

Prepared by the Army Map Service (AJEE), Corps of Engineers, U. S. Army, Washington, D. C. Compiled in 1954 by photogrammetric methods. Horizontal and vertical control by USGS and USCAGS. Aerial photography 1952-1953. Photography field annotated 1954.

100,000-foot grids based Texas coordinate system, north central zone and Oklahoma coordinate system, south zone

10,000-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
- 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
- Landplane airport
- Landing area
- International
- State
- County
- Park or reservation

**BOUNDARIES**

- State
- County
- Park or reservation

**LANDMARKS**

- School; Church; Other
- Spot elevation in feet
- Marsh or swamp
- Intermittent or dry stream
- Power line

**ROADS**

- Hard surface, heavy duty
- 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

**RAILROADS**

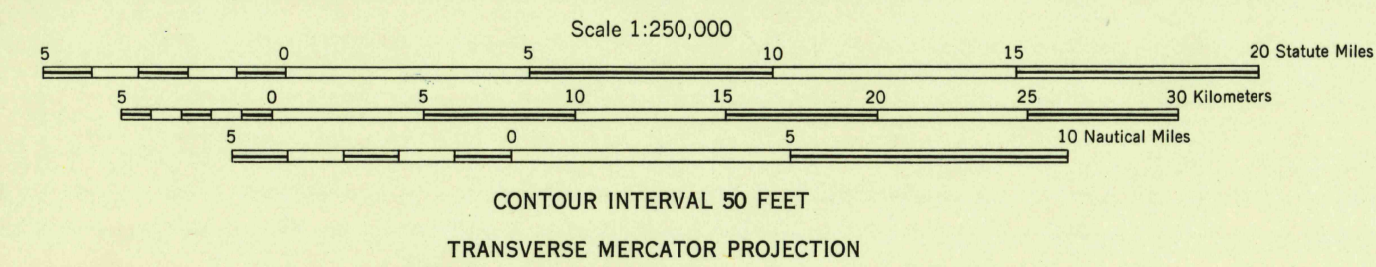
- Single track
- Double or Multiple
- Landplane airport
- Landing area
- International
- State
- County
- Park or reservation

**BOUNDARIES**

- State
- County
- Park or reservation

**LANDMARKS**

- School; Church; Other
- Spot elevation in feet
- Marsh or swamp
- Intermittent or dry stream
- Power line



LOCATION DIAGRAM FOR NI 14-9

|                       |                       |                       |                       |                       |                       |                       |                       |                       |                       |                       |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| NI 14-1<br>ANNAPOLIS  | NI 14-2<br>ANNAPOLIS  | NI 14-3<br>ANNAPOLIS  | NI 14-4<br>ANNAPOLIS  | NI 14-5<br>ANNAPOLIS  | NI 14-6<br>ANNAPOLIS  | NI 14-7<br>ANNAPOLIS  | NI 14-8<br>ANNAPOLIS  | NI 14-9<br>ANNAPOLIS  | NI 15-1<br>ANNAPOLIS  | NI 15-2<br>ANNAPOLIS  |
| NI 14-10<br>ANNAPOLIS | NI 14-11<br>ANNAPOLIS | NI 14-12<br>ANNAPOLIS | NI 14-13<br>ANNAPOLIS | NI 14-14<br>ANNAPOLIS | NI 14-15<br>ANNAPOLIS | NI 14-16<br>ANNAPOLIS | NI 14-17<br>ANNAPOLIS | NI 14-18<br>ANNAPOLIS | NI 14-19<br>ANNAPOLIS | NI 15-3<br>ANNAPOLIS  |
| NI 14-20<br>ANNAPOLIS | NI 14-21<br>ANNAPOLIS | NI 14-22<br>ANNAPOLIS | NI 14-23<br>ANNAPOLIS | NI 14-24<br>ANNAPOLIS | NI 14-25<br>ANNAPOLIS | NI 14-26<br>ANNAPOLIS | NI 14-27<br>ANNAPOLIS | NI 14-28<br>ANNAPOLIS | NI 14-29<br>ANNAPOLIS | NI 14-30<br>ANNAPOLIS |

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TOWNSHIP OR RANGE LINE  
LAND GRANT BOUNDARY

|    |    |    |    |    |    |
|----|----|----|----|----|----|
| 6  | 5  | 4  | 3  | 2  | 1  |
| 7  | 8  | 9  | 10 | 11 | 12 |
| 18 | 17 | 16 | 15 | 14 | 13 |
| 19 | 20 | 21 | 22 | 23 | 24 |
| 30 | 29 | 28 | 27 | 26 | 25 |
| 31 | 32 | 33 | 34 | 35 | 36 |

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