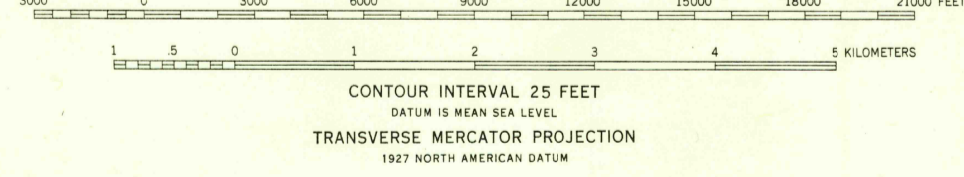


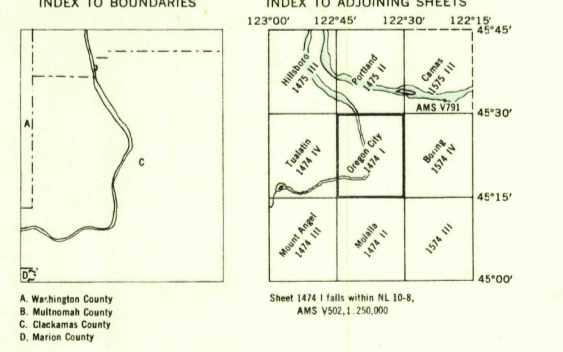
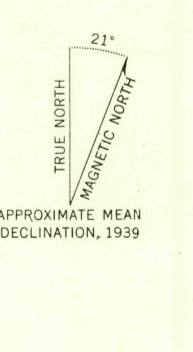
Prepared under the direction of the Chief Engineers by the Army Map Service (AM), War Department, Washington, D. C. Scale changed; marginal data revised and Universal Transverse Mercator Grid added, 1947. Copied in 1947 from Oregon, 1:62,500, AMS, Oregon City, 1939. Original map compiled by the Army Map Service by the 29th Engineer Battalion, U. S. Army. Planimetry revised by photo planimetric methods; topography by USGS, planimetric surveys. Horizontal and vertical control by USGS.

ROAD DATA 1939		UNDER CONSTRUCTION		ABANDONED	
Hard surface, heavy duty road, more than two lanes wide	Loose surface, graded, dry weather road	Single track	Double track	Single track	Double track
Hard surface, heavy duty road, two lanes wide, Federal route marker	Trail, dirt road	Standard gauge	Narrow gauge	Single track carline	Double track carline
Secondary, hard surface, all weather road, two lanes wide, State route marker	Railroad in street, Carline in street	Interruption	State	County (with monument)	County subdivision
RAILROADS		Reservation	Military reservation	School, Church	Cemetery
Standard gauge	Single track	Double track	Single track	Double track	Interruption lake
Narrow gauge	Single track	Double track	Single track	Double track	Intermittent stream
BOUNDARIES		Churchyard			Dam
International	Mine				Rapids; Falls
State	Horizontal control sta				Large rapids and falls
County (with monument)	Bench mark				Swamp, marsh
County subdivision	Spot Elevation, feet				Rocks awash at low tide
Reservation	Woods				Wharf, pier
Military reservation	Woods-brushwood				Man-made shoreline
School, Church	Brushwood				
Cemetery	Orchard				
Churchyard	Vineyard				



10,000-FOOT GRID TICKS, OREGON PLANE COORDINATE SYSTEM, NORTH ZONE, SHOWN IN BLACK  
 1000-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM, ZONE 18, SHOWN IN BLUE

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