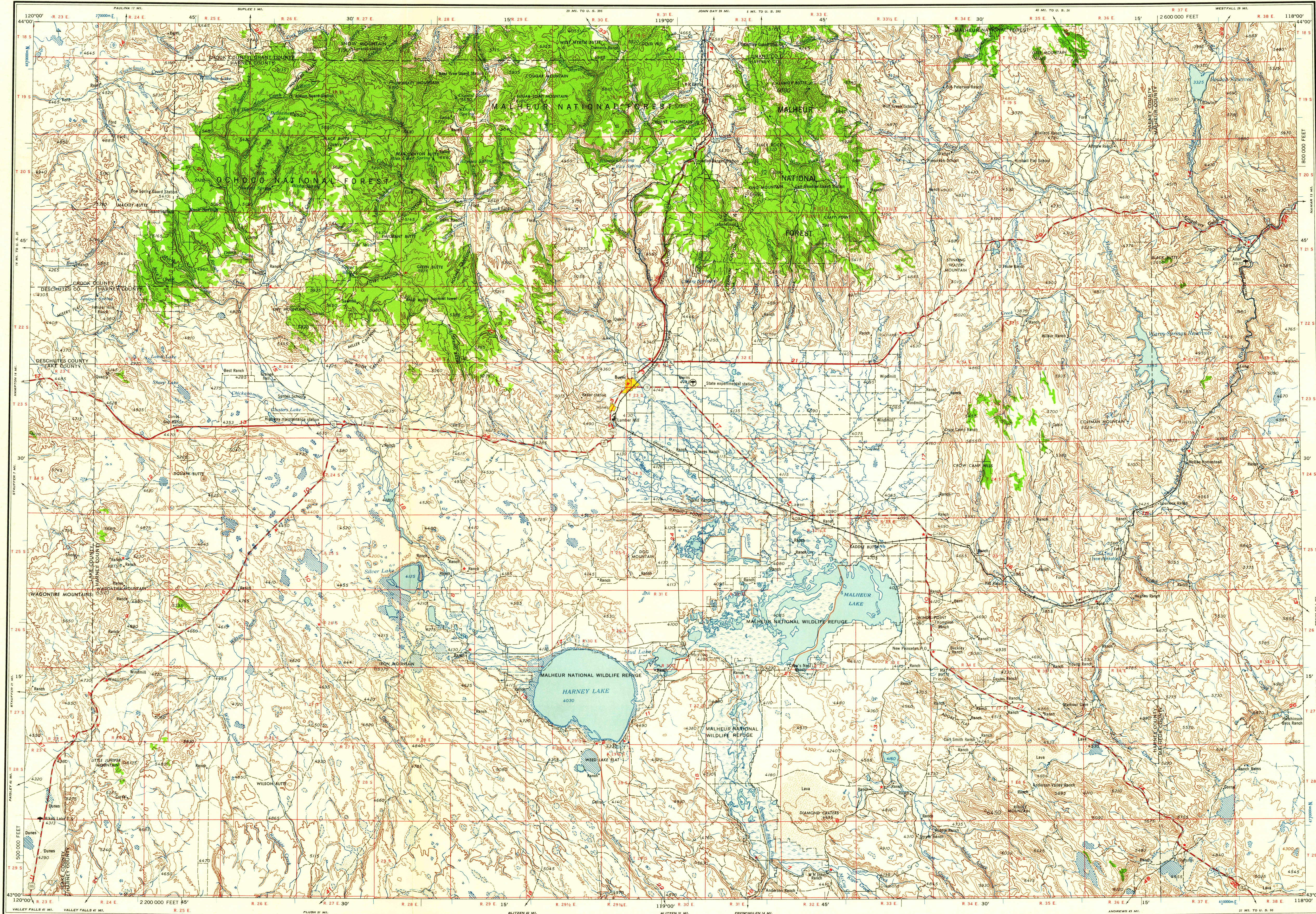




Prepared by the Army Map Service (EART), Corps of Engineers, U. S. Army, Washington, D. C. Compiled in 1955 by photogrammetric methods. Horizontal and vertical control by USGS, USFS, USC&GS and CE. Aerial photography 1953. Photography field annotated 1955.

100,000-foot grids based on Oregon coordinate system, south zone

10,000-meter Universal Transverse Mercator grid ticks, zone 11, shown in blue

LEGEND

ROAD DATA 1955

Figures in red denote approximate distances in miles between stars

ROADS

- Over 500,000. Hard surface, heavy duty
- 100,000 to 500,000. More than two lanes wide
- 25,000 to 100,000. Two lanes wide; Federal route marker
- 5,000 to 25,000. Hard surface, medium duty
- 1,000 to 5,000. More than two lanes wide
- Less than 1,000. Two lanes wide; State route marker

RAILROADS

- Standard gauge. Single track Double or Multiple
- Narrow gauge. Landplane airport
- Landing area. Spot elevation in feet
- Seaplane airport. Marsh or swamp
- Dry lake. Intermittent or dry stream
- Woods-brushwood. Power line

LANDMARKS

- School; Church; Other
- Horizontal control point
- Spot elevation in feet
- Marsh or swamp
- Intermittent or dry stream
- Power line

Scale 1:250,000

0 5 10 15 20 Statute Miles

0 5 10 15 20 Kilometers

0 5 10 15 20 Nautical Miles

CONTOUR INTERVAL 200 FEET

WITH SUPPLEMENTARY CONTOURS AT 100 FOOT INTERVALS

TRANSVERSE MERCATOR PROJECTION

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 20°00' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 19°30' 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 NK 11-1

104°05'	104°10'	104°15'	104°20'	104°25'	104°30'
44°00'	44°05'	44°10'	44°15'	44°20'	44°25'

USGS Historical File Topographic Division

TOWNSHIP OR RANGE LINE

LAND GRANT BOUNDARY

SECTIONIZED TOWNSHIP

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

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