

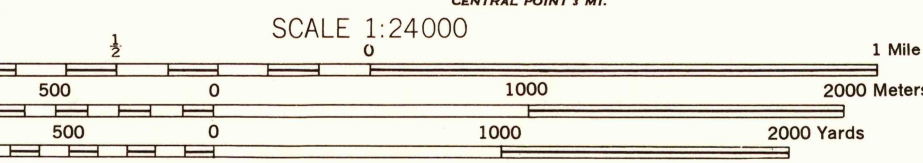


AMS V834
AMS 3, 1950

Prepared under the direction of the Chief of Engineers by the Corps of Engineers, U. S. Army Map Service (AM), Washington, D. C. Redrawn in 1949 from Virginia 1:25,000, AMS, Sheet 5560 II SW, 1946. Planimetric detail revised by photogrammetric methods. Aerial photography Jan., April 1947. Original mapping by planimetric and photogrammetric (multiplex) methods by Soil Conservation Service, 1942. Horizontal and vertical control by USC&GS, USGS and SCS. Map field checked.

LEGEND

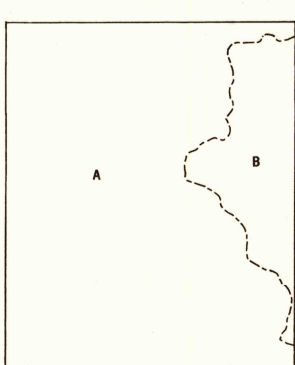
ROAD DATA 1949	
Hard surface, heavy duty road, four or more lanes wide	4 LANES (6 LANES)
Hard surface, heavy duty road, two lanes wide; Three lanes wide	2 LANES
Hard surface, medium duty road, four or more lanes wide	4 LANES (6 LANES)
Hard surface, medium duty road, two lanes wide; Three lanes wide	2 LANES
Buildings	■
Barns, sheds, greenhouses, stadiums, etc.	□
Standard gauge railroad	Single track Double track
Narrow gauge railroad	Single track
Railroad in street	—
Carline	—
National boundary	—
State boundary (with monument)	—
County boundary	—
County subdivision boundary	—
Corporate limits	—
Reservation boundary	—
Loose surface, graded and drained, or narrow hard surface road	—
Improved dirt road or street	—
Unimproved dirt road; Trail	—
Route markers: Federal; State	151 152
Horizontal control point	Δ
Bench mark, monument	BM X 992
Bench mark, non-monument	X 431
Spot elevation in feet: Checked; Unchecked	168
Woods or brushwood	—
Vineyard; Orchard	—
Intermittent lake	—
Intermittent stream; Dam	—
Swamp, marsh	—
Rapids; Falls	—
Large rapids and falls	—



USGS
Historical File
Topographic Division

64°
TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1949

INDEX TO BOUNDARIES



INDEX TO ADJOINING SHEETS

Sheet	Scale	Sheet	Scale	Sheet	Scale
5560 II SW	1:25,000	5560 II SW	1:25,000	5560 II SW	1:25,000
5560 II SW	1:25,000	5560 II SW	1:25,000	5560 II SW	1:25,000
5560 II SW	1:25,000	5560 II SW	1:25,000	5560 II SW	1:25,000
5560 II SW	1:25,000	5560 II SW	1:25,000	5560 II SW	1:25,000
5560 II SW	1:25,000	5560 II SW	1:25,000	5560 II SW	1:25,000