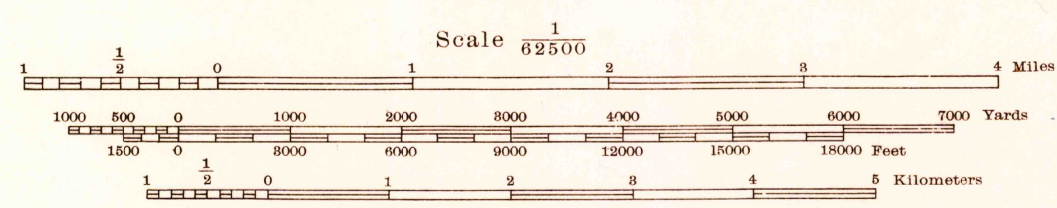


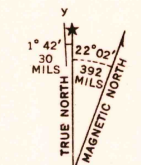
Prepared under the direction of the Chief of Engineers, U. S. Army, 1941. Horizontal control by 29th Engineers, U. S. Army, 1936, and U. S. Forest Service, 1937. Vertical control by 29th Engineers, U. S. Army, 1936, and U. S. Coast and Geodetic Survey, 1934. Topography by U. S. Forest Service, 1938, and 29th Engineers, U. S. Army, 1941, using stereo-comparagrams (intermediate elevations by multiplex aero-projectors). Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1937, using tandem T-3A (five lens) cameras. Polyconic Projection, North American Datum, 1927. This map is not of standard tactical accuracy.



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 MAKE HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."



APPROXIMATE MEAN DECLINATION MEAN 1941 ANNUAL MAGNETIC CHANGE 2 DECREASE

ROUTES USUALLY TRAVELED  
HARD IMPERVIOUS SURFACES  
OTHER SURFACE IMPROVEMENTS  
1941  
167 U. S. ROUTE 2 STATE ROUTE

USGS  
Historical File  
Topographic Division

TIMBER, OREG.  
N4530-W12315/15

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