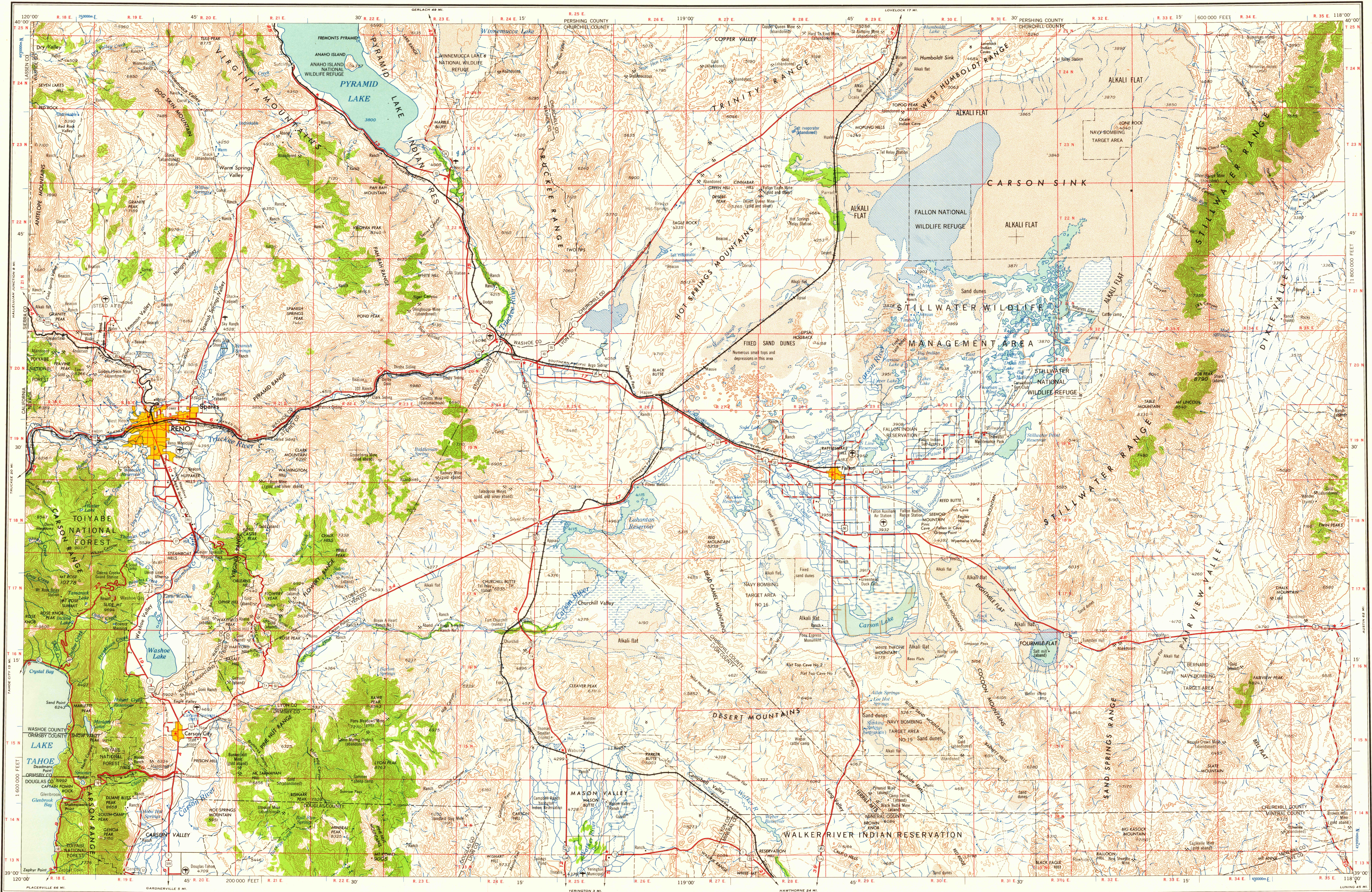




Prepared by the Army Map Service (HVS), Corps of Engineers, U. S. Army, Washington, D. C. Compiled in 1957 by photogrammetric methods and from United States quadrangles, 1:50,000 and 1:62,500, USGS and C. 1948-57. Planimetric detail revised by photogrammetric methods. Horizontal and vertical control by USGS and C. 1956 and C. 1957. Photographic field annotated 1957.

100,000-foot grid based on Nevada coordinate system, west zone 10, shown in blue.

LEGEND

ROAD DATA 1957

Figures in red denote approximate distances in miles between stars.

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

LANDMARKS

Landplane airport
Horizontal control point; Windmill
Seaplane airport
Dry lake
Woods/brushwood
Landmarks: School, Church, Other
Spot elevation in feet
Marsh or swamp
Intermittent or dry stream
Power line

SYMBOLS

Single track
Double or Multiple
Narrow gauge
International
State
County
Park or reservation
Landplane airport
Horizontal control point; Windmill
Seaplane airport
Dry lake
Woods/brushwood
Landmarks: School, Church, Other
Spot elevation in feet
Marsh or swamp
Intermittent or dry stream
Power line

Scale 1:250,000

0 5 10 15 20 25 30 Statute Miles

0 5 10 15 20 25 30 Kilometers

0 5 10 15 20 25 30 Nautical Miles

CONTOUR INTERVAL 200 FEET
WITH SUPPLEMENTARY CONTOURS AT 100 FOOT INTERVALS
TRANSVERSE MERCATOR PROJECTION

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 17° 30' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 17° 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 11-1

42°	NK 108	NK 109	NK 110	NK 111	NK 112	NK 113	NK 114	NK 115	NK 116	NK 117	NK 118	NK 119	NK 120
	NK 108	NK 109	NK 110	NK 111	NK 112	NK 113	NK 114	NK 115	NK 116	NK 117	NK 118	NK 119	NK 120
	NK 108	NK 109	NK 110	NK 111	NK 112	NK 113	NK 114	NK 115	NK 116	NK 117	NK 118	NK 119	NK 120
	NK 108	NK 109	NK 110	NK 111	NK 112	NK 113	NK 114	NK 115	NK 116	NK 117	NK 118	NK 119	NK 120
	NK 108	NK 109	NK 110	NK 111	NK 112	NK 113	NK 114	NK 115	NK 116	NK 117	NK 118	NK 119	NK 120
	NK 108	NK 109	NK 110	NK 111	NK 112	NK 113	NK 114	NK 115	NK 116	NK 117	NK 118	NK 119	NK 120
	NK 108	NK 109	NK 110	NK 111	NK 112	NK 113	NK 114	NK 115	NK 116	NK 117	NK 118	NK 119	NK 120
	NK 108	NK 109	NK 110	NK 111	NK 112	NK 113	NK 114	NK 115	NK 116	NK 117	NK 118	NK 119	NK 120
	NK 108	NK 109	NK 110	NK 111	NK 112	NK 113	NK 114	NK 115	NK 116	NK 117	NK 118	NK 119	NK 120
	NK 108	NK 109	NK 110	NK 111	NK 112	NK 113	NK 114	NK 115	NK 116	NK 117	NK 118	NK 119	NK 120

RELIABILITY DIAGRAM

Photography

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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RENO, NEVADA, CALIFORNIA

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