



SERIES V502
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Prepared by the U. S. Army Map Service (LKBXS), Corps of Engineers, Washington, D. C. Compiled in 1955 by photogrammetric methods and from United States Geographical, 1:62,500, and 1:24,000, USGS, 1950-52. Planimetric detail revised by photogrammetric methods. Horizontal and vertical control by USGS, USCGS and USFS. Photography field annotated 1955.

LEGEND

ROAD DATA 1955
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
BOUNDBORIES
State
County
Park or reservation

Landmarks: School; Church; Other

Contours
Horizontal control point
Spot elevation in feet
Marsh or swamp
Intermittent or dry stream
Power line

Other symbols: Landplane airport, Steeple airport, Steeple anchorage, Woods-brushwood, Trail, Improved light duty, Unimproved dirt

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

TRANSVERSE MERCATOR PROJECTION

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 12
THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 17°W EASTERN 1° FOR THE CENTER OF THE WEST EDGE TO 17°W EASTERN FOR THE CENTER OF THE EAST EDGE. YEAR ANNUAL CHANGE IS 17" WESTERLY.

USERS WITHIN COUNTRIES ON OUTSIDE OF THIS MAP ARE ADVISED TO MARK HEREON AND FORWARD DIRECTLY TO COMMANDING OFFICER, U. S. ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED.

LOCATION DIAGRAM FOR NL 12-7

CHOCOMA	NL 12-2	LEWISTOWN
NL 11-9	NL 11-3	NL 12-3
NL 11-8	NL 11-6	NL 12-5
NL 11-7	NL 11-5	NL 12-9
NL 11-6	NL 11-4	NL 12-1
NL 11-5	NL 11-3	NL 12-4
NL 11-4	NL 11-2	NL 12-8
NL 11-3	NL 11-1	NL 12-7
NL 11-2	NL 11-0	NL 12-6
NL 11-1	NL 10-9	NL 12-10
NL 11-0	NL 10-8	NL 12-11
NL 10-9	NL 10-7	NL 12-12
NL 10-8	NL 10-6	NK 12-3
NL 10-7	NL 10-5	NK 12-2
NL 10-6	NL 10-4	NK 12-1
NL 10-5	NL 10-3	NK 12-0
NL 10-4	NL 10-2	
NL 10-3	NL 10-1	
NL 10-2	NL 10-0	
NL 10-1	NL 10-0	
NL 10-0	NL 9-9	
NL 9-9	NL 9-8	
NL 9-8	NL 9-7	
NL 9-7	NL 9-6	
NL 9-6	NL 9-5	
NL 9-5	NL 9-4	
NL 9-4	NL 9-3	
NL 9-3	NL 9-2	
NL 9-2	NL 9-1	
NL 9-1	NL 9-0	
NL 9-0	NL 8-9	
NL 8-9	NL 8-8	
NL 8-8	NL 8-7	
NL 8-7	NL 8-6	
NL 8-6	NL 8-5	
NL 8-5	NL 8-4	
NL 8-4	NL 8-3	
NL 8-3	NL 8-2	
NL 8-2	NL 8-1	
NL 8-1	NL 8-0	
NL 8-0	NL 7-9	
NL 7-9	NL 7-8	
NL 7-8	NL 7-7	
NL 7-7	NL 7-6	
NL 7-6	NL 7-5	
NL 7-5	NL 7-4	
NL 7-4	NL 7-3	
NL 7-3	NL 7-2	
NL 7-2	NL 7-1	
NL 7-1	NL 7-0	
NL 7-0	NL 6-9	
NL 6-9	NL 6-8	
NL 6-8	NL 6-7	
NL 6-7	NL 6-6	
NL 6-6	NL 6-5	
NL 6-5	NL 6-4	
NL 6-4	NL 6-3	
NL 6-3	NL 6-2	
NL 6-2	NL 6-1	
NL 6-1	NL 6-0	
NL 6-0	NL 5-9	
NL 5-9	NL 5-8	
NL 5-8	NL 5-7	
NL 5-7	NL 5-6	
NL 5-6	NL 5-5	
NL 5-5	NL 5-4	
NL 5-4	NL 5-3	
NL 5-3	NL 5-2	
NL 5-2	NL 5-1	
NL 5-1	NL 5-0	
NL 5-0	NL 4-9	
NL 4-9	NL 4-8	
NL 4-8	NL 4-7	
NL 4-7	NL 4-6	
NL 4-6	NL 4-5	
NL 4-5	NL 4-4	
NL 4-4	NL 4-3	
NL 4-3	NL 4-2	
NL 4-2	NL 4-1	
NL 4-1	NL 4-0	
NL 4-0	NL 3-9	
NL 3-9	NL 3-8	
NL 3-8	NL 3-7	
NL 3-7	NL 3-6	
NL 3-6	NL 3-5	
NL 3-5	NL 3-4	
NL 3-4	NL 3-3	
NL 3-3	NL 3-2	
NL 3-2	NL 3-1	
NL 3-1	NL 3-0	
NL 3-0	NL 2-9	
NL 2-9	NL 2-8	
NL 2-8	NL 2-7	
NL 2-7	NL 2-6	
NL 2-6	NL 2-5	
NL 2-5	NL 2-4	
NL 2-4	NL 2-3	
NL 2-3	NL 2-2	
NL 2-2	NL 2-1	
NL 2-1	NL 2-0	
NL 2-0	NL 1-9	
NL 1-9	NL 1-8	
NL 1-8	NL 1-7	
NL 1-7	NL 1-6	
NL 1-6	NL 1-5	
NL 1-5	NL 1-4	
NL 1-4	NL 1-3	
NL 1-3	NL 1-2	
NL 1-2	NL 1-1	
NL 1-1	NL 1-0	
NL 1-0	NL 0-9	
NL 0-9	NL 0-8	
NL 0-8	NL 0-7	
NL 0-7	NL 0-6	
NL 0-6	NL 0-5	
NL 0-5	NL 0-4	
NL 0-4	NL 0-3	
NL 0-3	NL 0-2	
NL 0-2	NL 0-1	
NL 0-1	NL 0-0	

RELIABILITY DIAGRAM

Photography

1. Large scale topographic maps, photogrammetric survey, 1950-52.
2. Large scale topographic maps, controlled ground and photogrammetric survey, 1952.
3. Stereo compiled from 1954 aerial photography.
4. Planimetry revised from 1954 aerial photography.

GRID ZONE DESIGNATION

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 100 METERS

GRID ZONE DESIGNATION: 49QUGG

EXAMPLE POINT: POLARIS

1. Read letters identifying 100,000 meter square in which the point lies.
2. Locate the vertical grid line to the LEFT of point and read Latin figure labeling the line either on the top or bottom margin or on the left.
3. Estimate tenths from grid line to point.
4. Locate the horizontal grid line to the bottom margin and read Latin figure labeling the line either on the left or right margin.
5. Estimate tenths from grid line to point.
6. If reporting beyond 10° by any direction, quote the true direction.

EXAMPLE REFERENCE: 49QUGG 127858N 127858E

