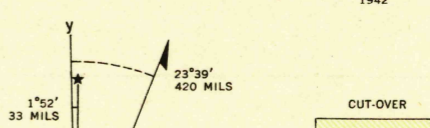
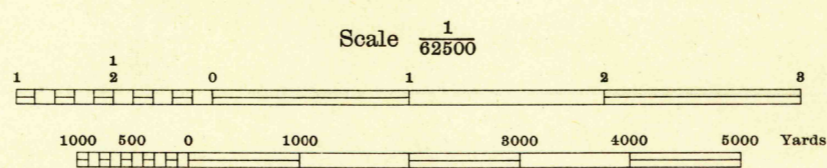


Prepared under the direction of the Chief of Engineers, U. S. Army, 1941.
Horizontal control by 29th Engineers, U. S. Army, 1939, and U. S. Forest Service, 1937.
Vertical control by 29th Engineers, U. S. Army, 1939, and U. S. Coast and Geodetic Survey, 1934.
Topography by 29th Engineers, U. S. Army, 1941, from T-3A (5 lens) aerial photographs,
by stereo-comparagraph 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. Loose surface graded, dry weather road.
Secondary, hard surface, all weather road. Unimproved road.
More than two lanes indicated by note with tick at point of change. Road Data 1942

U. S. Route 101
State Route 18
3 LANE 1 & 1 LANE

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."

USGS
HISTORICAL FILE
TOPOGRAPHIC DIVISION

SPIRIT MTN., OREG.
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