



V501
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Prepared by the Army Map Service (LKBGN), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1955 by photogrammetric methods. Horizontal and vertical control by USC & GS and CE. Aerial photography 1953. Photographic field annotated 1954.

LEGEND
ROAD DATA 1954
Figures in red denote approximate distances in miles between stars

POPULATED PLACES	ROADS	RAILROADS	BOUNDARIES	POPULATED PLACES
Over 500,000	Hard surface, heavy duty	Standard gauge	International	Over 500,000
100,000 to 500,000	More than two lanes wide	Narrow gauge	State	100,000 to 500,000
25,000 to 100,000	Two lanes wide; Federal route marker	Landing area	County	25,000 to 100,000
5,000 to 25,000	Hard surface, medium duty	Seaplane airport	Park or reservation	5,000 to 25,000
1,000 to 5,000	More than two lanes wide	Seaplane anchorage		1,000 to 5,000
Less than 1,000	Two lanes wide; State route marker	Woods brushwood		Less than 1,000
	Improved light duty			
	Unimproved dirt			
	Trail			

POPULATED PLACES
 1. Horizontal control point
 2. Spot elevation in feet
 3. Marsh or swamp
 4. Intermittent or dry stream
 5. Power line

BOUNDARIES
 1. Landmark: School; Church; Other
 2. Spot elevation in feet
 3. Marsh or swamp
 4. Intermittent or dry stream
 5. 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 50 FEET
WITH SUPPLEMENTARY CONTOURS AT 25 FOOT INTERVALS
TRANSVERSE MERCATOR PROJECTION

BLUE NUMBERED LINES INDICATE THE 10 000 METER UNIVERSAL TRANSVERSE MERCATOR GRID ZONE 16
THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 2°45' EASTLY FOR THE CENTER OF THE WEST EDGE TO 0°45' EASTLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0" OF WESTERLY.

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE URGED TO MARK HEREON 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 NL 16-7

MINNESOTA	NL 15-2	NL 15-3	NL 15-4	NL 15-5	NL 15-6	NL 15-7	NL 15-8	NL 15-9	NL 15-10	NL 15-11	NL 15-12	NL 15-13	NL 15-14	NL 15-15	NL 15-16	NL 15-17	NL 15-18	NL 15-19	NL 15-20
MINNESOTA	NL 16-1	NL 16-2	NL 16-3	NL 16-4	NL 16-5	NL 16-6	NL 16-7	NL 16-8	NL 16-9	NL 16-10	NL 16-11	NL 16-12	NL 16-13	NL 16-14	NL 16-15	NL 16-16	NL 16-17	NL 16-18	NL 16-19
MINNESOTA	NL 17-1	NL 17-2	NL 17-3	NL 17-4	NL 17-5	NL 17-6	NL 17-7	NL 17-8	NL 17-9	NL 17-10	NL 17-11	NL 17-12	NL 17-13	NL 17-14	NL 17-15	NL 17-16	NL 17-17	NL 17-18	NL 17-19

United States, Topo 1:250,000
Sheet Iron Mountain
cap. 1.

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CRA

GRID ZONE DESIGNATION: 16T
100,000 M. SQUARE IDENTIFICATION

BF	CF	DF
BE	CE	DE

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1000 METERS

SAMPLE POINT: THE TOWER

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.
3. Estimate tenths from grid line to point.
4. 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.
5. Estimate tenths from grid line to point.
6. Report figure as in example.

IF REPORTING GRID 16T in any direction, use: 16T000000

UNITED STATES GEOGRAPHIC SURVEY
WASHINGTON, D.C.

JUN 29 1959