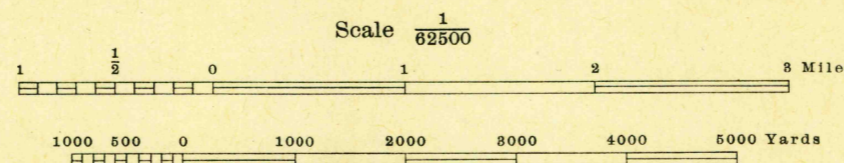




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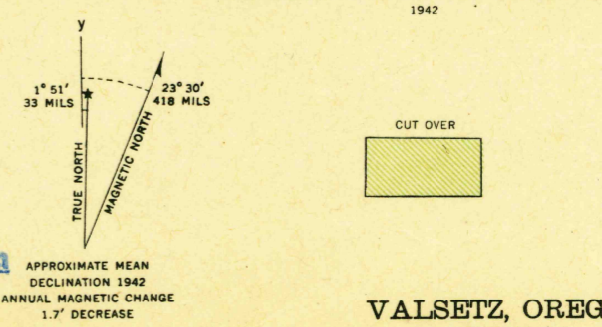
Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.  
Horizontal control by 29th Engineers, U. S. Army, 1939, U. S. Geological Survey, 1938, and U. S. Forest Service, 1936.  
Vertical control by 29th Engineers, U. S. Army, 1939, U. S. Coast and Geodetic Survey, 1934, and 30th Engineers, U. S. Army, 1939.  
Topography by 29th Engineers, U. S. Army, 1941, utilizing multiplex aero-projectors, from T-3A (5-lens) aerial photographs.  
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1939.  
Polyconic Projection, North American 1927 Datum.

**ROAD CLASSIFICATIONS**  
Dependable hard surface, heavy duty road. U. S. Route 101  
Secondary hard surface, all weather road. State Route 1  
Loose surface graded, dry weather road. U. S. Route 101  
Unimproved road. State Route 1  
More than two lanes indicated by note with tick at point of change.  
Road Data 1942



Scale  $\frac{1}{62500}$   
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 WILL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."



VALSETZ, OREG.  
N4445-W12330/15

U. S. G. S.  
FILE CO.