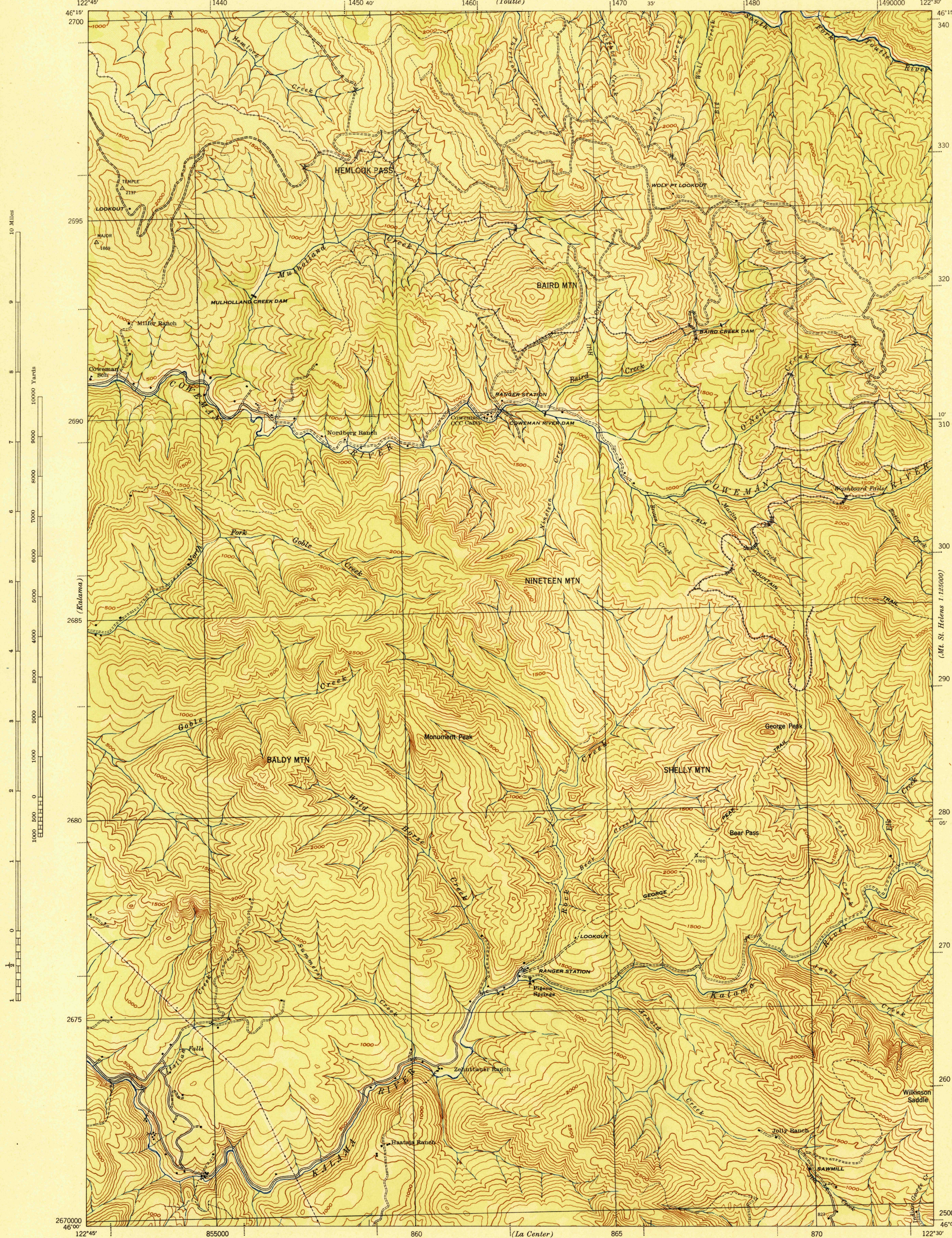
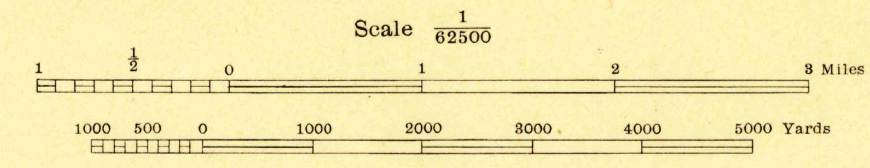


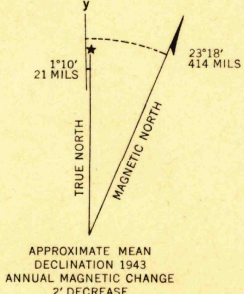


Prepared under the direction of the Chief of Engineers, U. S. Army, 1940.
Horizontal control by U. S. Coast and Geodetic Survey, 1927 and 29th Engineers, U. S. Army, 1938.
Vertical control by 29th Engineers, U. S. Army, 1938.
Topography by 29th Engineers, U. S. Army, 1940, from Tandem T-3A (5 lens) aerial photographs by stereocomparagraph 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. — U. S. Route 101
Loose surface graded, dry weather road. — State Route 1
Secondary, hard surface, all weather road. — Dirt road.
More than two lanes indicated by note with tick at point of change. Road Data 1943



Scale 1/62500
Contour interval 100 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, 101784
1943
TEN THOUSAND FOOT PLANE COORDINATES COMPUTED FROM U. S. C. AND G. S. PROJECTION TABLES FOR WASHINGTON SOUTH 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)

PIGEON SPRINGS, WASH.
N4600-W12230/15