



Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Control by U. S. Geological Survey, 1919 and 1921.
Topography by U. S. Geological Survey, 1919 and 1921.
Photography (K-3B) by 2nd Photo Squadron, Air Corps, U. S. Army, 1941.
Shore line by U. S. Coast and Geodetic Survey.
Planimetric detail revised as a Federal W. P. A. Project, 1940 and 1941,
under supervision of 29th Engineers, U. S. Army.
Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATIONS

Dependable hard surface, heavy duty road. ——— U. S. Route (101)

Loose surface graded, dry weather road. ——— State Route (38)

Secondary, hard surface, all weather road. ——— Unimproved road. ——— 3 LANE 4 LANE

More than two lanes indicated by note with tick at point of change.
Road Data 1942

Scale 1:125,000

1 1/2 0 1 2 3 4 5 6 7 8 Miles

1000 500 0 1000 2000 3000 4000 5000 Yards

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."

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
1942

USCS
Historical File
Topographic Division

CUT-OVER

APPROXIMATE MEAN
DECLINATION 1942
ANNUAL MAGNETIC CHANGE
2" DECREASE

REEDSPORT, OREG.
N4330-W12400/15