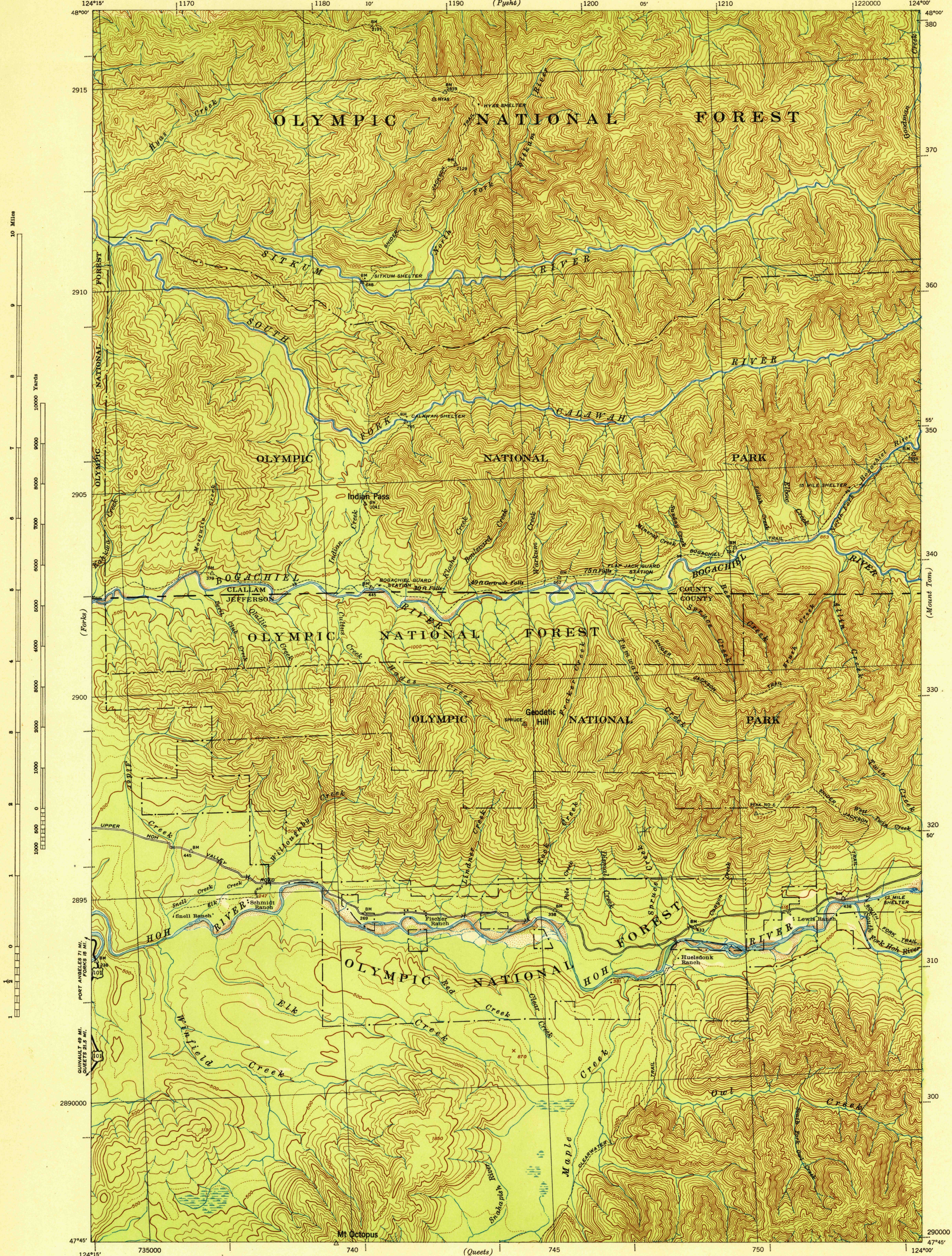




Prepared under the direction of the Chief of Engineers, U. S. Army, 1935.
Horizontal control by the U. S. Geological Survey, 1928 and 29th Engineers, U. S. Army, 1936.
Vertical control by 29th Engineers, U. S. Army, 1936.
Topography by 29th Engineers, U. S. Army, 1937, using elevation calculator and stereoscope,
from T-3A (5 lens) aerial photographs.
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1934.
Polyconic Projection, North American 1927 Datum.

ROAD CLASSIFICATIONS
Dependable hard surface, heavy duty road. Loose surface graded, dry weather road. U. S. Route 101
Secondary, hard surface, all weather road. Dirt road. State Route 17
More than two lanes indicated by note with tick at point of change. Road Data 1942

Scale 1/62500
1 0 1 2 Miles
1000 500 0 1000 2000 3000 4000 5000 Yards
Contour interval 100 feet with 50 foot contours shown by broken line
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."

APPROXIMATE MEAN DECLINATION 1943
ANNUAL MAGNETIC CHANGE 2' DECREASE
TRUE NORTH
MAGNETIC NORTH

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON, 101805
1943
TEN THOUSAND FOOT PLANE COORDINATES COMPUTED FROM U. S. C. AND G. S. PROJECTION TABLES FOR WASHINGTON 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)

SPRUCE MOUNTAIN, WASH.
N4745-W12400/15
RETURN TO:
USGS AND HISTORICAL MAP ARCHIVES