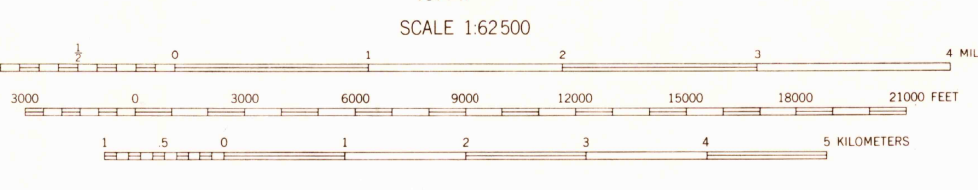


Prepared under the direction of the Chief of Engineers, U. S. Army, 1941-1942.
Horizontal control by 29th Engineers, U. S. Army, 1938, U. S. Coast and Geodetic Survey, 1936, and U. S. Engineer Department, 1936.
Vertical control by 29th Engineers, U. S. Army, 1938, and U. S. Coast and Geodetic Survey, 1934.
Topography by 29th Engineers, U. S. Army, 1941, from Tandem T-3A (5-lens) aerial photographs, by stereo-comparagraph methods.
Intermediate elevations by multiplex aero-projectors.
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
Loose surface graded, dry weather road. ——— State Route
Secondary, hard surface, all weather road. ———
Unimproved road. ———
More than two lanes indicated by note with tick at point of change.
Road Data 1942



Contour interval 100 feet
Datum is mean sea level (1929 Adj.)
10,000-FOOT GRID TICKS. OREGON PLANE COORDINATE SYSTEM, NORTH ZONE, SHOWN IN BLACK
1000-METER GRID TICKS. UNIVERSAL TRANSVERSE MERCATOR SYSTEM, ZONE 10, SHOWN IN BLUE
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