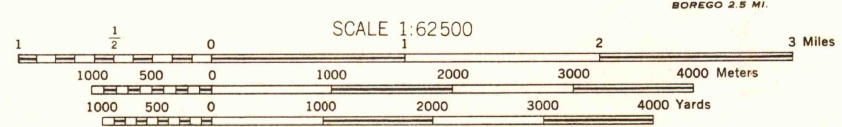


A.M.S. V795
First Edition (AMS 1), 1942; (AMS 3), 1947.

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, Clark Lake, 1944. Original map compiled by stereophotogrammetric methods for Army Map Service by 29th Engineer Battalion, U. S. Army. Horizontal control by USCGS and 29th Engineer Battalion, U. S. Army. Vertical control by 29th Engineer Battalion, U. S. Army. Aerial photography by U. S. Army Air Force, 1941.

LEGEND	
ROAD DATA 1947	
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	ABANDONED
Standard gauge	Single track
Narrow gauge	Double track
Single track carline	Double track carline
BOUNDARIES	
International	Mine
State	Horizontal control sta
County (with monument)	Bench mark
County subdivision	
Reservation	MIL. RES.
Military reservation	School; Church
Cemetery	
	Intermittent lake
	Intermittent stream
	Dam
	Rapids; Falls
	Large rapids and falls
	Swamp, marsh
	Rocks awash at low tide
	Wharf, pier
	Man-made shoreline

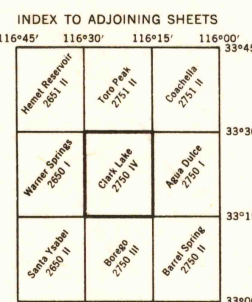
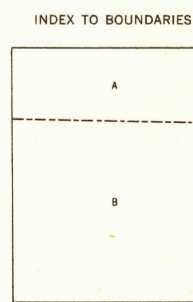


CONTOUR INTERVAL 100 FEET
DATUM IS MEAN SEA LEVEL
TRANSVERSE MERCATOR PROJECTION
1927 NORTH AMERICAN DATUM

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TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1947

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CLARK LAKE, CALIFORNIA
N3315-W11615/15

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