



U.S.G.S.  
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TOPOGRAPHIC DIVISION

Prepared by the Army Map Service (AMS), Corps of Engineers, U. S. Army, Washington, D. C. Compiled in 1955 by photogrammetric (multiple) methods and from United States Quadrangles, 1:250,000, 1:250,000, 1:31,680, 1:62,500, and 1:125,000, AMS, Corps of Engineers, and U. S. Geological Survey, edition 1890-1955; and County Highway Maps, revised 1951-52. Planimetric detail revised by photogrammetric methods. Horizontal and vertical control by USCGS, USGS, and CE. Map field checked 1953.

**LEGEND**  
ROAD DATA 1953  
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  
Seaplane airport  
Seaplane anchorage  
State  
County  
Park or reservation

**BOUNDARIES**  
International  
State  
County

**WATER**  
Lake  
River  
Creek  
Stream  
Marsh or swamp  
Intermittent or dry stream  
Woods/brushwood  
Power line, Levee

**LANDMARKS**  
School; Church; Other  
Horizontal control point  
Spot elevation in feet  
Marsh or swamp  
Intermittent or dry stream  
Power line, Levee

**ROADS**  
Hard surface, heavy duty  
More than two lanes wide  
Two lanes wide; Federal route marker  
Hard surface, medium duty  
More than two lanes wide  
Two lanes wide; State route marker  
Improved light duty  
Dirt  
Trail

**3 LANES & LARGER**  
**2 LANES & LARGER**  
**1 LANE & LARGER**  
**Other**

Scale 1:250,000  
0 5 10 15 20 Statute Miles  
0 5 10 15 20 Nautical Miles  
0 5 10 15 20 Kilometers

CONTOUR INTERVAL 100 FEET  
WITH SUPPLEMENTARY CONTOURS AT 50 FOOT INTERVALS  
TRANSVERSE MERCATOR PROJECTION  
100 000 FOOT GRIDS BASED ON ARKANSAS COORDINATE SYSTEM, NORTH AND SOUTH ZONES

FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER 2, COLORADO OR WASHINGTON 25, D. C.

LOCATION DIAGRAM FOR NI 15-5

MISSOURI NI 14-12 TULSA NI 14-13 OKLAHOMA NI 14-14 OKLAHOMA NI 14-15 OKLAHOMA NI 14-16 OKLAHOMA NI 14-17 OKLAHOMA NI 14-18 OKLAHOMA NI 14-19 OKLAHOMA NI 14-20 OKLAHOMA NI 14-21 OKLAHOMA NI 14-22 OKLAHOMA NI 14-23 OKLAHOMA NI 14-24 OKLAHOMA NI 14-25 OKLAHOMA NI 14-26 OKLAHOMA NI 14-27 OKLAHOMA NI 14-28 OKLAHOMA NI 14-29 OKLAHOMA NI 14-30 OKLAHOMA NI 14-31 OKLAHOMA NI 14-32 OKLAHOMA NI 14-33 OKLAHOMA NI 14-34 OKLAHOMA NI 14-35 OKLAHOMA NI 14-36 OKLAHOMA NI 14-37 OKLAHOMA NI 14-38 OKLAHOMA NI 14-39 OKLAHOMA NI 14-40 OKLAHOMA NI 14-41 OKLAHOMA NI 14-42 OKLAHOMA NI 14-43 OKLAHOMA NI 14-44 OKLAHOMA NI 14-45 OKLAHOMA NI 14-46 OKLAHOMA NI 14-47 OKLAHOMA NI 14-48 OKLAHOMA NI 14-49 OKLAHOMA NI 14-50 OKLAHOMA NI 14-51 OKLAHOMA NI 14-52 OKLAHOMA NI 14-53 OKLAHOMA NI 14-54 OKLAHOMA NI 14-55 OKLAHOMA NI 14-56 OKLAHOMA NI 14-57 OKLAHOMA NI 14-58 OKLAHOMA NI 14-59 OKLAHOMA NI 14-60 OKLAHOMA NI 14-61 OKLAHOMA NI 14-62 OKLAHOMA NI 14-63 OKLAHOMA NI 14-64 OKLAHOMA NI 14-65 OKLAHOMA NI 14-66 OKLAHOMA NI 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