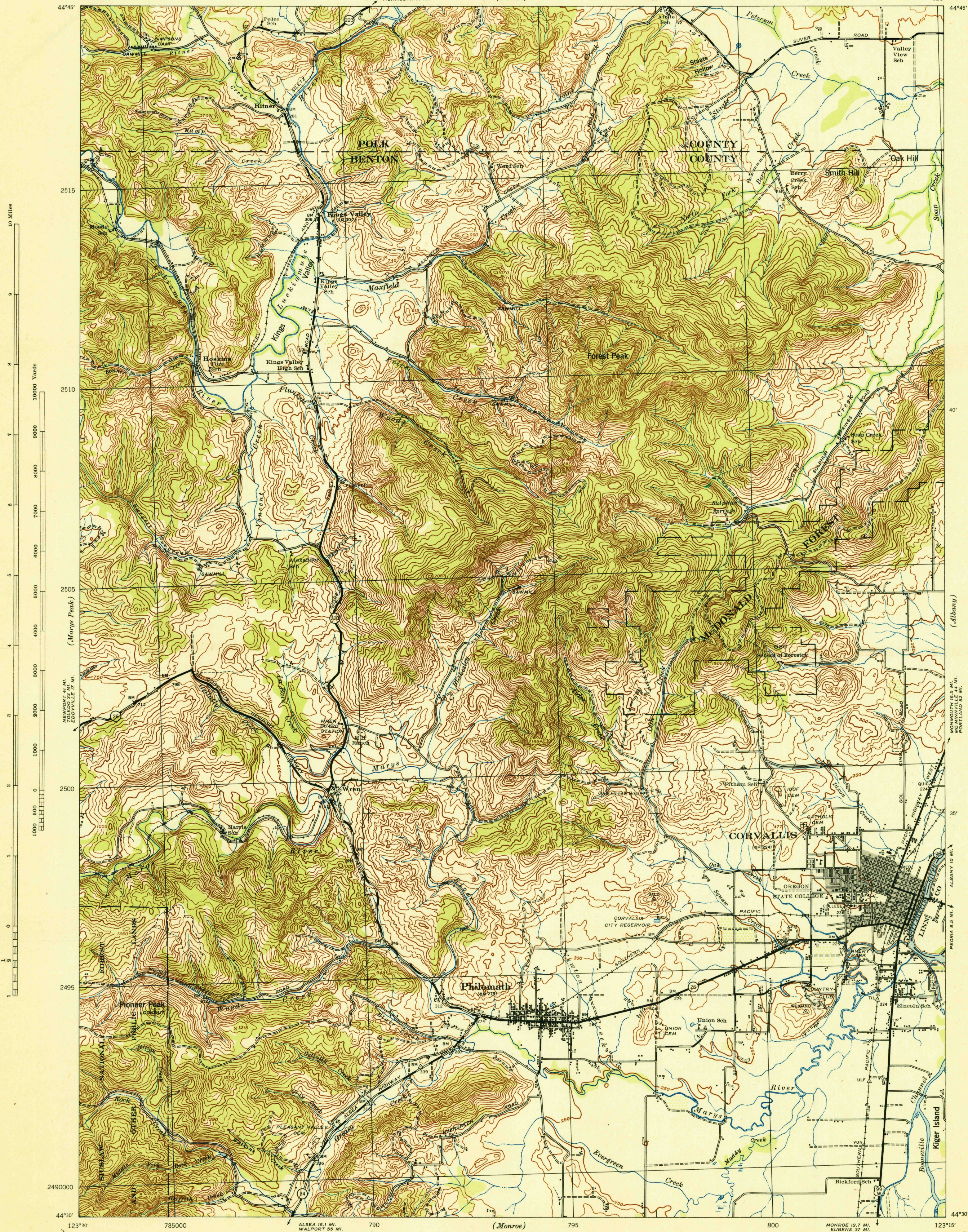
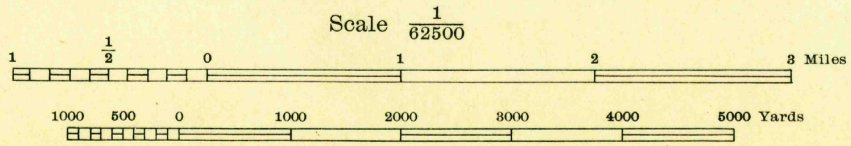




Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
Horizontal control by 29th Engineers, U. S. Army, 1939, U. S. Geological Survey, 1909, and
U. S. Engineer Department, 1936.
Vertical control by 29th Engineers, U. S. Army, 1939, U. S. Coast and Geodetic Survey, 1934,
U. S. Engineer Department, 1936, and Oregon State Highway Department, 1930.
Topography by 29th Engineers, U. S. Army, 1941, utilizing multiplex aero-projectors, from Tan-
dem 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 (25)
Secondary, hard surface, all weather road. ——— State Route (26)
Loose surface graded, dry weather road. ———
Unimproved road. ———
More than two lanes indicated by note with tick at point of change.
Road Data 1942

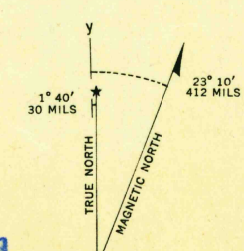


Contour interval 50 feet
Datum is mean sea level (1929 Adj.)

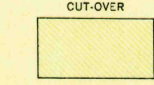
FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S.," ZONE G, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
(THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)

NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

USCS
Historical File
Topographic Division



APPROXIMATE MEAN
DECLINATION 1942
ANNUAL MAGNETIC CHANGE
2' DECREASE



CORVALLIS, OREG.
N4430-W12315/15

