



Prepared by the Army Map Service (AMS), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1957 by photogrammetric methods and from USGS quadrangles 1:48,000, 1954. Planimetric detail revised by photogrammetric methods. Horizontal and vertical control by USGS, USC&GS, and CE. Photography field annotated, 1956. Minor corrections by U.S. Geological Survey, 1962.

100,000-foot grid ticks based on Utah coordinate system, central zone
10,000-meter Universal Transverse Mercator grid ticks, zone 12, shown in blue

LEGEND

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
- International
- State
- County
- Park or reservation

ROADS

- Hard surface, heavy duty
- Hard surface, medium duty
- More than two lanes wide
- Two lanes wide, state route marker
- Improved light duty
- Unimproved light duty
- Trail

LANDMARKS

- School
- Church
- Other
- Horizontal control point
- Spot elevation in feet
- Marsh or swamp
- Orchard
- Intermittent or dry stream
- Power line
- Landplane airport
- Landing area
- Seaplane airport
- Woods brushwood

BOUNDARIES

- International
- State
- County
- Park or reservation

SYMBOLS

- 1 LANE & 2 LANES
- 2 LANES & 3 LANES
- 3 LANES & 4 LANES
- 4 LANES & 5 LANES
- 5 LANES & 6 LANES
- 6 LANES & 7 LANES
- 7 LANES & 8 LANES
- 8 LANES & 9 LANES
- 9 LANES & 10 LANES
- 10 LANES & 11 LANES
- 11 LANES & 12 LANES
- 12 LANES & 13 LANES
- 13 LANES & 14 LANES
- 14 LANES & 15 LANES
- 15 LANES & 16 LANES
- 16 LANES & 17 LANES
- 17 LANES & 18 LANES
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- 25 LANES & 26 LANES
- 26 LANES & 27 LANES
- 27 LANES & 28 LANES
- 28 LANES & 29 LANES
- 29 LANES & 30 LANES
- 30 LANES & 31 LANES
- 31 LANES & 32 LANES
- 32 LANES & 33 LANES
- 33 LANES & 34 LANES
- 34 LANES & 35 LANES
- 35 LANES & 36 LANES

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 14° 15' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 10° 45' WESTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE 10.0' WESTERLY.

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

LOCATION DIAGRAM FOR NJ 12-2

NK 11-9	WINDHOLM CITY	NK 12-7	WYOMING	NK 13-7
NK 11-10	MELLS	NK 12-8	WYOMING	NK 13-8
NK 11-11	TOPSILE	NK 12-9	WYOMING	NK 13-9
NK 11-12	TOPSILE	NK 12-10	WYOMING	NK 13-10
NK 11-13	TOPSILE	NK 12-11	WYOMING	NK 13-11
NK 11-14	TOPSILE	NK 12-12	WYOMING	NK 13-12
NK 11-15	TOPSILE	NK 12-13	WYOMING	NK 13-13
NK 11-16	TOPSILE	NK 12-14	WYOMING	NK 13-14
NK 11-17	TOPSILE	NK 12-15	WYOMING	NK 13-15
NK 11-18	TOPSILE	NK 12-16	WYOMING	NK 13-16
NK 11-19	TOPSILE	NK 12-17	WYOMING	NK 13-17
NK 11-20	TOPSILE	NK 12-18	WYOMING	NK 13-18
NK 11-21	TOPSILE	NK 12-19	WYOMING	NK 13-19
NK 11-22	TOPSILE	NK 12-20	WYOMING	NK 13-20
NK 11-23	TOPSILE	NK 12-21	WYOMING	NK 13-21
NK 11-24	TOPSILE	NK 12-22	WYOMING	NK 13-22
NK 11-25	TOPSILE	NK 12-23	WYOMING	NK 13-23
NK 11-26	TOPSILE	NK 12-24	WYOMING	NK 13-24
NK 11-27	TOPSILE	NK 12-25	WYOMING	NK 13-25
NK 11-28	TOPSILE	NK 12-26	WYOMING	NK 13-26
NK 11-29	TOPSILE	NK 12-27	WYOMING	NK 13-27
NK 11-30	TOPSILE	NK 12-28	WYOMING	NK 13-28
NK 11-31	TOPSILE	NK 12-29	WYOMING	NK 13-29
NK 11-32	TOPSILE	NK 12-30	WYOMING	NK 13-30
NK 11-33	TOPSILE	NK 12-31	WYOMING	NK 13-31
NK 11-34	TOPSILE	NK 12-32	WYOMING	NK 13-32
NK 11-35	TOPSILE	NK 12-33	WYOMING	NK 13-33
NK 11-36	TOPSILE	NK 12-34	WYOMING	NK 13-34
NK 11-37	TOPSILE	NK 12-35	WYOMING	NK 13-35
NK 11-38	TOPSILE	NK 12-36	WYOMING	NK 13-36
NK 11-39	TOPSILE	NK 12-37	WYOMING	NK 13-37
NK 11-40	TOPSILE	NK 12-38	WYOMING	NK 13-38
NK 11-41	TOPSILE	NK 12-39	WYOMING	NK 13-39
NK 11-42	TOPSILE	NK 12-40	WYOMING	NK 13-40

RELIABILITY DIAGRAM

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SECTIONIZED TOWNSHIP

6	5	4	3	2	1
18	17	16	15	14	13
30	29	28	27	26	25
31	32	33	34	35	36

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PRICE, UTAH