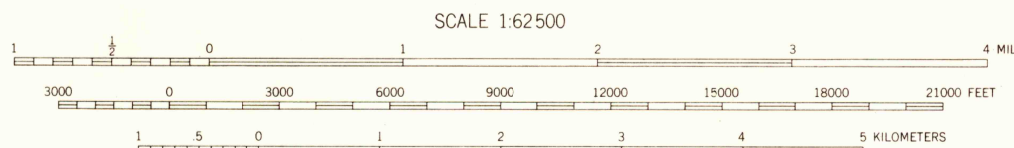


(QUILCENE)

(EDMONDS)



Prepared under the direction of the Chief of Engineers, U. S. Army, 1936.
 Horizontal control by U. S. Coast and Geodetic Survey, 1934-35 and
 29th Engineers, U. S. Army, 1937.
 Vertical control by U. S. Coast and Geodetic Survey, 1912-35 and
 29th Engineers, U. S. Army, 1937.
 Topography by 29th Engineers, U. S. Army, 1937, by stereo-comparagraph
 from five-lens aerial photographs flown by 91st Observation Squadron,
 Air Corps, U. S. Army, 1936.
 Polyconic Projection, North American Datum, 1927.



ROAD CLASSIFICATIONS
 Dependable hard surface, heavy duty road. ————
 Loose surface graded, dry weather road. - - - - -
 Secondary, hard surface, all weather road. ————
 Unimproved road, all weather road. - - - - -
 More than two lanes indicated by note along road with tick at point of change.

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
 10,000-FOOT GRID TICKS, WASHINGTON PLANE COORDINATE SYSTEM, NORTH ZONE, SHOWN IN BLACK
 100-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM, ZONE 10, SHOWN IN BLUE

INTERIOR-GEOLOGICAL SURVEY, WASHINGTON, D. C. - 1963
 (TACOMA) 1:125,000
 DEC - 5-1963

ROAD CLASSIFICATIONS
 U. S. Route 54
 State Route 154
 3 LANE 4 LANE

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