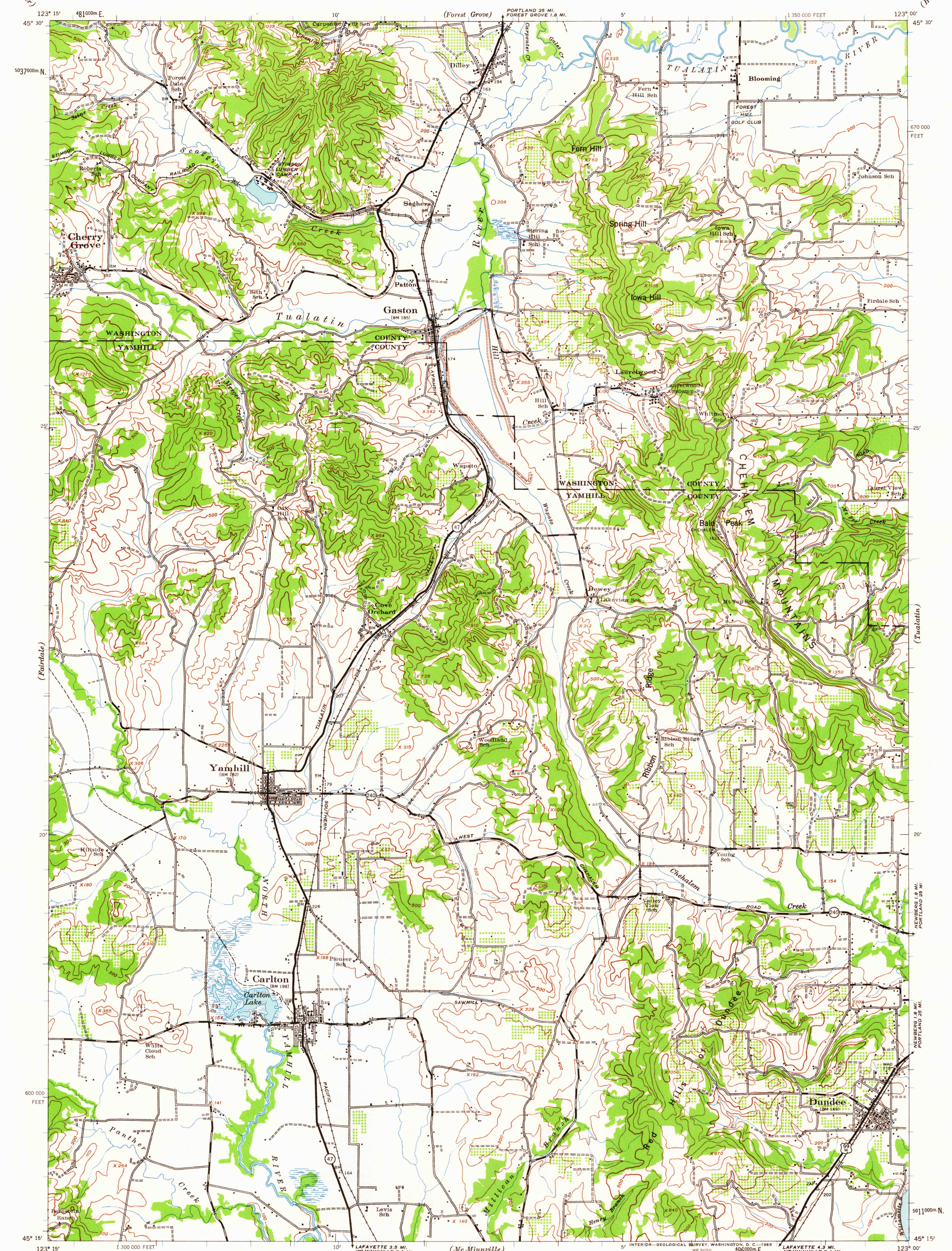




Prepared under the direction of the Chief of Engineers, U. S. Army, 1941-1942. Horizontal control by 29th Engineers, U. S. Army, 1938, U. S. Coast and Geodetic Survey, 1936, and U. S. Engineer Department, 1936. Vertical control by 29th Engineers, U. S. Army, 1938, and U. S. Coast and Geodetic Survey, 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.	Loose surface graded, dry weather road.	U. S. Route
Secondary, hard surface, all weather road.	Unimproved road.	State Route

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

SCALE 1:62,500

0 1 2 3 4 MILES

0 3000 6000 9000 12000 15000 18000 21000 FEET

0 1 2 3 4 5 KILOMETERS

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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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

TRUE NORTH

22°

APPROXIMATE MEAN DECLINATION, 1941

USGS
Historical File
Topographic Division

This area also covered by 7.5-minute, 1:24,000-scale maps: Laurewood 1956, Gaston 1956, Carlton 1957 and Dundee 1956.

YAMHILL, OREG.
N4515-W12300-15

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