



Prepared by the Army Map Service (FSRT), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1955 by photogrammetric methods and from USGS quadrangles, 1:24,000, 1:62,500 and 1:125,000, 1902-1951. Planimetric detail revised by photogrammetric methods. Photography field annotated 1954. Map partially revised in 1961 by U.S. Geological Survey from USGS quadrangles, 1:24,000, 1948-58; USCGS Sectional Aeronautical Chart, 1:500,000, Cheyenne, 1960; and Colorado Department of Highways map, 1960. Horizontal and vertical control by USGS, USCGS, and U.S. Bureau of Reclamation. Map not field checked.

100,000-foot grid based on Colorado coordinate system, north zone 10,000-meter Universal Transverse Mercator grid ticks, zone 13, shown in blue.

**LEGEND**

**ROAD DATA 1960**  
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  
Landplane airport  
Landing airfield  
Seaplane airport  
Seaplane anchorage  
Park or reservation

**BOUNDARIES**  
International  
State  
County  
Park or reservation

**LANDMARKS**  
Landplane airport  
Landing airfield  
Seaplane airport  
Seaplane anchorage  
Park or reservation

**SYMBOLS**  
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 25 30 Statute Miles  
0 5 10 15 20 25 30 Kilometers

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

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 14°30' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 13°30' EASTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0°05' WESTERLY.

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**LOCATION DIAGRAM FOR NK 13-11**

13-10	13-11	13-12	13-13	13-14
NK 12-6	NK 13-4	NK 13-5	NK 13-6	NK 14-4
NK 12-9	NK 13-7	NK 13-8	NK 13-9	NK 14-7
NK 12-12	NK 13-10	NK 13-11	NK 13-12	NK 14-10
UTAH	UTAH	UTAH	UTAH	UTAH
NJ 12-3	NJ 13-1	NJ 13-2	NJ 13-3	NJ 14-1
NJ 12-6	NJ 13-4	NJ 13-5	NJ 13-6	NJ 14-4

**RELIABILITY DIAGRAM**

**SECTIONIZED TOWNSHIP**

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

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6250  
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