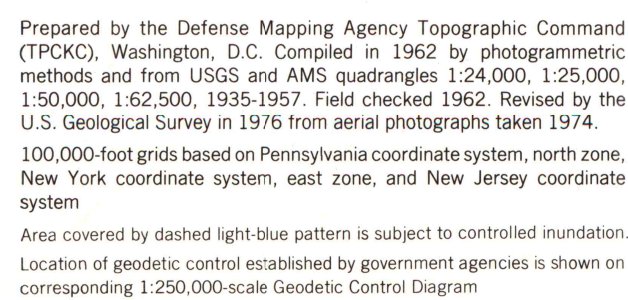




POPULATED PLACES

- 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

- Single track double or multiple normal gauge
- Narrow gauge

BOUNDARIES

- International
- State
- County
- Park or reservation

Slope elevation in feet

- >70
- 20-70
- Below 20

**BOSTON
REXMOND
EVANSTON
Haleth
Bar Harbor**

ROADS

- Secondary all-weather, hard surface
- Primary all-weather, hard surface
- Light-duty all-weather, hard or improved surface
- For dirt or gravel, unimproved surface
- Trail

Interchange

Route markers: Interstate, U.S., State

Depth curve in feet

- Limited danger: Reef
- Rocks: Awaken: Sunken

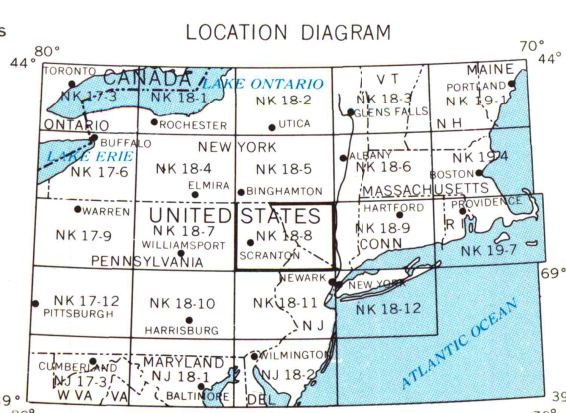
Foreshore flat

- Intertient or dry stream.
- Marsh or swamp



BLACK NUMBERED LINES INDICATE THE 10,000-METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 18
1975 MAGNETIC DECLINATION FROM TRUE NORTH VARIES FROM 10°42' (190 MILLS) WESTERLY FOR THE
CENTER OF THE WEST EDGE TO 12°01' (210 MILLS) WESTERLY FOR THE CENTER OF THE EAST EDGE

FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092



MAP AND AIR PHOTO
LIBRARY
FEB 9 - 1978
University of Wisconsin
Madison

GRID ZONE DESIGNATION: 18T		TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1000 METERS	
100,000 M. SQUARE IDENTIFICATION		SAMPLE POINT: VULAN	
VB	WB	1. Read letter: Identifying 100,000 meter square in which the point is located.	WA
VA	WA	2. Locate first <u>VERTICAL</u> grid line to left of the line either at the top or bottom of the line.	0
10	5	3. Estimate meters from grid line to point.	9
		4. Locate first <u>HORIZONTAL</u> and <u>RED</u> and <u>BROWN</u> grid line to left of the line either at the top or bottom of the line.	7
		5. Estimate meters from grid line to point.	1
IGNORE THE SMALLER FIGURES OF any grid number; these are for finding the full coordinate. Use ONLY the LARGER figure of the grid number; example:		SAMPLE REFERENCE: WAG057 If reporting beyond 10° in any direction, Grid Zone Designation, as: 18TWA057N	
454,000			

SCRANTON, PA.; N.Y.; N.J.
1962
REVISED 1976

3700
s250
.U56
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