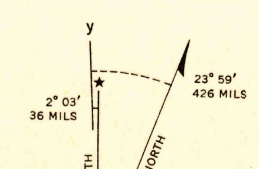
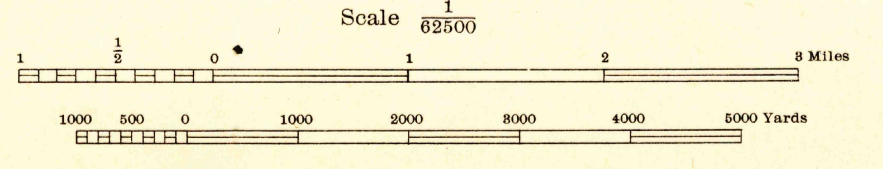


Prepared under the direction of the Chief of Engineers, U. S. Army, 1941-1942.
Horizontal control by 29th Engineers, 1939, and U. S. Coast and Geodetic Survey, 1908.
Vertical control by 29th Engineers, U. S. Army, 1939, and U. S. Coast and Geodetic Survey, 1930.
Topography by 29th Engineers, U. S. Army, 1941, from Tandem T-3A (5 lens) aerial photographs, by stereo-comparagraph methods. Intermediate elevations by multiplex zero-projectors.
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1939.
Polyconic Projection, North American 1927 Datum.



29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
1942

TEN THOUSAND FOOT PLANE COORDINATES COMPUTED FROM U. S. C. AND G. S. PROJECTION TABLES FOR OREGON NORTH ARE INDICATED BY SHORT DOTTED LINES ON ALL MARGINS AND BY COORDINATE NUMBERS ON THE TOP AND RIGHT MARGINS (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)

ROAD CLASSIFICATIONS
Dependable hard surface, heavy duty road. ——— U. S. Route 101
Loose surface graded, dry weather road. ——— U. S. Route 101
Secondary, hard surface, all weather road. ——— State Route 5
Unimproved road. ===== State Route 5
More than two lanes indicated by note with tick at point of change.
Road Data 1942

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."

CUT OVER
APPROXIMATE MEAN DECLINATION 1942
ANNUAL MAGNETIC CHANGE
2' DECREASE

TILLAMOOK, OREG.
N4515-W12345/15

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