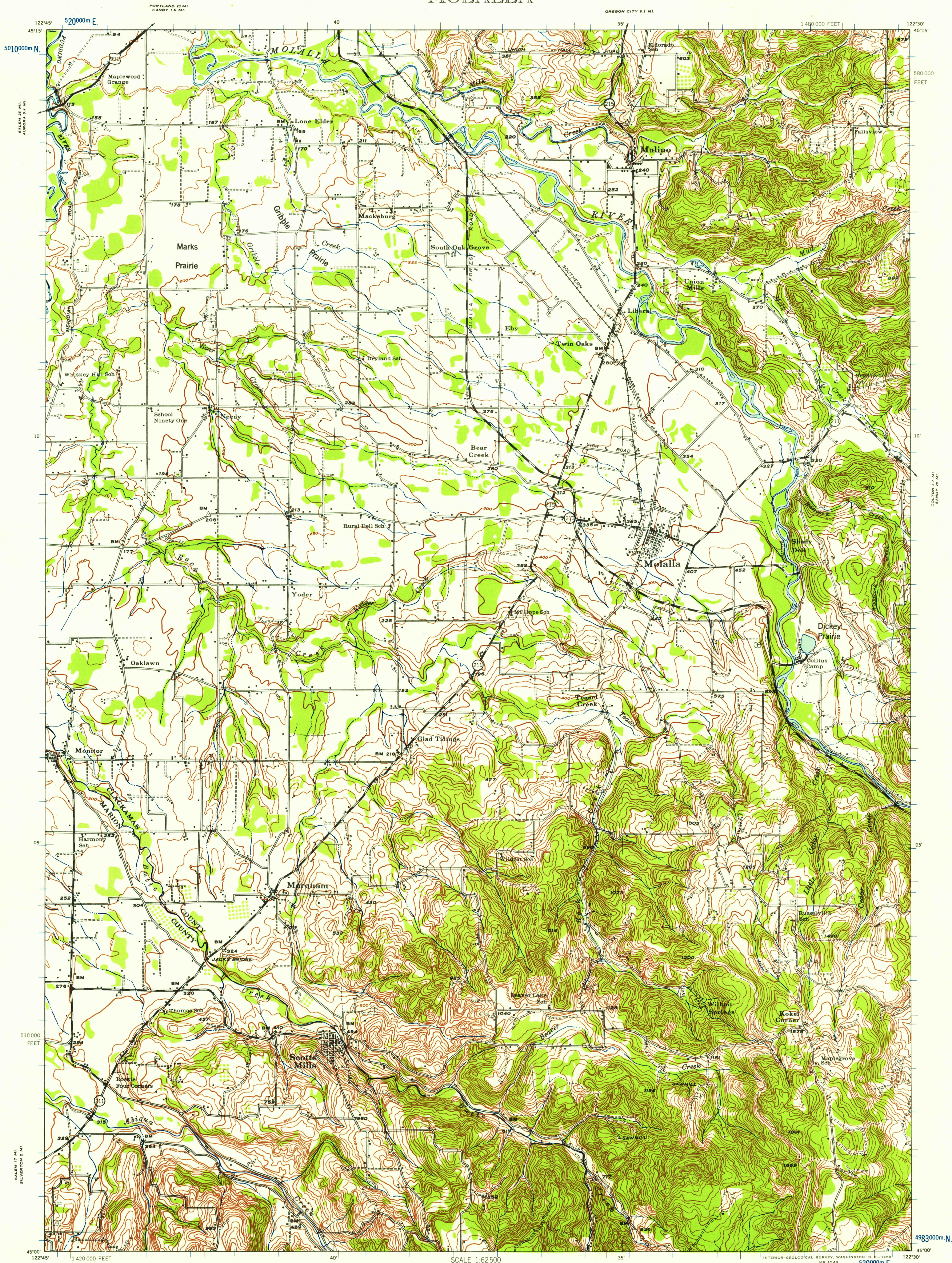




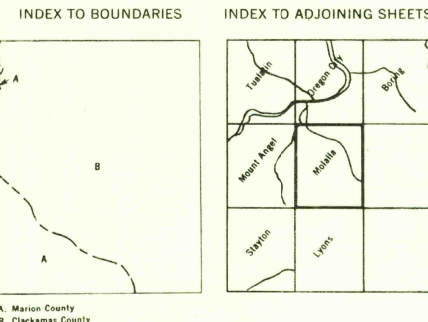
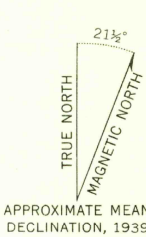
Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), War Department, Washington, D.C. Scale changed, marginal data revised and Universal Transverse Mercator Grid added, 1947. Copied in 1947 from Oregon, 1:62,500, AMS, Molalla, 1939. Original map compiled for the Army Map Service by the 29th Engineer Battalion, U.S. Army, by photogrammetric methods. Horizontal control by U. S. Engineer Department and the 29th Engineer Battalion, U.S. Army. Vertical control by USGS, USC&GS, U. S. Engineer Department and the 29th Engineer Battalion, U. S. Army. Aerial photography, 1939. Grid values and marginal data revised by 30th Engineer Group (Topographic Survey), 1955.

LEGEND	
ROAD DATA 1943	
Hard surface, heavy duty road, more than two lanes wide	Loose surface, graded, dry weather road
Hard surface, heavy duty road, two lanes wide: Federal route marker	Unimproved dirt road; Trail
Hard surface, medium duty all weather road, two lanes wide: State route marker	Railroad in street; Carline in street
RAILROADS	
Standard gauge	Single track Double track
Narrow gauge	Single track Double track
Single track carline	Double track carline
BOUNDARIES	
International	Spot elevation, feet
State	Horizontal control pt.
County (with monument)	Bench mark
County subdivision	School
Reservation	Church
Military reservation	MIL. RES.
Cemetery	Woods or brushwood
Churchyard	Orchard
	Vineyard
	Intermittent lake
	Intermittent stream
	Dam
	Rapids; Falls
	Large rapids and falls
	Swamp, marsh
	Woods or brushwood
	Rocks wash at low tide
	Wharf, pier
	Man-made shoreline

CONTOUR INTERVAL 25 FEET
VERTICAL DATUM: SEA LEVEL DATUM OF 1929
TRANSVERSE MERCATOR PROJECTION
HORIZONTAL DATUM: 1927 NORTH AMERICAN DATUM

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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