



Prepared by the Army Map Service (AFM), Corps of Engineers, U. S. Army, Washington, D. C. Compiled in 1954 by photogrammetric methods. Horizontal and vertical control by USCGS and USGS. Aerial photography 1952-53. Photography field annotated 1954.

**LEGEND**

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

**POPULATED PLACES**

Over 500,000	Hard surface, heavy duty	2 LANES (4 LANES)
100,000 to 500,000	Hard surface, medium duty	2 LANES (4 LANES)
25,000 to 100,000	Hard surface, light duty	2 LANES (4 LANES)
5,000 to 25,000	Two lanes wide; State route marker	2 LANES (4 LANES)
1,000 to 5,000	Two lanes wide; State route marker	2 LANES (4 LANES)
Less than 1,000	Improved light duty	2 LANES (4 LANES)
	Unimproved dirt	2 LANES (4 LANES)
	Sun Valley	2 LANES (4 LANES)

**RAILROADS**

Standard gauge	Single track	Double or Multiple track
Narrow gauge	Landplane airport	

**BOUNDARIES**

International	Spot elevation in feet
State	Marsh or swamp
County	Intermittent or dry stream
Park or reservation	Woods/bushwood
	Power line

**LANDMARKS:** School; Church; Other, 2 1/2'

**Horizontal control point**

**Landing area**

**Spot elevation in feet**

**Marsh or swamp**

**Intermittent or dry stream**

**Woods/bushwood**

**Power line**

Scale 1:250,000

0 5 10 15 20 25 30 Statute Miles

0 5 10 15 20 25 30 Nautical Miles

CONTOUR INTERVAL 100 FEET

TRANSVERSE MERCATOR PROJECTION

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 10°30' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 9°45' EASTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0" WESTERLY.

LOCATION DIAGRAM FOR NI 14-11

NI 13-6	NI 14-4	LAWTON, NI 14-5	OKLAHOMA, NI 14-6	HALESTER, NI 15-4-3
NI 13-9	NI 14-7	BRIDGE FALLS, NI 14-8	SHREVEPORT, NI 14-9	NI 12-10
NI 13-12	NI 14-10	ABILENE, NI 14-11	DALLAS, NI 14-12	NI 15-10
NI 13-3	NI 14-1	BRIDGEPORT, NI 14-2	WACO, NI 14-3	NI 15-1
NI 13-5	NI 14-4	SAN ANGELO, NI 14-5	LLANO, NI 14-6	NI 15-4
			AUSTIN, NI 14-5	

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