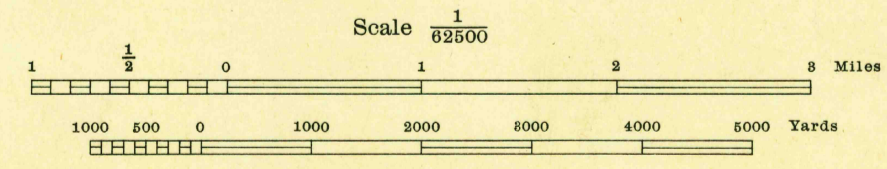


Prepared under the direction of the Chief of Engineers, U. S. Army, 1940.
Horizontal control by U. S. Coast and Geodetic Survey, 1934-1935 and 29th Engineers, U. S. Army, 1938-1939.
Vertical control by U. S. Coast and Geodetic Survey, 1934 and 29th Engineers, U. S. Army, 1938-1939.

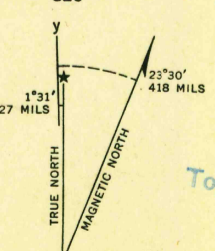
Topography by 29th Engineers, U. S. Army, 1940, from T-3A (5 lens) aerial photographs, by stereo-comparagraph method. Intermediate elevations by multiplex aero-projectors.
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1937.
Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATIONS

Dependable hard surface, heavy duty road	Loose surface graded, dry weather road	U. S. Route 101
Secondary, hard surface, all weather road	Dirt road	State Route 47
More than two lanes indicated by note with tick at point of change.	Road Data 1943	3 LANE 4 LANE



Contour interval 25 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)
OREGON NORTH GRID IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL MARK MERIDON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."



APPROXIMATE MEAN DECLINATION 1943 FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 2' DECREASE
USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES. TO DETERMINE MAGNETIC NORTH LINE, CONNECT THE PIVOT POINT "P" ON THE SOUTH EDGE OF THE MAP WITH THE VALUE OF THE ANGLE BETWEEN GRID AND MAGNETIC NORTH AS PLOTTED ON THE DEGREE SCALE AT THE NORTH EDGE OF THE MAP.

USCS
Historical File
Topographic Division

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