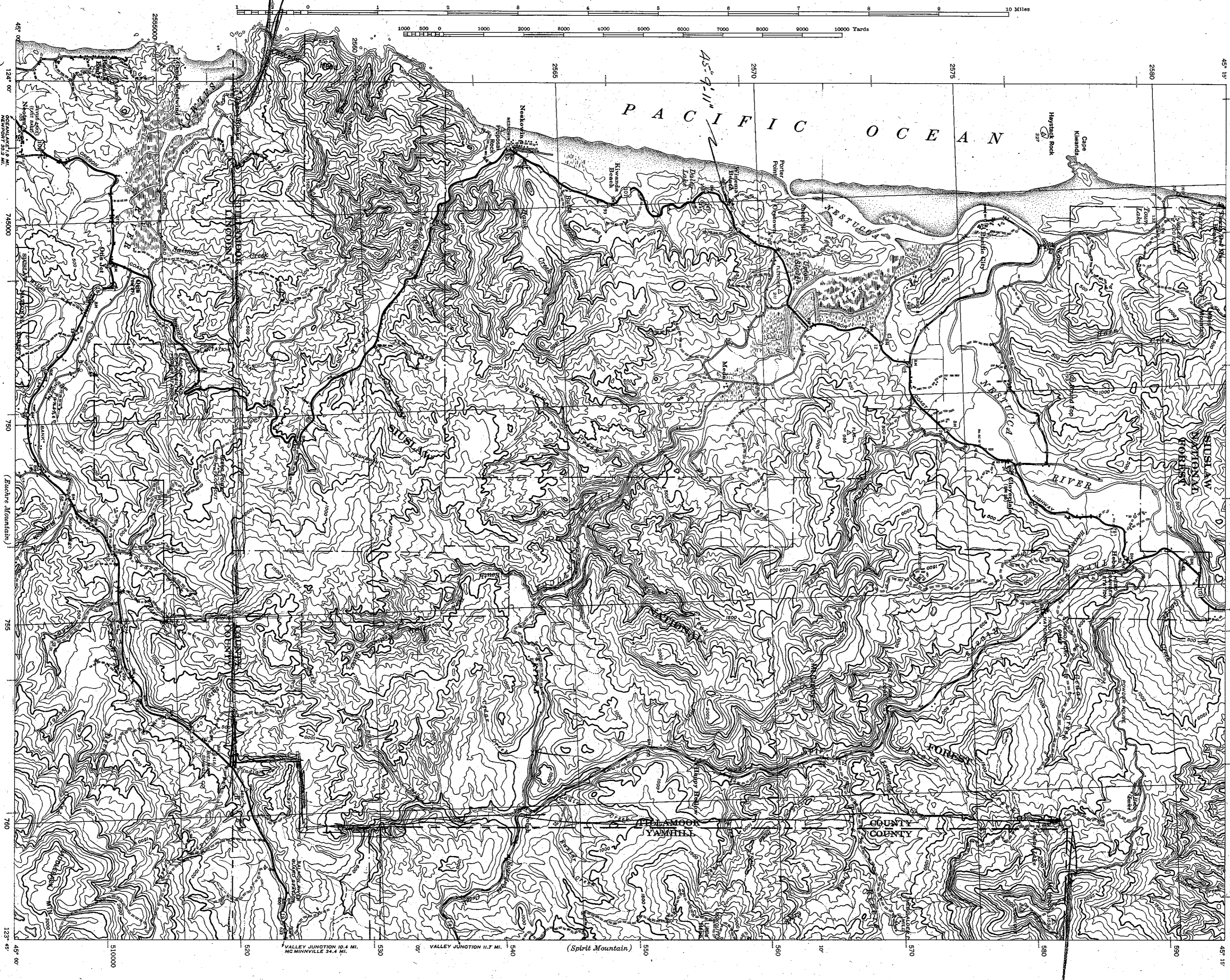


OREGON
NESTUCCA BAY QUADRANGLE
GRID ZONE "Q"
N4500-W12345/15

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

OREGON
NESTUCCA BAY QUADRANGLE
GRID ZONE "Q"
15 MINUTE SERIES
1:60,000



Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
Vertical control by 29th Engineers, U. S. Army, 1939, and U. S. Coast and Geodetic Survey, 1927, 1932, and U. S. Forest Service, 1936.
Topography by 29th Engineers, U. S. Army, 1941, from Tachometer (5 inch) aerial photographs, by stereo-comparative methods; intermediate elevations by multiple stereo-projectors.
Photogrammetric control by 29th Engineers, U. S. Army, 1939.
Photostatic reproduction, North American 1927 Datum.

ROAD CLASSIFICATIONS

Dependable hard surface, Less surface graded, U. S. Route
Heavy duty road, Unimproved road, State Route
Secondary hard surface, U. S. Route
All weather road, State Route
More than two lanes indicated by ride with tick at point of change.
Road Data 1942

Scale 1:60,000

Contours interval 100 feet

Distances in meters sea level (1989 Ad.)

FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)
NOTE: OFFICES USING THIS MAP WILL WANT METRIC CONVERSIONS AND DISTANCES WHICH CORRELATE TO THEIR ATTENTION ARE WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

CUT OVER

APPROXIMATE MEAN ANNUAL MAGNETIC CHANGE 2' DECREASE

29th ENGINEERS REPRODUCTION PLANT, PORTLAND, OREGON

THE THOUSAND FOOT PLANE COORDINATES COMPUTED FROM THE INDICATED BY SHORT DOTTED LINES ON ALL MARKERS AND BY COMBINE NUMBERS ON THE TOP AND RIGHT MARGINS (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)

NESTUCCA BAY, OREG.
N4500-W12345/15

pg 1 of 2
F 40-55

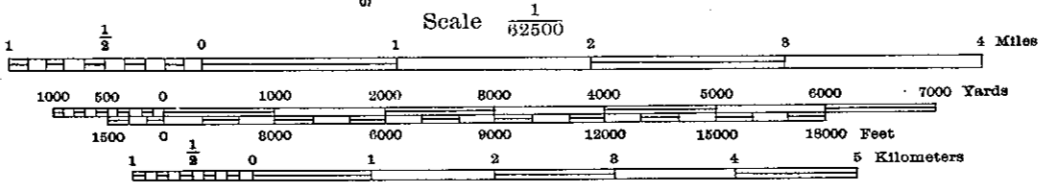
CORPS OF ENGINEERS, U. S. ARMY
TACTICAL MAP

(Radius)

Advance Sheet
Subject to correction

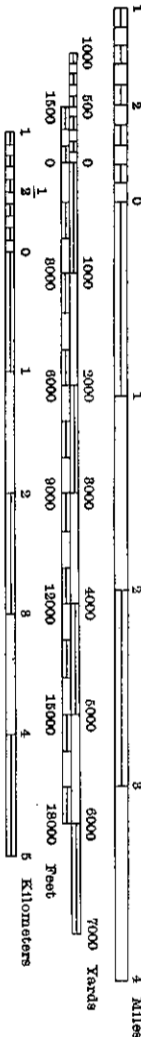
OREGON
CORVALLIS QUADRANGLE
GRID ZONE "Q"

(Scale)

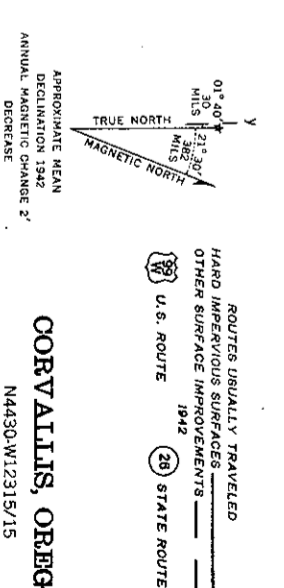


Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
Horizontal control by 25th Engineers, U. S. Army, 1939, U. S. Geological Survey, 1909, and U. S. Engineer Department, 1939, U. S. Coast and Geodetic Survey, 1934, U. S. Engineer Department, 1936, and Oregon State Highway Department, 1930.
Topography by 29th Engineers, U. S. Army, 1941, utilizing multiple aerophotographs, from Tardent T-34 (five best) aerial photographs, projected by 91st Observation Squadron Air Corps, U. S. Army, 1939.
Photonic Projection, North American 1927 Datum.

Vertical control by 25th Engineers, U. S. Army, 1939, U. S. Coast and Geodetic Survey, 1934, U. S. Engineer Department, 1936, and Oregon State Highway Department, 1930.
Photographic by 29th Engineers, U. S. Army, 1941, utilizing multiple aerophotographs, from Tardent T-34 (five best) aerial photographs, projected by 91st Observation Squadron Air Corps, U. S. Army, 1939.
Photonic Projection, North American 1927 Datum.

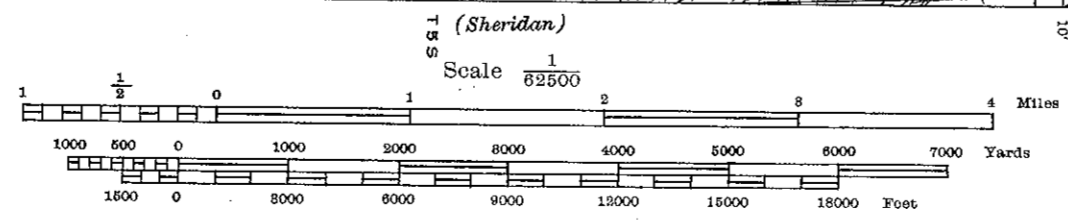
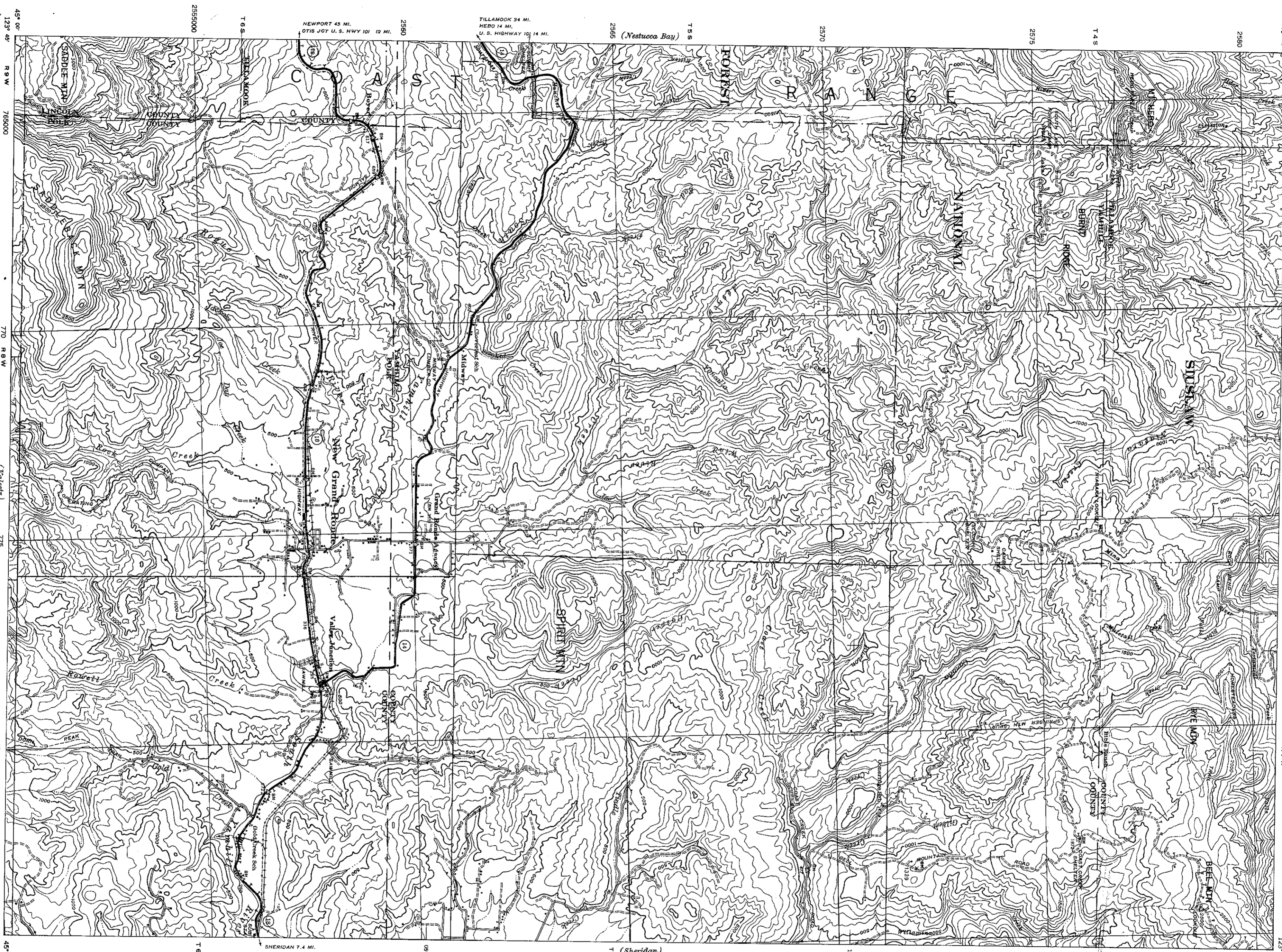


Scale 1:62500
Contour Interval 50 feet
Datum is mean sea level (1929 Ad.)
FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR ADMINISTRATIVE MAPS
NOTE: OFFICERS (THEir) TAKE CARE OF THE GRID SQUARES ARE CALLED TO THEIR ATTENTION AND MUST SHEET TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



APPROXIMATE MEAN ANNUAL MAGNETIC CHANGE 11° 40' E
CORVALLIS, OREG.
NAD30-W1231515

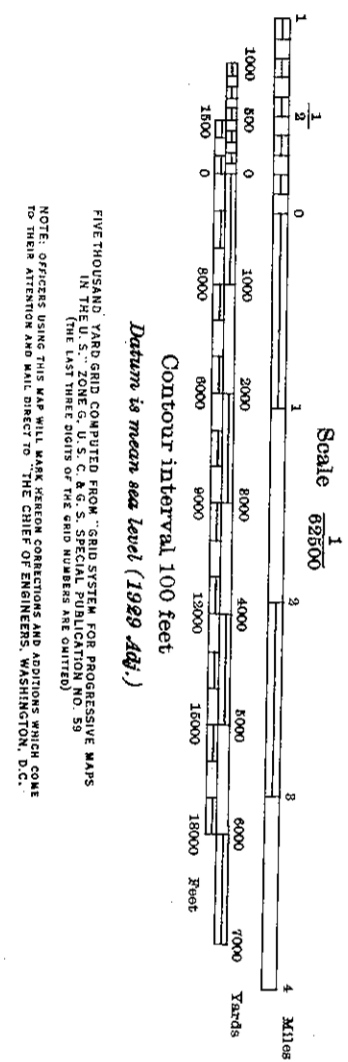
pg 2 of 9
Elevations in feet



NEWPORT 45 MI.
OTIS JCT U. S. HWY 101 12 MI.
TILLAMOOK 34 MI.
HEBO 14 MI.
U. S. HIGHWAY 101 14 MI.
(Nestucca Bay)

SHERIDAN 7.4 MI.
PORTLAND 54.6 MI.

Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
Horizontal control by 29th Engineers, U. S. Army, 1939, and U. S. Coast and
Geodetic Survey, 1934.
Topography by 29th Engineers, U. S. Army, 1939, and U. S. Coast and
Geodetic Survey, 1934.
Elevations by multiple aero-photogrammetry, by stereo-comparative methods, intermediate
photography by 91st Observation Squadron, Air Corps, U. S. Army, 1939.
Photogrammetric Projection, North American 1927 Datum.



Scale 1/62500
Contours to mean sea level (1929 Ady.)

ROUTES USUALLY TRAVELED
ROAD JUNCTIONS SURFACES
OTHER SURFACE IMPROVEMENTS
U & R ROUTE
STATE ROUTE

APPROXIMATE MEAN
DECLINATION 1943
MAGNETIC NORTH
TRUE NORTH
1° 04' N
33 MIN
1929

3291 ENGINEER BATTALION REPRODUCTION PLANT, PORTLAND, OREG.
1942

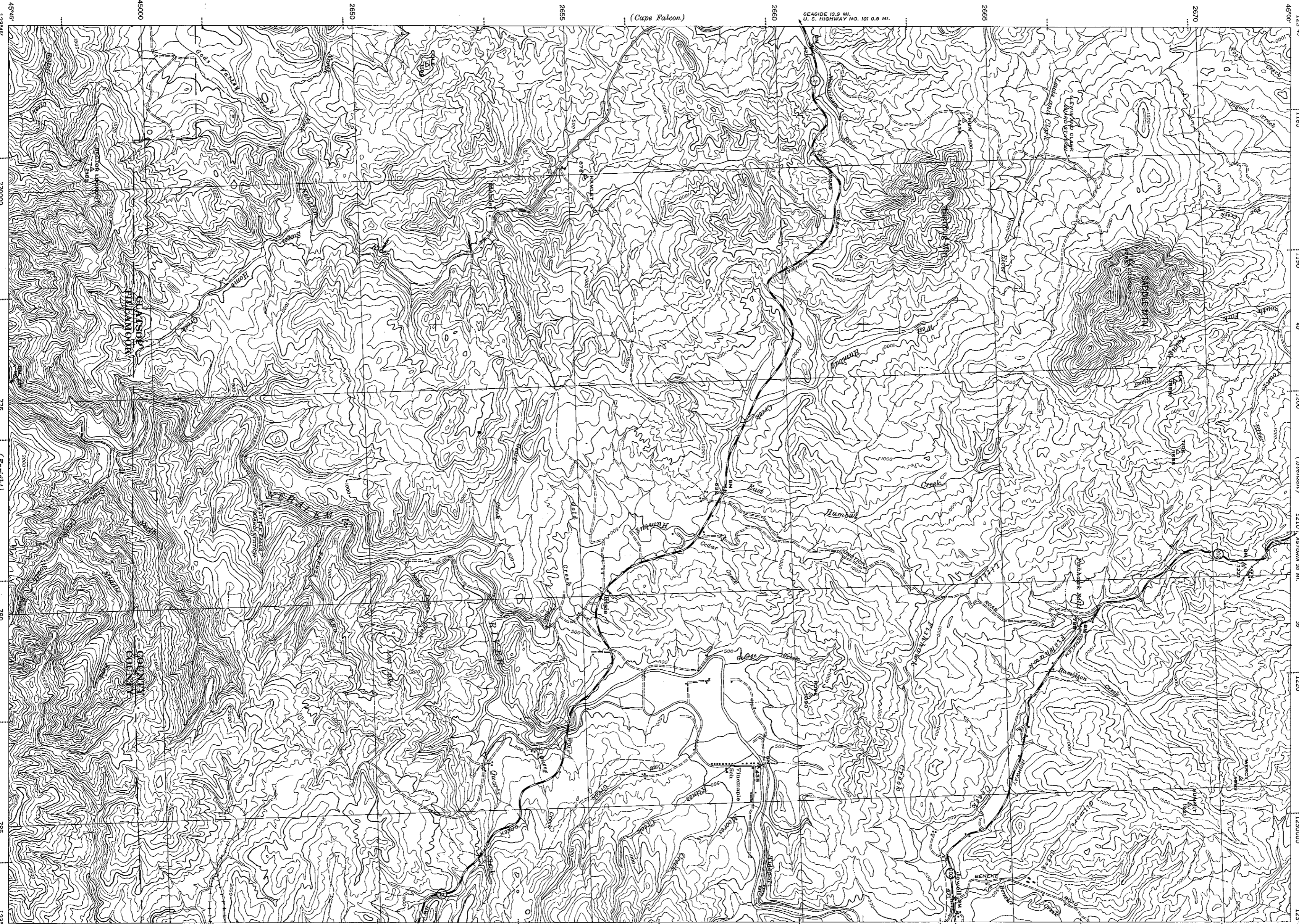
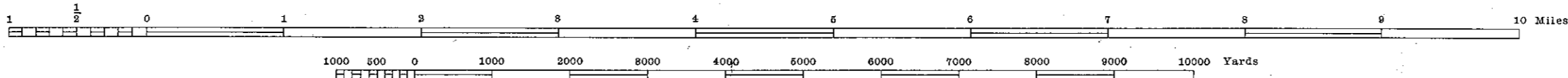
SPIRIT MTN., OREG.
MAGNO W 12380/15

C 40-55
pg 3 of 2

OREGON
SADDLE MTN. QUADRANGLE
GRID ZONE "Q"

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

OREGON
SADDLE MTN. QUADRANGLE
GRID ZONE "Q"



(Wahlam)

(Meadow)

(Sprenger)

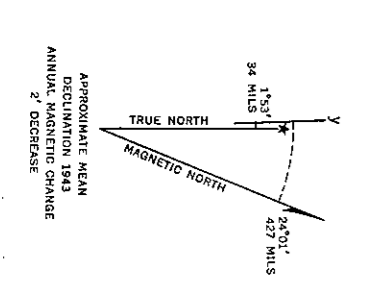
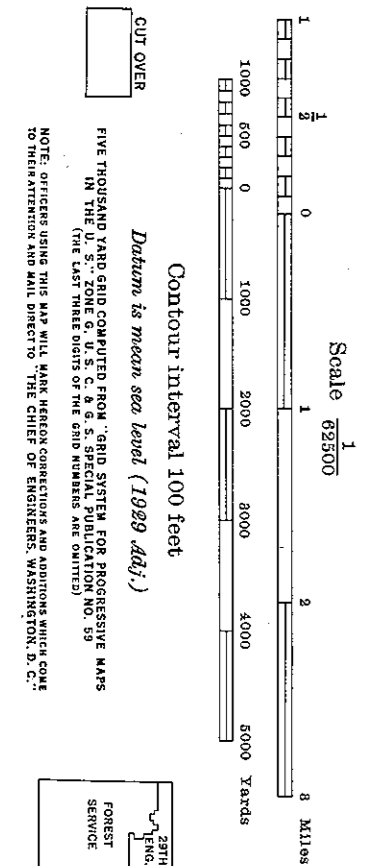
(Cochlamet)

(Franklin)

Prepared under the direction of the Chief of Engineers, U. S. Army, 1939.
Compiled from projection maps of the U. S. Forest Service, 1939.
Control by U. S. Coast and Geodetic Survey, 1931, 1934, 29th Engineers, U. S. Army, 1936 and U. S. Forest Service, 1937.
The portion of this map created by U. S. Forest Service was compiled from private surveys; supplemented by aerial photographs in areas not previously contoured; adjusted to control established by 29th Engineers, U. S. Army, U. S. Forest Service and other agencies; Engineers, U. S. Army, 1939. Photoregistry by 91st Observation Squadron, Air Corps, U. S. Army, 1935. Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATIONS

Dependable hard surface, Loose surface graded,
Secondary, hard surface, dry weather road,
all weather road, Dirt road,
More than two lanes indicated by note with tick at point of change. State Route
Road Data 1943



29th ENGINEER RECONSTRUCTION PLATOON, PORTLAND, OREGON
MAY 10, 1943
1:50,000

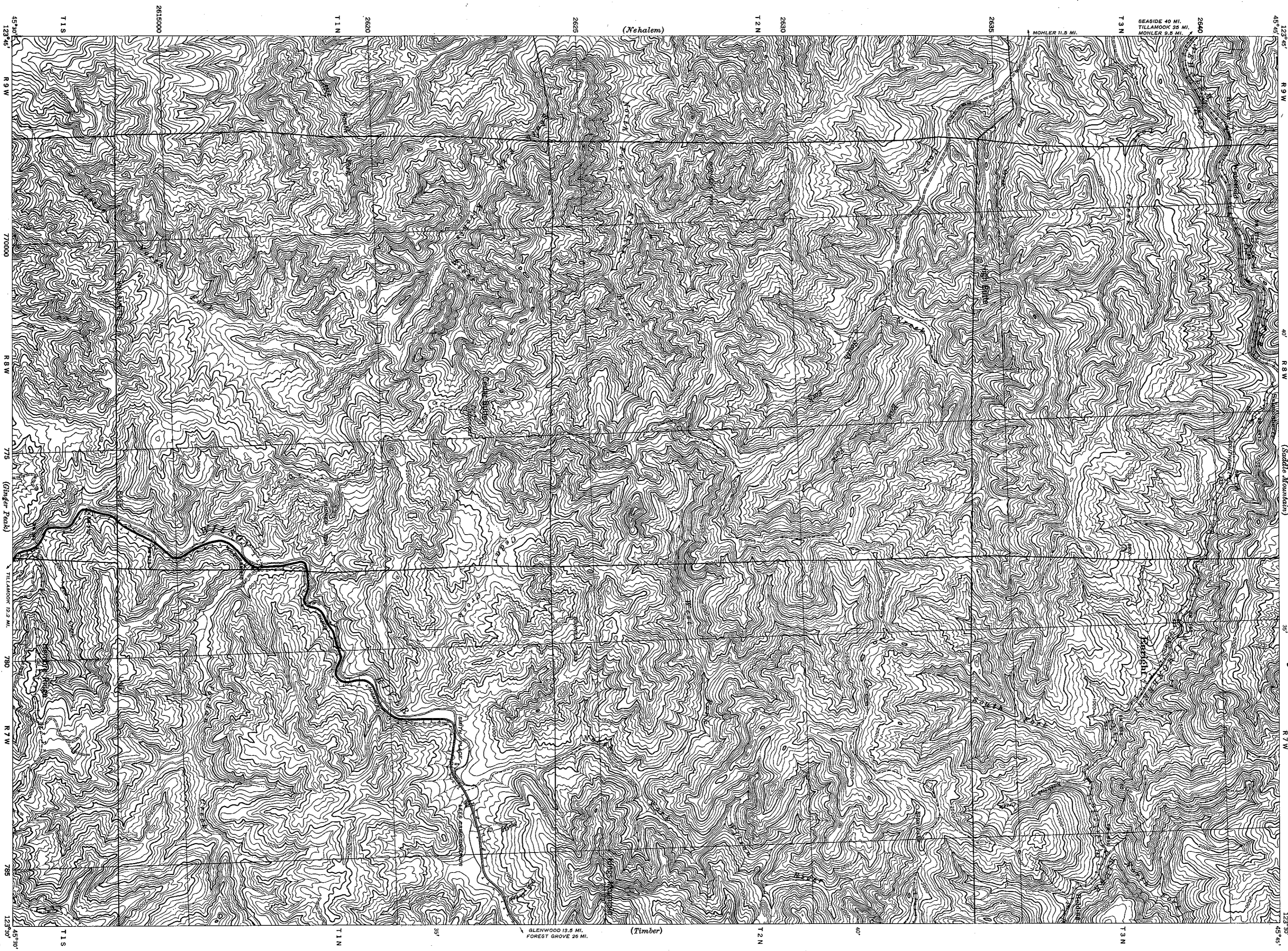
TEN THOUSAND FOOT SCALE CONTAINERS COMPRISED FROM
ARE INDICATED BY SHORT DOTTED LINES ON ALL MAPS AND
THEir CENTER POINTS OF THE GRID WASHINGTON CONTROL

SADDLE MTN., OREG.
M4945-W12350/15

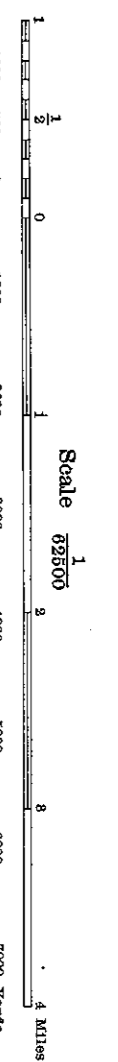
F 40-55
Pg. 4 of 2

CORPS OF ENGINEERS, U. S. ARMY
TACTICAL MAP

OREGON
TILLAMOOK COUNTY
ENRIGHT QUADRANGLE
GRID ZONE "G"



Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
Topography by 29th Engineers, U. S. Army, 1936; and U. S. Forest
Service, 1937.
Vertical control by 29th Engineers, U. S. Army, 1936; and U. S. Coast &
Geodetic Survey, 1934.
Photography by U. S. Forest Service, 1938; and 29th Engineers, U. S.
Army, 1941, using stereocomparograph (intermediate elevations by multi-
ple stereoprojection, 1:24,000 (five inch), Air Corps, U. S. Army, 1937.
Photographic by 29th Engineers, U. S. Army, 1937.
This map is not of standard tactical accuracy.



Scale 62500
1 inch = 5200 feet
1 centimeter = 1600 feet
1 mile = 1609 meters

Legend
U.S.A.
1:24,000

Contour Interval 100 feet
Contours of 2000 feet (1939 data)
Five thousand yard grid computed from grid system for progressive maps
in the U. S. Army, 1941.
NOTE: OFFICERS USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADVISE THEIR SUPER-
VISOR OF THE CORRECTIONS MADE.
TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

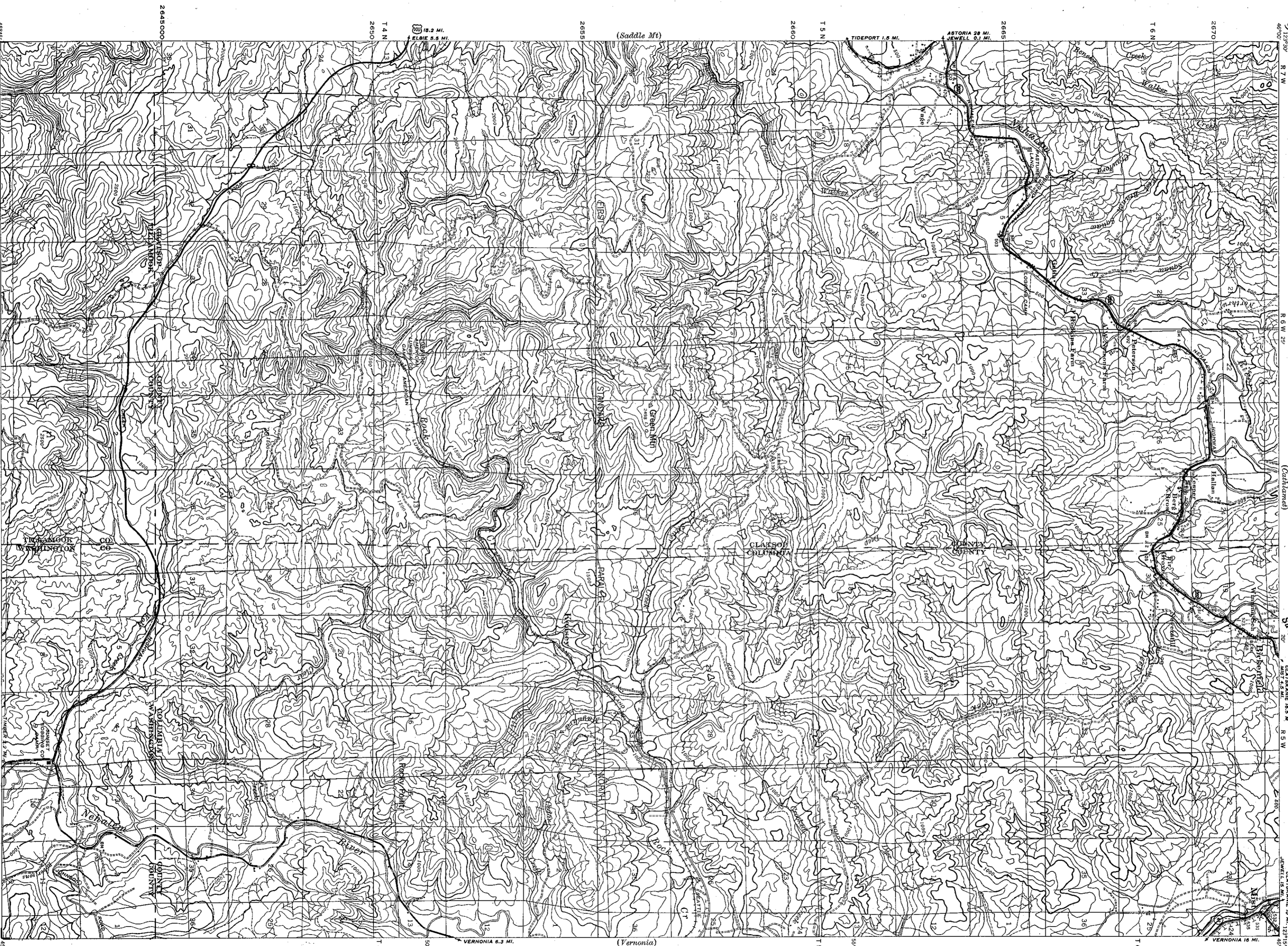
APPROXIMATE HIGH
DECLINATION 1941
ANNUAL MAGNETIC CHANGE 7'
1941
ROADS
USUALLY TRAVELED
HAND DRAWN SURFACES
OTHER SURFACE IMPROVEMENTS
U. S. ROUTE
STATE ROUTE
ENRIGHT, OREG.
M4530 W12330/15

F 40-55
Pg 5 of 9

CORPS OF ENGINEERS, U. S. ARMY
TACTICAL MAP

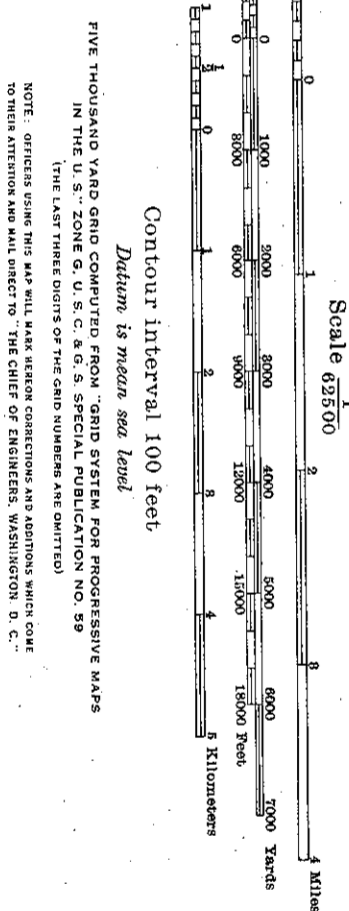
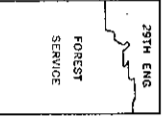
Advance Sheet
Subject to correction

OREGON
KEASEY QUADRANGLE
GRID ZONE "G"



Prepared under the direction of the Chief of Engineers,
U. S. Army, 1939.
Compiled from Projection Maps of the U. S. Forest Service, 1938.
Control by 29th Engineers, U. S. Army, 1935; U. S. Coast and
Geodetic Survey, 1931, and U. S. Forest Service, 1937.
The printed map is subject to correction by aerial
photographs in areas not previously contoured, adjusted to control
established by 29th Engineers, U. S. Forest Service and other agencies.
Woodlands compiled from T-34.5 lens aerial photographs by 29th
Engineers, U. S. Army, 1939.
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1935.
Polyconic Projection, North American Datum, 1927.

LOGGED OFF



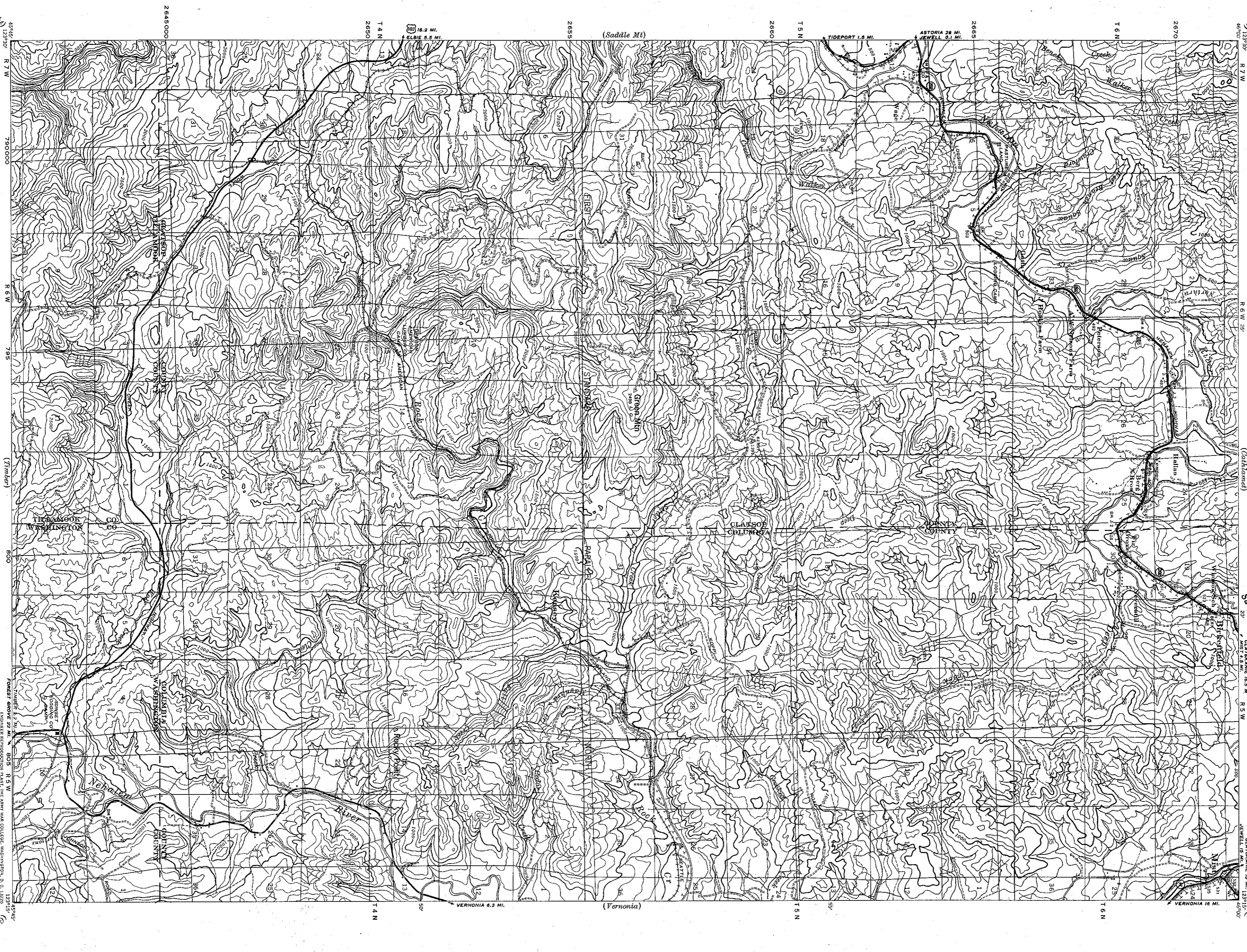
Scale 63350
Contour Interval 100 feet
Datum is mean sea level.
FIVE THOUSAND YARD GRID COMPUTED FROM 1929 PROGRESSIVE MAPS
IN THE LAST THREE DIGITS OF THE GRID NUMBER ARE OMITTED
NOTE: QUOTES IN THIS MAP WILL USE HEAVY CONTOURS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

KEASEY ORE
N4545-W12315/15
F 40-55
Pg 6 of 9

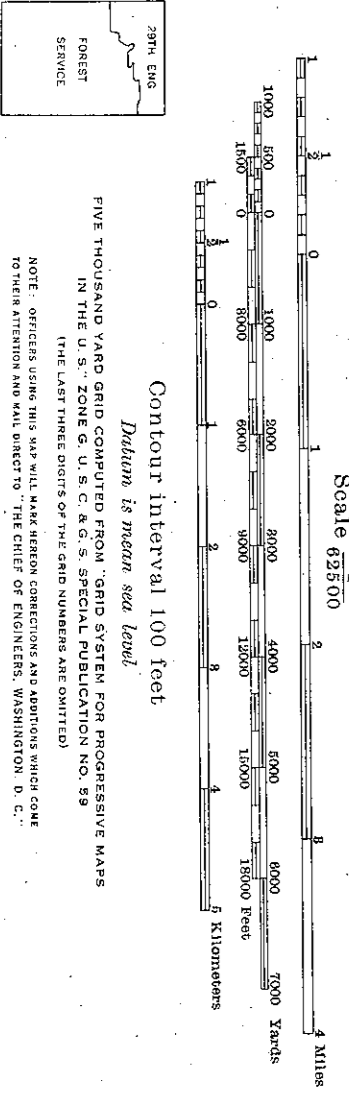
CORPS OF ENGINEERS, U. S. ARMY
TACTICAL MAP

Adverse Sheet
Subject to correction

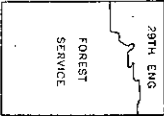
OREGON
KEASBY QUADRANGLE
GRID ZONE "G"



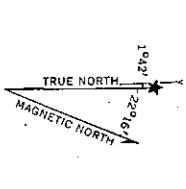
Prepared under the direction of the Chief of Engineers,
U. S. Army, 1939.
Compiled from Projection Maps of the U. S. Forest Service, 1938.
Control by 25th Engineers, U. S. Army, 1935, 1937 and 1938.
The portion of this map credited to the U. S. Forest Service
was compiled from private surveys, supplemented by aerial
photographs in areas not previously contoured, adjusted to control
established by 25th Engineers, U. S. Forest Service and other agencies.
Woodlands compiled from T-34.5 lens aerial photographs by 29th
Engineers, U. S. Army, 1939.
Photography by 51st Observation Squadron, Air Corps, U. S. Army, 1935.
Topographic Projection, North American Datum, 1927.



LOGGED OFF



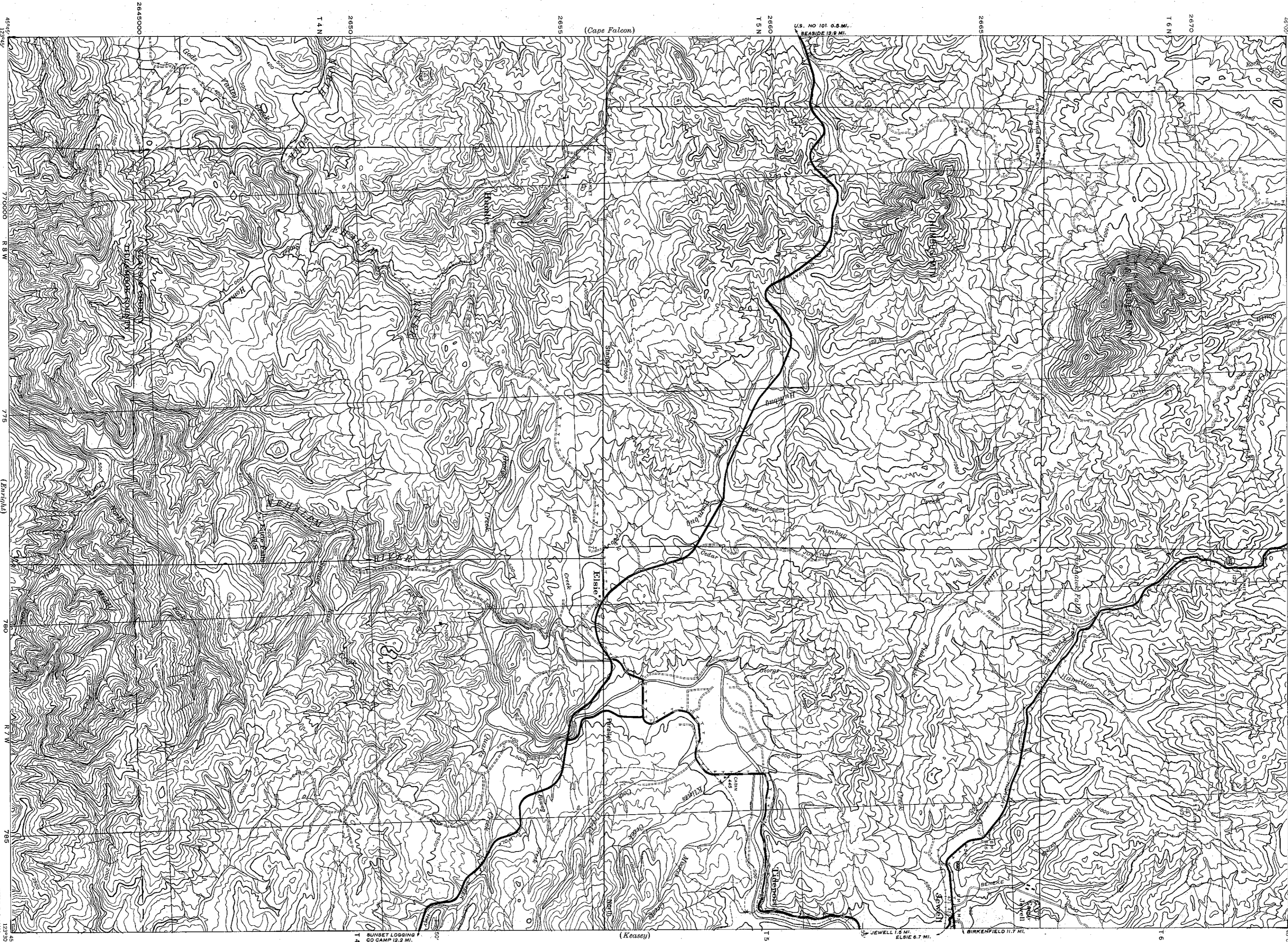
FIVE THOUSAND YARD GRID COMPUTED FROM 1928 SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. "ZONE G, U. S. C. A. G. S. SPECIAL PUBLICATION NO. 89"
(THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)
NOTE: OFFICES USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADJUSTMENTS SINCE CARE
TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



APPROXIMATE MEAN
DECLINATION 1938
DATE OF OBSERVATION
1939
MAGNETIC NORTH

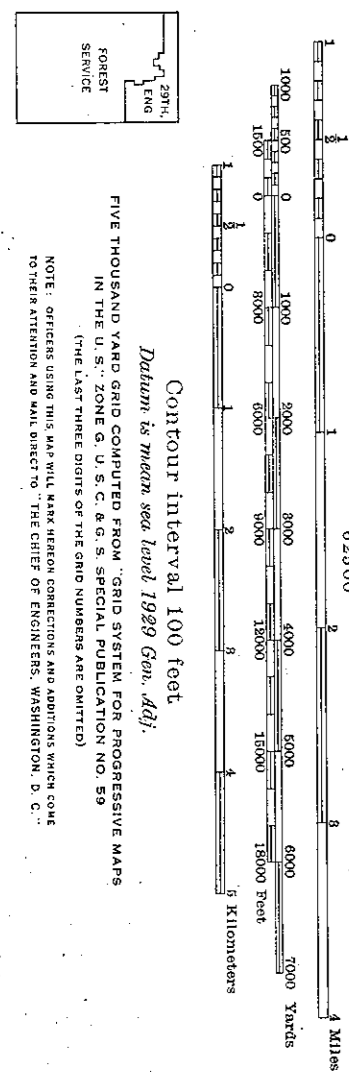
KEASBY ORE
N4545-W12315/15

F 40-55
18 7 08 9



(Kabatani)
Prepared under the direction of the Chief of Engineers, U. S. Army, 1939.
Controlled from projections of the U. S. Forest Service, 1938.
Controlled by 29th Engineers, U. S. Army 1939, U. S. Coast and Geodetic
Survey, 1931 and U. S. Forest Service, 1937.
The position of this map credited to U. S. Forest Service was compiled
from private surveys; supplemented by aerial photographs in areas not
previously contoured; adjusted to control established by 29th Engineers,
U. S. Forest Service and other agencies.
U. S. contours compiled from 1:50,000 scale aerial photographs by 29th Engineers,
U. S. Army, 1939.
Photography by 91st observation squadron, Air Corps, U. S. Army, 1935.
Polyconic Projection, North American Datum 1927.

LOGGED OFF



Contour Interval 100 feet.
Datum is mean sea level 1929 Gen. Ad.
FIVE THOUSAND YARD GRID COMPUTED FROM 3-D SYSTEM FOR PROGRESSIVE MAPS
IN THE YEAR THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
NOTE: DISTANCE FROM THE MAP WILL VARY FROM CORRECTION AND APPROXIMATE WITH CARE
FOR THE ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

APPROXIMATE MEAN
MAGNETIC NORTH
TRUE NORTH
27° 14'

ROADS USUALLY TRAVELED
OTHER SURFACE IMPROVEMENTS
U. S. ROUTE
STATE ROUTE

SADDLE MT. ORE.
NS45-W12390/15

F 40-55
19 8 8 9

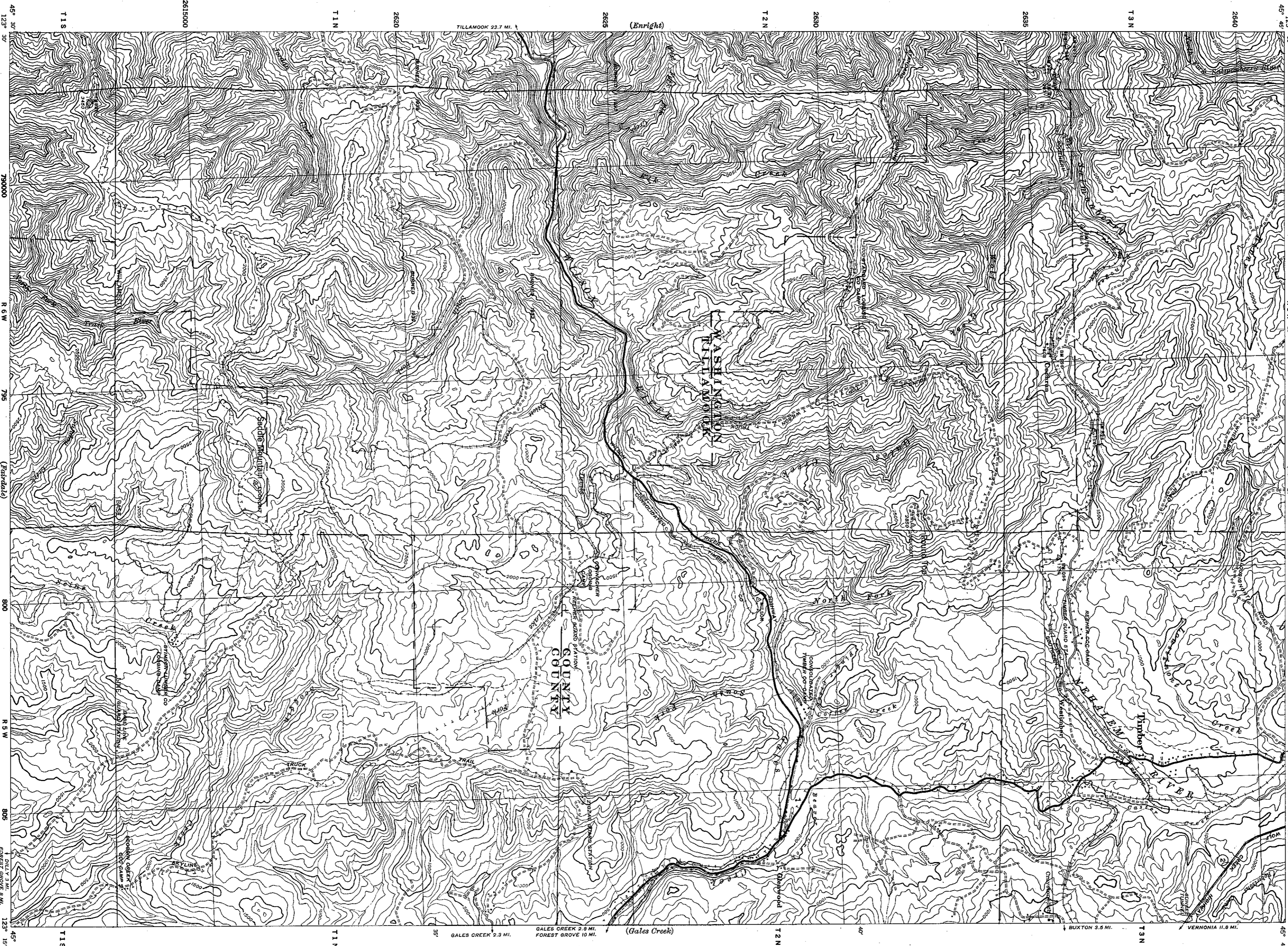
(Saddle Mountain)

CORPS OF ENGINEERS, U. S. ARMY
TACTICAL MAP

Advance Sheet
Subject to correction

OREGON
TIMBER QUADRANGLE
GRID ZONE "9"

(Vernonia)



45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

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T2N

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45° 30'

123° 30'

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T2N

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T3N

2640

45° 30'

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T1N

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T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

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T2N

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T3N

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45° 30'

123° 30'

T1S

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T2N

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T3N

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45° 30'

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T1S

2610000

T1N

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T2N

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T3N

2640

45° 30'

123° 30'

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2610000

T1N

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T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S

2610000

T1N

2620

T2N

2630

T3N

2640

45° 30'

123° 30'

T1S