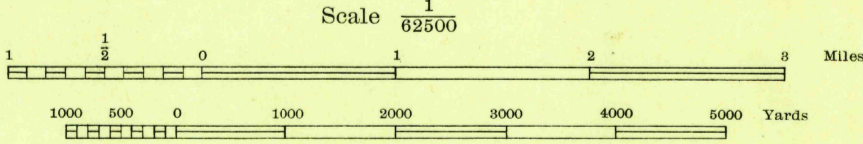


Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.  
Horizontal control by 29th Engineers, U. S. Army, 1939-1941, and U. S. Forest Service, 1937.  
Vertical control by 29th Engineers, U. S. Army, 1939-1941, U. S. E. D., 1940, and U. S. Forest Service, 1935 to 1937.  
Topography by 29th Engineers, U. S. Army, 1941, from Tandem T-3A (five lens) aerial photographs, by stereo-comparaph methods.  
Intermediate elevation by multiplex aero-projectors.  
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1937.  
Polyconic Projection, North American 1927 Datum.

**ROAD CLASSIFICATIONS**

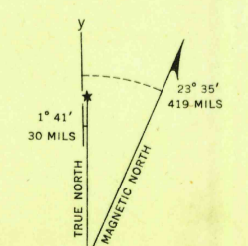
Dependable hard surface, heavy duty road. Loose surface graded, dry weather road. U. S. Route   
Secondary, hard surface, all weather road. Unimproved road. State Route   
More than two lanes indicated by note with tick at point of change. 3 LANE 4 LANE  
Road Data 1942



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."



APPROXIMATE MEAN DECLINATION 1942  
ANNUAL MAGNETIC CHANGE 2' DECREASE

FAIRDALE, OREG.  
N4515-W12315/15

U. S. G. S.  
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