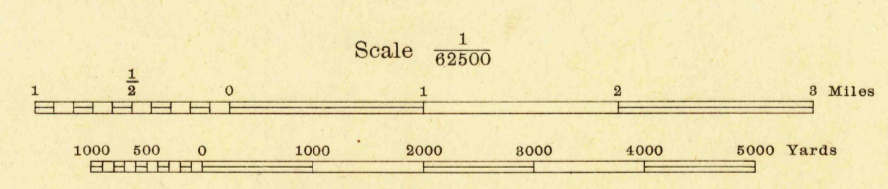


Prepared under the direction of the Chief of Engineers, U. S. Army, 1939.
Control by U. S. Coast and Geodetic Survey and U. S. Geological Survey, 1911-1914.
Topography by U. S. Geological Survey, 1922, in cooperation with State of Oregon.
Planimetric detail revised as a Federal W. P. A. project, under supervision of 29th Engineers, U. S. Army, 1939, from K-3B (single lens) aerial photographs.
Polyconic Projection, North American 1927 Datum.



29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
AMS NO. 101685
EDITION OF 1944

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 20
State Route 229
Road Data 1943

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 AND OMISSIONS)
OREGON STATE GRID ZONE NORTH IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS
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
APPROXIMATE MEAN DECLINATION 1944
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 1.6° DECREASE
MAGNETIC NORTH
TRUE NORTH
22°45'
404 MILS

GRAY OVERPRINT SHOWS URBAN AREAS WHERE ONLY LANDMARK BUILDINGS ARE PLOTTED.
USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES. TO DETERMINE MAGNETIC NORTH LINE, CONNECT THE PIVOT POINT "P" ON THE SOUTH EDGE OF THE MAP WITH THE VALUE OF THE ANGLE BETWEEN GRID AND MAGNETIC NORTH AS PLOTTED ON THE DEGREE SCALE AT THE NORTH EDGE OF THE MAP.

LEBANON, OREG.
N4430-W12245/15

U. S. G. S.
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Inspection and Editing