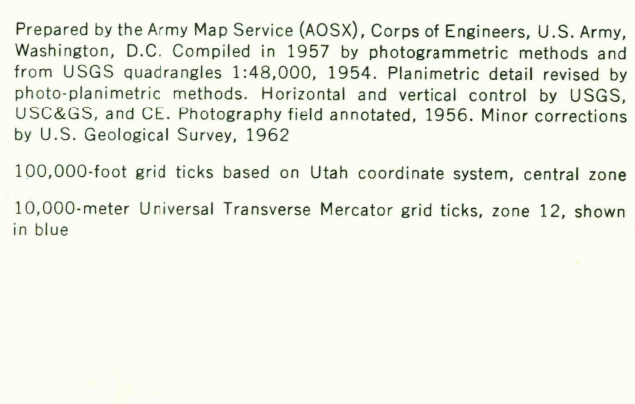




POPULATED PLACES _____

Over 500,000 _____

100,000 to 500,000 _____

25,000 to 100,000 _____

5,000 to 25,000 _____

1,000 to 5,000 _____

Less than 1,000 _____

RAILROADS _____

Standard gauge _____

Narrow gauge _____

BOUNDARIES _____

International _____

State _____

County _____

Park or reservation _____

LOS ANGELES
OMAHA
GALVESTON
Laramie
Grand Coulee
Sun Valley

Double or Multiple

Landplane airport

Landing area

Seaplane airport

Orchard

Woods-brushwood

ROADS	Hard surface, heavy duty		3 LANES 4 LANE
	More than two lanes wide		3 LANES 4 LANE
	Two lanes wide, Federal route marker		3 LANES 4 LANE
	Hard surface, medium duty		3 LANES 4 LANE
	More than two lanes wide		3 LANES 4 LANE
	Two lanes wide, State route marker		3 LANES 4 LANE
	Improved light duty		3 LANES 4 LANE
	Unimproved dirt		3 LANES 4 LANE
	Trail		3 LANES 4 LANE
	Landmarks: School, Church, Other		3 LANES 4 LANE
	Horizontal control point		3 LANES 4 LANE
	Spot elevation in feet		3 LANES 4 LANE
	Marsh or swamp		3 LANES 4 LANE
	Intermittent or dry stream		3 LANES 4 LANE
	Power line		3 LANES 4 LANE

Scale 1:250,000

0 5 10 15 20 Statute Miles

0 5 10 15 20 25 30 Kilometers

0 5 10 15 Nautical Miles

CONTOUR INTERVAL 200 FEET
WITH SUPPLEMENTARY CONTOURS AT 100 FOOT INTERVALS

TRANSVERSE MERCATOR PROJECTION

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 16°15' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 15°45' EASTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0°03' WESTERLY.

FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER 25, COLORADO OR WASHINGTON 25, D.C.

LOCATION DIAGRAM FOR NJ 12-2

42° 116° 106° 42°

NK 11:9 BISHOP CITY NK 12:1 NK 12:8 RICK SPRINGS NK 13:7
WELLS OGDEN WYOMING

NK 11:12 SALT LAKE CITY NK 12:10 DENVER NK 13:10
NEVADA NK 12:11 NEVADA

NK 11:13 UTAH NK 12:12 NK 12:13 NK 13:1
RENO SALT LAKE CITY LOCALITY

NK 11:14 RICHFIELD NK 12:14 NK 12:15 NK 12:16 COLORADO
MONTROSE NK 13:4

NK 11:15 NK 12:17 NK 12:18 NK 12:19 NK 12:20 NK 12:21 NK 12:22 NK 12:23 NK 12:24 NK 12:25 NK 12:26 NK 12:27 NK 12:28 NK 12:29 NK 12:30 NK 12:31 NK 12:32 NK 12:33 NK 12:34 NK 12:35 NK 12:36 NK 12:37 NK 12:38 NK 12:39 NK 12:40 NK 12:41 NK 12:42 NK 12:43 NK 12:44 NK 12:45 NK 12:46 NK 12:47 NK 12:48 NK 12:49 NK 12:50 NK 12:51 NK 12:52 NK 12:53 NK 12:54 NK 12:55 NK 12:56 NK 12:57 NK 12:58 NK 12:59 NK 12:60 NK 12:61 NK 12:62 NK 12:63 NK 12:64 NK 12:65 NK 12:66 NK 12:67 NK 12:68 NK 12:69 NK 12:70 NK 12:71 NK 12:72 NK 12:73 NK 12:74 NK 12:75 NK 12:76 NK 12:77 NK 12:78 NK 12:79 NK 12:80 NK 12:81 NK 12:82 NK 12:83 NK 12:84 NK 12:85 NK 12:86 NK 12:87 NK 12:88 NK 12:89 NK 12:90 NK 12:91 NK 12:92 NK 12:93 NK 12:94 NK 12:95 NK 12:96 NK 12:97 NK 12:98 NK 12:99 NK 12:100

37° 37°

RELIABILITY DIAGRAM

Good Photography

A. Large scale topographic maps, photogrammetric.
Stereo-compiled from: 1—1954; 2—1955
aerial photography
3-Planimetry revised from 1955 aerial photography.

U.S.G.S.
Historical File
Topographic Division

TOWNSHIP OR RANGE LINE
LAND GRANT BOUNDARY

U.S.G.S.
FILE COPY

SECTIONIZED TOWNSHIP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

PRICE, UT

9-15-1962
6200

SEP 25 1962