

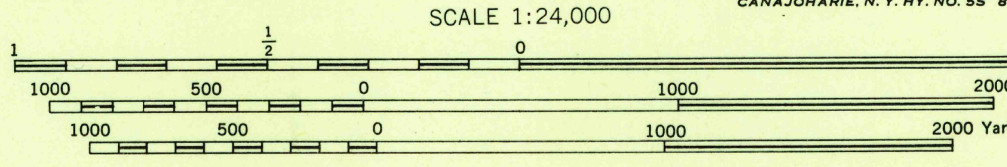


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A.M.S. V821
First Edition (AMS 1), 1945.

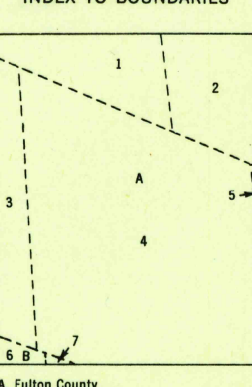
Prepared under the direction of the Chief of Engineers by the Army Map Service (TV), U. S. Army, Washington, D. C. Compiled in 1945 by USGS and TVA from wide angle aerial photographs by stereophotogrammetric methods. Aerial photography for TVA, 1943. Horizontal and vertical control by USCGS and TVA. Map field checked, 1945. This map complies with the national standard map accuracy requirements.



- LEGEND**
ROAD DATA 1945
- | | |
|---|---|
| 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 |
| | |
| RAILROADS | UNDER CONSTRUCTION |
| Standard gauge | Single track |
| Narrow gauge | Double track |
| Single track carline | Double track carline |
| BOUNDARIES | ABANDONED |
| International | Single track |
| State | Double track |
| County (with monument) | Single track |
| County subdivisions | Double track |
| Reservation | Single track |
| Military reservation | Double track |
| School; Church | Single track |
| Cemetery | Double track |
| Churchyard | Double track |
- Other Features:**
- Mine
 - Triangulation station
 - Intermittent lake
 - Bench mark
 - Dam
 - Intermittent stream
 - Spot elevation
 - Rapids; Falls
 - Large rapids and falls
 - Woods
 - Swamp, marsh
 - Woods-brushwood
 - Rocks awash at low tide
 - Brushwood
 - Wharf, pier
 - Orchard
 - Man-made shoreline
 - Vineyard

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APPROXIMATE MEAN DECLINATION 1946
FOR CENTER OF SHEET
NO ANNUAL MAGNETIC CHANGE
Use diagram only to obtain numerical values. To determine magnetic north line, connect the 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 of the north edge of the map.



INDEX TO ADJOINING SHEETS

Sheet	Grid North	Magnetic North
1	74°37'30"	74°39'30"
2	74°39'30"	74°41'30"
3	74°41'30"	74°43'30"
4	74°43'30"	74°45'30"
5	74°45'30"	74°47'30"
6	74°47'30"	74°49'30"
7	74°49'30"	74°51'30"

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