



Prepared by the Army Map Service (BESX), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1955 by photogrammetric methods and from New Mexico, 1:25,000 and 1:50,000 AMS, 1948-51. Horizontal and vertical control by USCGS, USGS and CE. Photography field annotated, 1954.

100,000 foot grid based on New Mexico coordinate system, central and west zones

10,000 meter Universal Transverse Mercator grid ticks: zone 13 shown in blue

LEGEND

ROAD DATA 1954

Figures in red denote approximate distances in miles between stars

ROADS

Hard surface, heavy duty

Two lanes wide, Federal route marker

Hard surface, medium duty

More than two lanes wide

Two lanes wide, State route marker

Improved light duty

Unimproved dirt

Trail

RAILROADS

Standard gauge

Single track Double or Multiple

Landplane airport

Horizontal control point

Landing area

Spot elevation in feet

Seaplane airport

Marsh or swamp

Suspense anchorage

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

Woods brushwood

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 1°10' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 1°14' EASTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 9" WESTERLY.

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LOCATION DIAGRAM FOR NI 13-7

NI 12-2	NI 12-5	NI 13-7	NI 13-2	NI 13-6
NI 12-8	NI 12-6	NI 13-7	NI 13-3	NI 13-6
NI 12-1	NI 12-1	NI 13-7	NI 13-1	NI 13-1
NI 12-2	NI 12-2	NI 13-7	NI 13-1	NI 13-1
NI 12-2	NI 12-2	NI 13-7	NI 13-1	NI 13-1

RELIABILITY DIAGRAM

USGS Historical File Topographic Division

TOWNSHIP OF 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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TOPOGRAPHIC DIVISION

TULAROSA, NEW MEXICO

1995