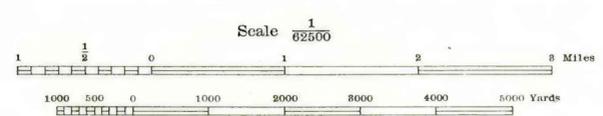


Prepared under the direction of the Chief of Engineers, U. S. Army, 1940.
 Horizontal control by U. S. E. D., 1934-1936 and 29th Engineers, U. S. Army, 1939.
 Vertical control by U. S. Geological Survey, 1929, U. S. Coast and Geodetic Survey, 1934-1936,
 U. S. E. D., 1934-1936 and 29th Engineers, U. S. Army, 1939.
 Topography by 29th Engineers, U. S. Army, 1940, utilizing multiplex aero-projectors from 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

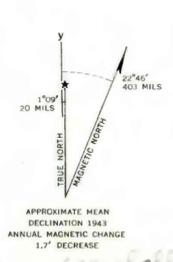
Dependable hard surface, heavy duty road	Loose surface graded, dry weather road	U. S. Route
Secondary, hard surface, all weather road	Dirt road	State Route

More than two lanes indicated by note with tick at point of change.
 Road Data 1943

PROSPECTED AREA

FIGURE I

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
 AMS NO. 101688
 1943

TEN THOUSAND FOOT PLANE COORDINATES COMPUTED FROM U. S. C. AND G. S. PROJECTION TABLES FOR OREGON NORTH ARE INDICATED BY SHORT DOTTED LINES ON ALL MARGINS AND BY COORDINATE NUMBERS ON THE TOP AND RIGHT MARGINS (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)

MOLALLA, OREGON
 N4500-W12230/15

Molalla area, Alameda, V.S. 1944 sheet 2 Cop. 1

