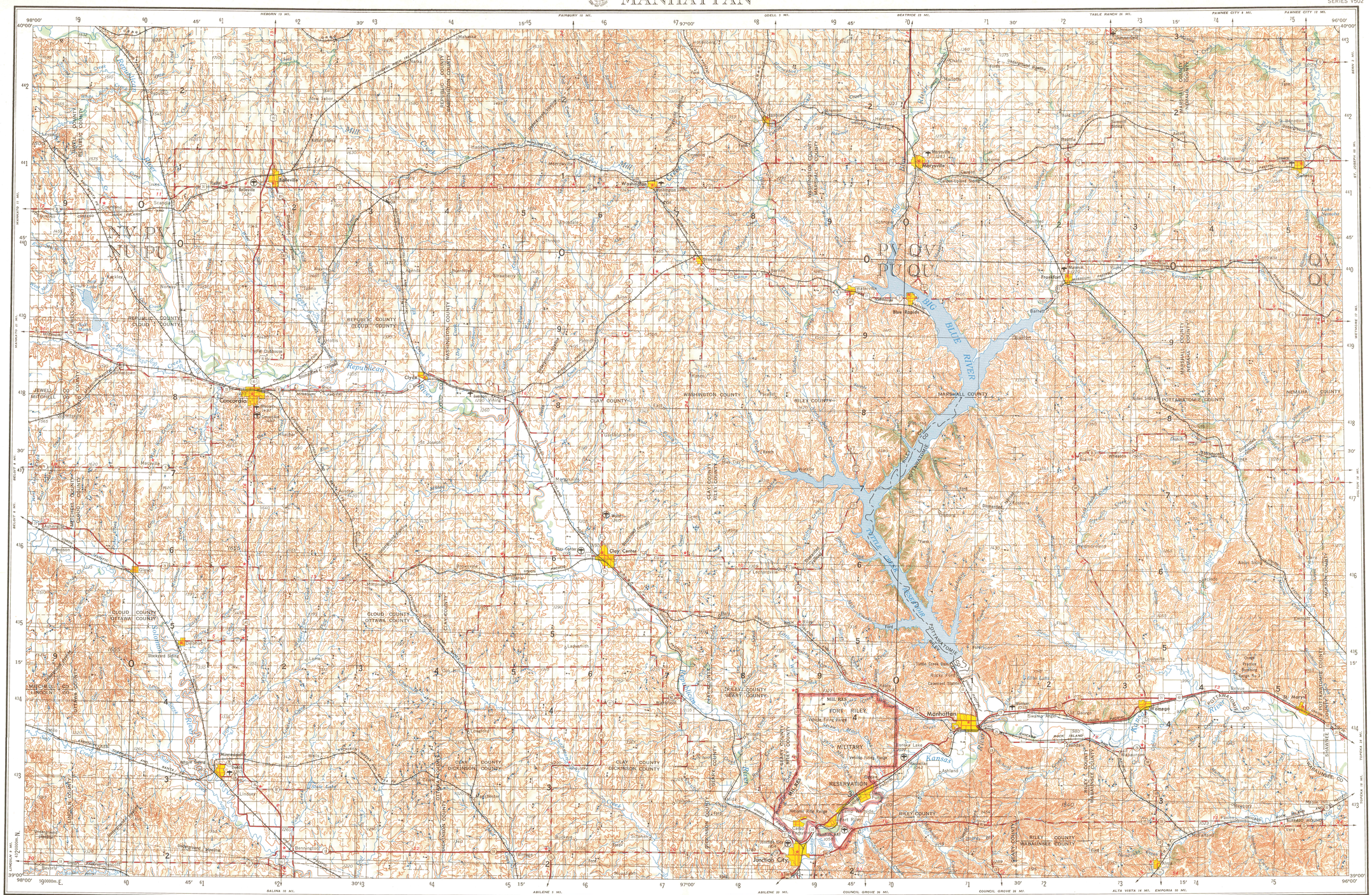
WESTERN UNITED STATES 1:250,000

MANHATTAN

EDITION 1-AMS

REFER TO THIS MAP AS: NJ 14-3
SERIES V502



V502
Edition 1-AMS (First Printing, 10-56)

Prepared by the Army Map Service (ASSX), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1955 by photogrammetric methods and from: Kansas, 1:25,000, CE, 1949. Planimetric detail revised by photo-planimetric methods. Horizontal and vertical control by USC&GS, USGS and CE. Photography field annotated, 1955.

LEGEND
ROAD DATA 1955
Figures in red denote approximate distances in miles between stars

POPULATED PLACES
Over 500,000 — LOS ANGELES
100,000 to 500,000 — OMAHA
25,000 to 100,000 — GALVESTON
5,000 to 25,000 — Laramie
1,000 to 5,000 — Grand Coulee
Less than 1,000 — Sun Valley

RAILROADS
Standard gauge (Single track, Double or Multiple)
Narrow gauge

BOUNDARIES
International
State
County
Park or reservation

ROADS
Hard surface, heavy duty
More than two lanes wide
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

Landplane airport
Landing area
Seaplane airport
Seaplane anchorage
Woods-brushwood

Landmarks: School; Church; Other
Horizontal control point
Spot elevation in feet
Marsh or swamp
Intermittent or dry stream
Power line

Scale 1:250,000

5 0 5 10 15 20 Statute Miles
5 0 5 10 15 20 25 30 Kilometers
5 0 5 10 15 Nautical Miles

CONTOUR INTERVAL 50 FEET

TRANSVERSE MERCATOR PROJECTION

BLACK NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 14
THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 10°15' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 09°30' EASTERLY FOR THE CENTER OF THE EAST EDGE, MEAN ANNUAL CHANGE IS 5'30" WESTERLY.

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE URGED TO MARK MERIDON AND FORWARD DIRECTLY TO COMMANDING OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED.

LOCATION DIAGRAM FOR NJ 14-3

NK 14-7	NK 14-8 BROKEN BOW		NK 15-7	NK 15-8
NK 14-10	NK 14-11	NK 14-12	NK 15-10	NK 15-11
NJ 14-1	NJ 14-2	NJ 14-3	NJ 15-1	NJ 15-2
NJ 14-4	NJ 14-5	NJ 14-6	NJ 15-4	NJ 15-5
NJ 14-7	NJ 14-8	NJ 14-9	NJ 15-7	NJ 15-8

RELIABILITY DIAGRAM

A. Large scale topographic maps, photogrammetric survey, 1949.
B. Large scale topographic, controlled ground and photogrammetric survey 1949.
1. Stereo-compiled from 1953 aerial photography.
2. Planimetry revised from 1954 aerial photography.
3. Stereo-compiled from 1954 aerial photography.

PRINTED BY ARMY MAP SERVICE, CORPS OF ENGINEERS, 10-56, 141866
SX

GRID ZONE DESIGNATION: 14S
100,000 M. SQUARE IDENTIFICATION: NV PV QV / NU PU QU
IGNORE the SMALLER figures of any grid number; these are for finding the full coordinates. Use ONLY the LARGER figures of the grid number; example: 43 70 00

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1000 METERS
SAMPLE POINT: RANCH
1. Read letters identifying 100,000 meter square in which the point lies.
2. Locate first VERTICAL grid line to LEFT of point and read LARGE figure labeling the line either in the top or bottom margin, or on the line itself:
Estimate tenths from grid line to point;
3. Locate first HORIZONTAL grid line BELOW point and read LARGE figure labeling the line either in the left or right margin, or on the line itself:
Estimate tenths from grid line to point;
SAMPLE REFERENCE: PU8174
If reporting beyond 10' in any direction, prefix Grid Zone Designation, as: 14SPU8174

PU 8 1 7 4

~~MANHATTAN, KANSAS~~
United States. Topo. 1:250,000. sheet Manhattan, cop. 1.