

Prepared by the Army Map Service (AMS), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1954 by photogrammetric methods. Horizontal and vertical control by USGS and USGS. Aerial photography 1954. Photography field annotated 1954. 100,000-foot grids based on Texas coordinate system, north central zone. 100,000-meter Universal Transverse Mercator grid ticks, zone 14, shown in blue.

**LEGEND**

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

**POPULATED PLACES**

Over 500,000	Hard surface, heavy duty	3 LANES (4 LANES)
100,000 to 500,000	More than two lanes wide	2 LANES (4 LANES)
25,000 to 100,000	Two lanes wide; Federal route marker	2 LANES (4 LANES)
5,000 to 25,000	Hard surface, medium duty	2 LANES (4 LANES)
1,000 to 5,000	More than two lanes wide	2 LANES (4 LANES)
Less than 1,000	Two lanes wide; State route marker	2 LANES (4 LANES)
	Grand Coulee	2 LANES (4 LANES)
	Improved light duty	2 LANES (4 LANES)
	Unimproved dirt	2 LANES (4 LANES)
	Sun Valley	2 LANES (4 LANES)
	Traffic	2 LANES (4 LANES)

**RAILROADS**

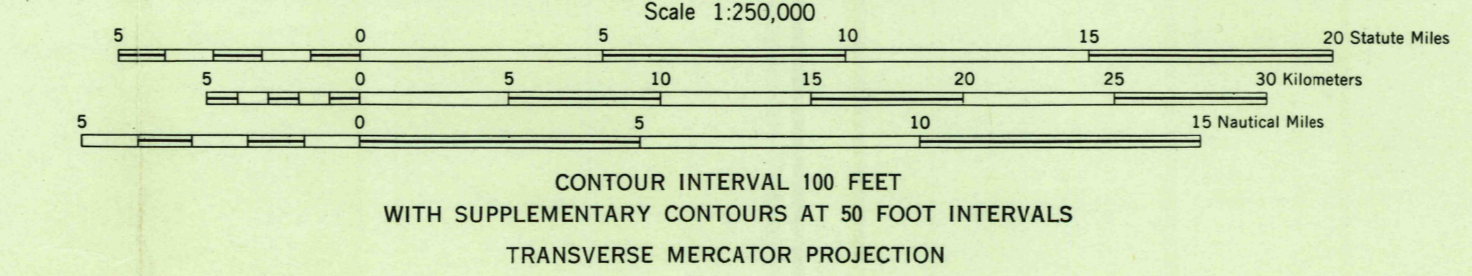
Standard gauge	Single track Double or Multiple	Landplane airport
Narrow gauge	Intermittent	Spot elevation in feet
International	Seaplane airport	Marsh or swamp
State	Seaplane anchorage	Intermittent or dry stream
County	Woods/bushwood	Power line
Park or reservation		

**BOUNDARIES**

International	State	County	Park or reservation
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**Other Symbols:**

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



LOCATION DIAGRAM FOR NI 14-7

106°	36°	SANTA FE	NI 13-2	NI 13-3	NI 14-1	NI 14-2	OKLAHOMA	NI 14-3	36°
		NI 13-2	NI 13-3	AMARILLO	NI 14-1	OLINTON	OKLAHOMA CITY	NI 14-3	
		NI 13-5	PORT BURDEN	NI 14-4	NI 14-5	LAWTON	NI 14-6	MEMPHIS	
		NEW MEXICO	NI 13-6	NI 14-7	WICHITA FALLS	NI 14-8	NI 14-9	MEMPHIS	
		NI 13-7	ROSELAND	NI 13-8	NI 14-10	NI 14-11	NI 14-12		
		NI 13-11	NI 13-12	NI 14-10	NI 14-11	NI 14-12			
		NI 13-12	NI 13-3	NI 14-1	NI 14-2	NI 14-3			
		NI 13-2	NI 13-3	NI 14-1	NI 14-2	NI 14-3			
		NI 13-2	NI 13-3	NI 14-1	NI 14-2	NI 14-3			

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