVEL (1929 ADJ.)
TRANSVERSE MERCATOR PROJECTION
1927 NORTH AMERICAN DATUM

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LEGEND
ROAD DATA 1942

Hard surface, heavy duty road, more than two lanes wide	Loose surface, graded, dry-weather road	Trail, dirt road
Hard surface, heavy duty road, two lanes wide; federal route marker	Railroad in street; carline in street	Under construction
Secondary, hard surface, all-weather road	Single track	Double track
two lanes wide; state route marker	Double track	Abandoned
	Single track	Double track
	Double track	Double track

RAILROADS
Standard gauge
Narrow gauge
Single track carline
Double track carline

BOUNDARIES
International
State
County (with monument)
County subdivision
Reservation
Military reservation
School, Church
Cemetery
Churchyard

UNDER CONSTRUCTION
Single track
Double track
Double track

ABANDONED
Single track
Double track
Double track

Other Features:
Mine
Horizontal control sta
Bench mark
Spot elevation, feet
Intermittent lake
Intermittent stream
Dam
Rapids, Falls
Large rapids and falls
Swamp, marsh
Rocks awash at low tide
Wharf, pier
Man-made shoreline

USGS
Historical File
Topographic Division

15°
TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1947

INDEX TO BOUNDARIES

A
B

INDEX TO ADJOINING SHEETS

North 2650 I	North 2650 II	North 2650 III
West 2650 I	West 2650 II	West 2650 III
South 2650 I	South 2650 II	South 2650 III
East 2650 I	East 2650 II	East 2650 III

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