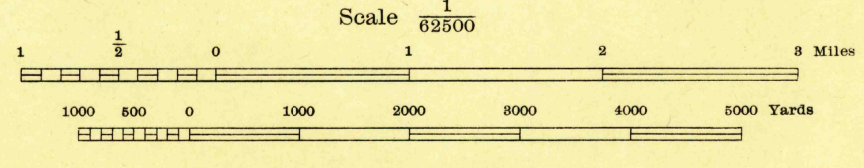


Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
Horizontal control by 29th Engineers, U. S. Army, 1939, U. S. Geological Survey, 1909-1917,
and U. S. Engineer Department, 1936.
Vertical control by 29th Engineers, U. S. Army, 1939, U. S. Geological Survey, 1909, and
U. S. Coast and Geodetic Survey, 1934.
Topography by 29th Engineers, U. S. Army, 1941, utilizing multiplex aero-projectors, from Tandem
T-3A (5 lens) aerial photographs.
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1939.
Polyconic Projection, North American 1927 Datum.



Contour interval 50 feet
Datum is mean sea level (1929 Adj.)

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S." ZONE G, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
(THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)

NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

ROAD CLASSIFICATIONS
Dependable hard surface, heavy duty road. Loose surface graded, dry weather road. U. S. Route
Secondary, hard surface, all weather road. Unimproved road. State Route
More than two lanes indicated by note with tick at point of change. Road Data 1942

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON 1942

USCG Historical File Topographic Division

APPROXIMATE MEAN DECLINATION 1942 ANNUAL MAGNETIC CHANGE 0.2" DECREASE

TRUE NORTH MAGNETIC NORTH

CUT OVER

FILE COPY Inspection and Editing

HISTORICAL

ELMIRA, OREG. N4400-W12315/15