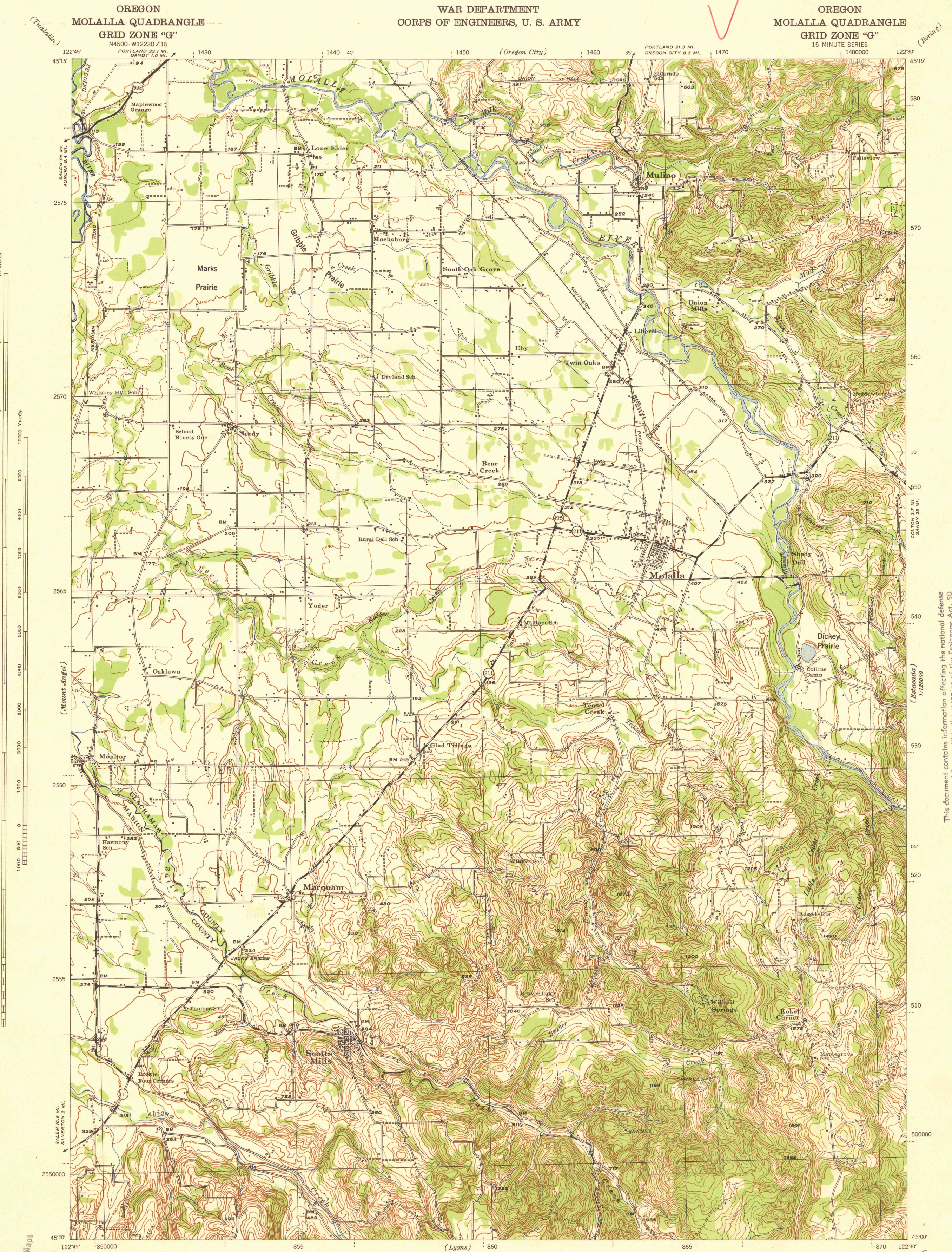




Federal Board of Surveys & Maps
FILE COPY (Stamps)
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Prepared under the direction of the Chief of Engineers, U. S. Army, 1940.
Horizontal control by U. S. E. D., 1934-1936 and 29th Engineers, U. S. Army, 1939.
Vertical control by U. S. Geological Survey, 1929, U. S. Coast and Geodetic Survey, 1934-1936,
U. S. E. D., 1934-1936 and 29th Engineers, U. S. Army, 1939.
Topography by 29th Engineers, U. S. Army, 1940, utilizing multiplex aero-projectors from T-3A
(5 lens) aerial photographs.
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
Secondary, hard surface, all weather road
Loose surface graded, dry weather road
Dirt road
U. S. Route 99
State Route 213
More than two lanes indicated by note with tick at point of change.
Road Data 1943

Scale 1/62500
1 2 0 1 2 3 4 5 6 7 8 Miles
1000 500 0 1000 2000 3000 4000 5000 Yards
Contour interval 25 feet
Datum is mean sea level (1929 Adj.)
FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S." ZONE 2, 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."

29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
AMS NO. 101088
1943
TEN THOUSAND FOOT PLANE COORDINATES COMPUTED FROM
U. S. C. AND G. S. PROJECTION TABLES FOR OREGON 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)
APPROXIMATE MEAN
DECLINATION 1943
ANNUAL MAGNETIC CHANGE
1.7° DECREASE

MOLALLA, OREGON
N4500-W12230/15

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