

1. DATE - TIME GROUP 11 May 53 11/1130Z	2. LOCATION Tehran, Iran
3. SOURCE Military	10. CONCLUSION AIRCRAFT
4. NUMBER OF OBJECTS Five	Observer says definitely a/c. Possibly of IL-28 overflight.
5. LENGTH OF OBSERVATION 1 Minute	11. BRIEF SUMMARY AND ANALYSIS Lt Col USAF reports an object (definitely an aircraft) over Tehran. Size comparable to a B-45, speed 500-600 mph, rolling from side to side as in a coordination exercise. Officers wife spotted five objects, 3 in trail formation. Called Lt Col who saw only one.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE 90 degrees	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
 FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

DISPOSITION FORM

SECURITY

CLASSIFICATION (If any)

UNCLASSIFIED

FILE NO.

SUBJECT

(Uncl) Unidentified Object Report

TO ATIAA-2e *JLB*
ATTN: Lt Lerner

FROM ATIAE

DATE 12 June 53 COMMENT NO. 1

M. B. Hatch for
ATIAE-5/Lt Olsson/vs
65365/Bldg 263/P A-30

1. Inclosed is a report of an unidentified object sighted on 11 May 53 over Tehran, Iran. Project Blue Book has tentatively evaluated the object as possibly an aircraft on the strength of the observer's opinion.

2. Report is therefore forwarded to your office for your information and possible corroboration on our evaluation. There is a possibility of this being a Russian over flight.

1 Incl
File dtd 5/11/53
(Tehran, Iran)

for W. C. Johnston
H. C. JOHNSTON, Lt Col, USAF
Chief, Electronics Branch
Technical Analysis Division
Air Technical Intelligence CenterTO: ATIAE-5
ATTN: Lt Olsson

FROM: ATIAA

DATE: 16 June 1953 COMMENT #2

ATIAA-2/Lt *Lerner*/tar
54264/B263/P B11

1. The object referred to in the inclosed message may very possibly be a Soviet over flight of Il-28 aircraft.

2. Il-28 aircraft are based in the area and their range capabilities are sufficient to permit them to fly over this area.

1 Incl
n/c

James W. Tisdale, Jr.
JAMES W. TISDALE, JR., Major, USAF
Acting Chief, Aircraft & Propulsion Branch
Technical Analysis Division
Air Technical Intelligence Center

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[REDACTED] UNCLASSIFIED

AIR 17

NO UNCLASSIFIED REPLY OR REFERENCE IF THE DTG IS QUOTED
DE JEPHQ 113C

FM USAIRA TEHRAN IRAN
TO JEDWP/ AIR TECH INTEL CENTER WPAFB OHIO ATIN ATIAA-2C
CSAF WASHDC FOR AFOIN
CG ADC ENT AFB COLO

ACTION

2 Atia
3 Atia
H.C. files

CARAPHACE NOT REQUIRED. SEE CRYPTO CENTER

REF NR AFC 51-53 FOLLOWING
DAYTON C CASTRO, LTCOL USAF, AO-432619 REPTS SIGHTING OF OBJECT,
"DEFINITELY AN ACFT" OVER TEHRAN 1500 LOCAL TIME 11 MAY 53 EST
ALTITUDE 20-25000 FEET ABOVE 1/10 CUMULUS CLOUDS EST ALT 13-15000 FEET,
COURSE 090 DEG. SIZE OF OBJECT COMPARABLE TO B-45. EST SPEED 500-600
MPH, SHAPE NOT DISCERNIBLE, ROLLED FROM SIDE TO SIDE SIMILAR TO
COORDINATION EXERCISE. COLOR DESCRIBED AS METALLIC SIMILAR ALUMINUM.
OBJECT MADE NO NOISE, LEFT NO CONTRAILS, DISAPPEARED FROM SIGHT SOUT
OF MT DEMAVAND. OFF WIFE FIRST SPOTTED FIVE OF OBJECTS, THREE FLYING
TRAIL FORMATION; SHE CALLED HUSBAND BUT WHEN HE ARRIVED, ONLY ONE
VISIBLE. CASTO FORMERLY OPNL OFF, 4710 DEFENSE WING, NOW AF ADVISER
WITH USMM TO IRAN. REFER INTELLIGENCE REPT 93-53. SGD, BROOKING

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Blue Book not.

Russian over flight?

Should send to A/C + report. Search for their info.

UNCLASSIFIED

Cy!

UNCLASSIFIED

COUNTRY IRAN		REPORT NO. IR-93-53	
SUBJECT FLIOBPT			
AREA REPORTED ON Iran		FROM (Agency) OAIRA, Tehran, Iran	
DATE OF REPORT 9 June 1953	DATE OF INFORMATION 11 May 1953	EVALUATION B-2	
PREPARED BY (Officer) W R KEYSER, Maj, USAF, Asst Air Attache		SOURCE B-2	
REFERENCES (Cite report number, directive, previous report, etc., as applicable) AFL 200-5, Our Mesg AFC-31-53			
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112--Part II.)			
1. An unidentified flying object was seen on 11 May 1953 by Lt Colonel Barton C. Casto, Jr., a USAF officer serving with the USMM to Iran. A group of five of the objects was first seen by the officer's wife; however, when he arrived at the spot only one was visible. 2. Information obtained from Lt Colonel Casto is submitted on Part II of this report.			
GEORGE R. BROOKING Colonel, USAF Air Attache			
2 INCL 1. Aeronautical Chart No.428 2. Signed Statements of Observers			
DISTRIBUTION BY ORIGINATOR Chief, Air Technical Intelligence Center, W-P AFB, Dayton, O. CC, Dhahran AFB, Saudi Arabia			
UNCLASSIFIED			

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

UNCLASSIFIED
AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
OsirA, Tehran, Iran	IR-93-53	2	3	

1. Lt Colonel Davton G. Casto, Jr., AO-432619, USAFR, adviser to the IIAF, reported sighting an unidentified flying object over Tehran on 11 May 1953 at 1500 hours local time (1130Z). The officer's wife, Mrs. Casto, was sunbathing on the roof of their home and first spotted five of the objects; she called her husband to come see them, but when he arrived only one was visible.

2. The following information relative to the object is submitted, in accordance with AFL 200-5:

a. Shape of object not discernible, size comparable to B-45, aluminum in color, five seen by Mrs. Casto, one by Lt. Colonel Casto. Mrs. Casto reports three flying in trail formation, no trail or exhaust visible, speed estimated between 500-600 mph, no sound, straight flight but light reflected first from one side and then the other, similar to coordination exercises, object disappeared from sight in the distance.

b. Time of sighting 1500 local time (1130Z).

c. Observation made from the surface, visual only, no optical equipment used.

d. Observer was located at approximately 35°43'N, 51°27'E with object immediately overhead. Estimated altitude of object 20-25000 feet, object was flying on an easterly course.

e. Lt Colonel Casto was formerly operations officer for the 4710 Defense Wing; he has flown jet aircraft; he has been on flying saucer missions, but has never spotted any.

f. Fair weather prevailed on the day of the sighting, visibility was good, with a 1/10 cu sky. The clouds were estimated to be at an altitude of 13-15000 feet.

g. No meteorological activity or condition could offer an explanation.

h. No interception action taken.

i. No air traffic known to have been in the area at the time. *P where*

3. Inclosure 1, World Aeronautical Chart, Mt Karbush, 428 shows the approximate sighting place - NE end of city of Tehran, with an arrow drawn, showing the flight path; the arrow head is at the approximate place of disappearance.

4. Inclosure 2; signed statements of Lt. Colonel Casto and Mrs. Casto, are submitted,

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

WILLIAM R. KEYSER
Major, USAF
Asst Air Attache

UNCLASSIFIED

Tehran, Iran
8 June 1953

Statement Regarding Observation of Flying Object.

On the 14th of May 1953 while stationed in Tehran, Iran, as Fighter Advisor to the Iranian Air Force I observed an unidentified object flying over the City of Tehran. At approximately 1500 hours I was reading on the second floor of our house, which is located in the northeastern part of Tehran. My wife was on the roof sunbathin. She called for me to come up on the roof to see if I could identify some flying objects which she had seen.

I went up on the roof and lay down on my back to watch the sky. The sun was very bright and there were a few scattered cirulus clouds at approximately 14,000 to 18,000 feet. The surface wind was about five knots. My wife informed me she had seen several objects and after about five minutes she pointed almost directly overhead and said "There see one". I was unable to observe the object at first, but very shortly I was able to pick up the flight path of a bright metallic object headed on a course of 90 degrees. Based on the height of the clouds, for the object was above them, I would estimate its height at 20,000 feet or higher. It made no sound and left no rocket, jet, or contrail.

From 13 years of active flying and observing aircraft, I would say the object was approximately 100^{feet} across. It reflected light from the right and left side alternately at a frequency of approximately 30 times a minute. Its flight path was a very straight line, but this reflection of light seemed to indicate an oscillation or rolling motion, with a fixed speed on its horizontal axis.

Based on the position of the object with relation to Tehran and Mount Damavand, which lies northeast of the City and is 18,371 feet high, I would say the object was traveling between 400 and 500 miles per hour. I observed the object for one minute.

I immediately went downstairs and obtained my binoculars and watched the sky for over an hour, but was unable to spot any further objects.

I have never observed a similar flying object during my career of flying. I reported the object to one of the air attaches assigned to Tehran that afternoon.

AF553123

Dayton C. Casto, Jr.
Dayton C. Casto, Jr.
Lt. Colonel, USAF
AO-432 19

Incl 2⁽¹⁾

411C / 31041BA

Tehran, Iran
8 June 1953

Statement Regarding Observation of Flying Objects

On the 11th of May 1953, while sunbating on the roof of our house which is located two blocks north of the USAFOM on Shahrman Road in Tehran, I happened to glance up into the sky and saw a round, silver, metallic-looking object. It came from behind some clouds, traveled across the sky for approximately 40 seconds, then disappeared. I kept watching and in about a minute four or five more appeared. They traveled in a straight line, one after the other, stayed in sight about 30 or 40 seconds, and disappeared. The last one of this group acted differently from the others in that after the first 20 - 25 seconds it had an uneven, waverin movement, and seemed to be descending, before finally going out of sight. At this point, I called my husband, told him what I'd seen, and he came up to watch. We saw only one more after he came up.

I went to the roof at 2:45 p.m. I know the exact time as I always time my sunbathing, and I saw the first object soon afterwards. They all appeared to be of the same size and shape, and reflected light. I'm just an ordinary civilian and am no authority on aircraft, but have never seen an airplane or other object in the sky which looked and acted like the objects I saw on this day.

131041B13

Incl 2 (2)

UNCLASSIFIED

N M L X W 1 4 R
S D C R F G A
T R Q P O M C Q

Date: 11 May 53

L.C.T.: 3:00 pm

Location: Tehran

Q:

F:

H²:

N:

REMARKS:

Probably foreign planes

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5206.10

1213:15.1



RONAUTICAL CHART



190 200 210 220 230 240 250 260 270 280 290 300 310
STATUTE MILES

50° F

51° G



Consult Notams, Radio Facility Charts and
ACIS Bulletins for the latest information
affecting this chart

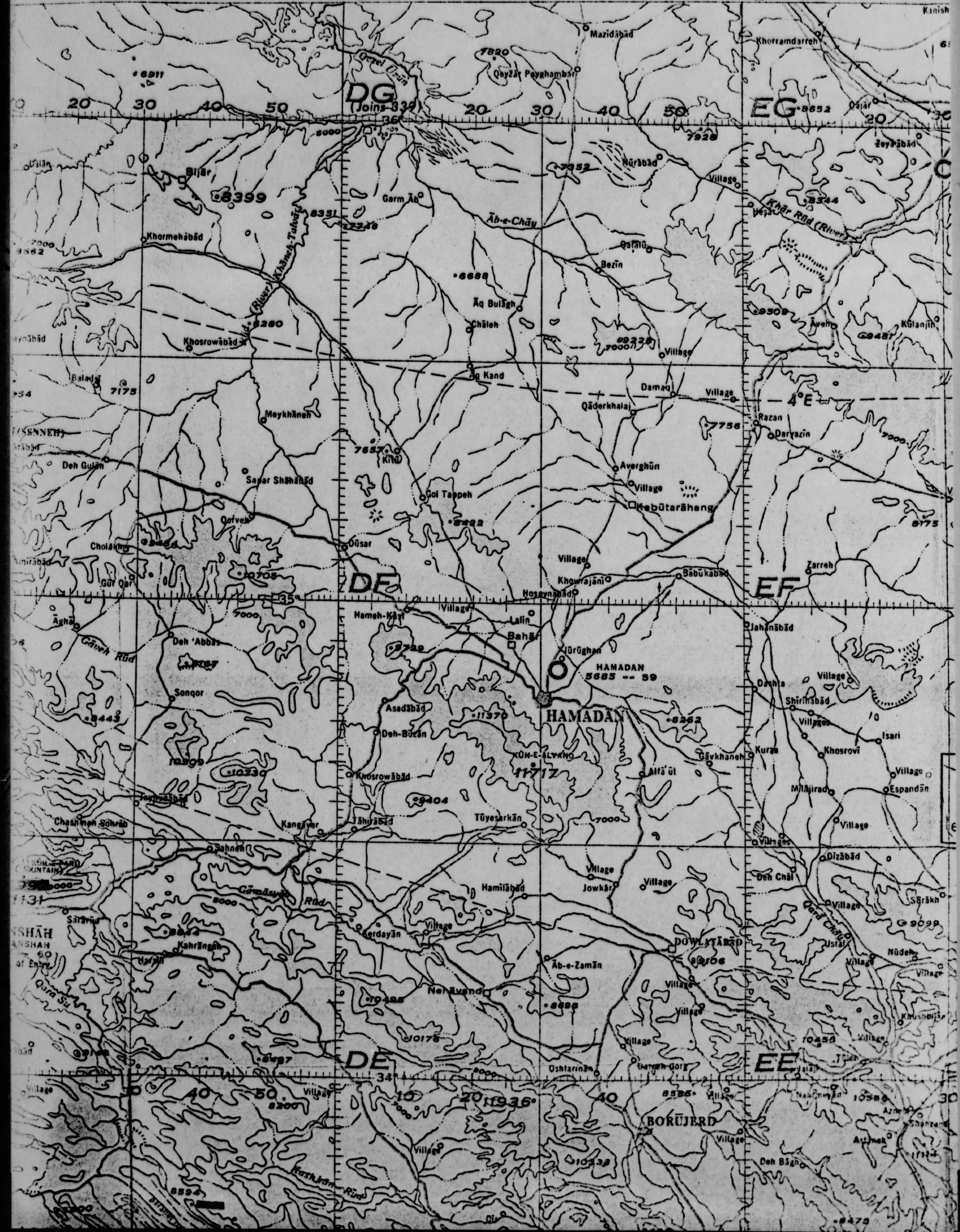


WORLD AERONAUTICAL

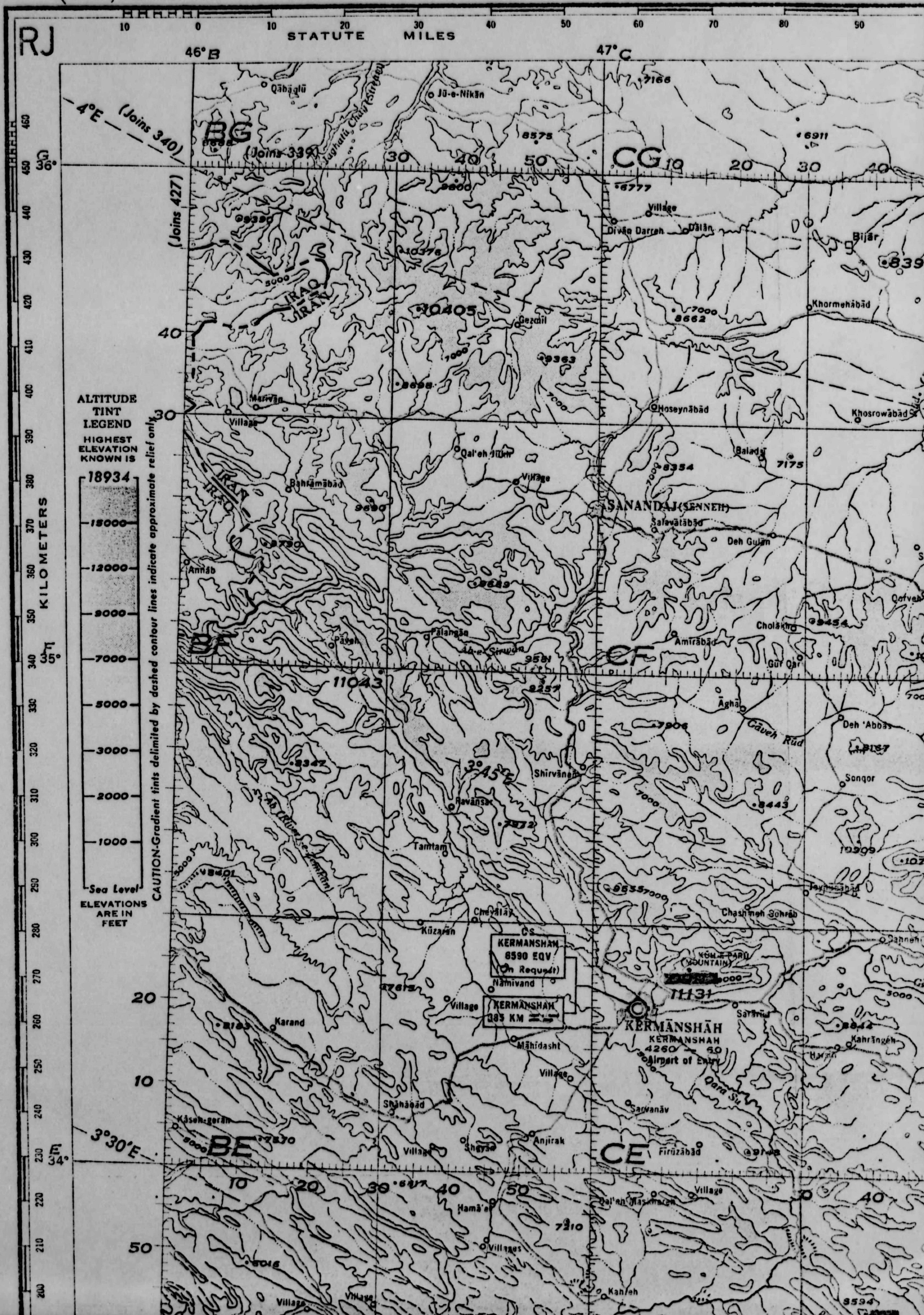
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STATUTE MILES

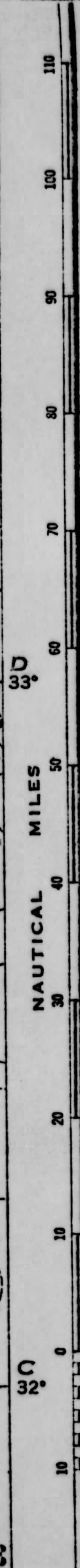
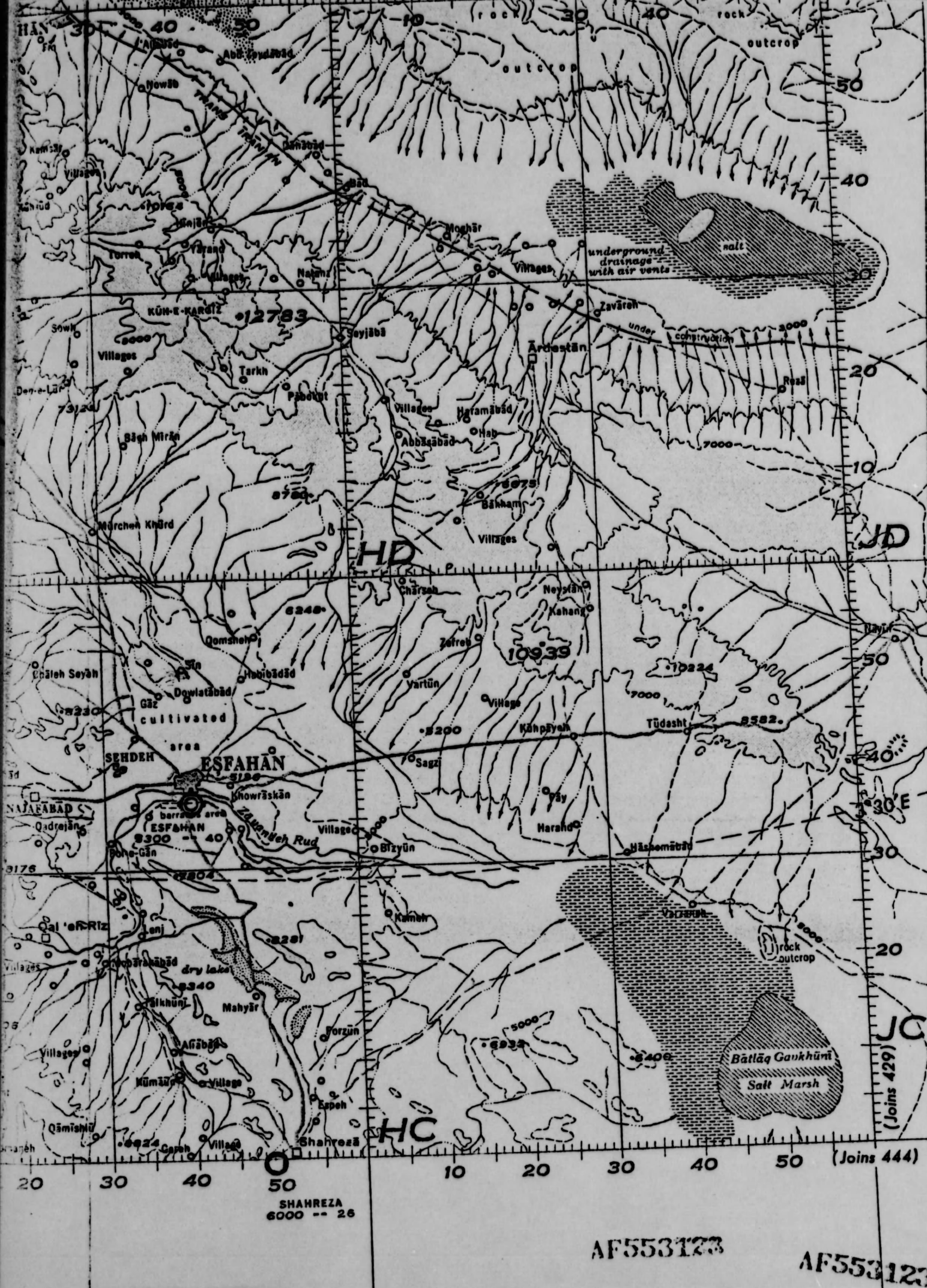
48° D

49° E



N3200·E4600/400×700





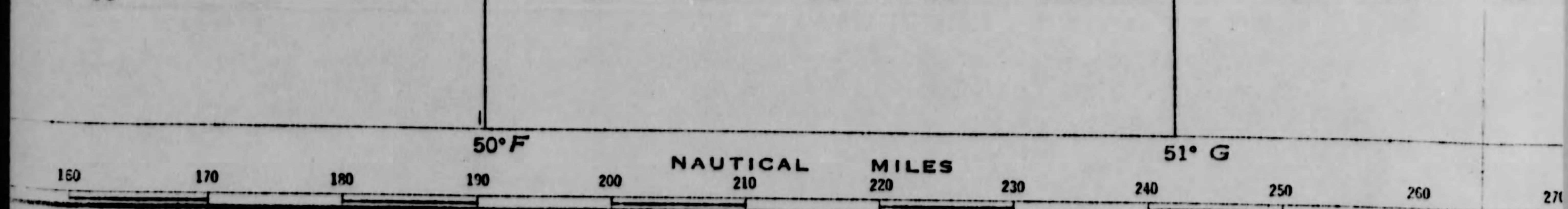
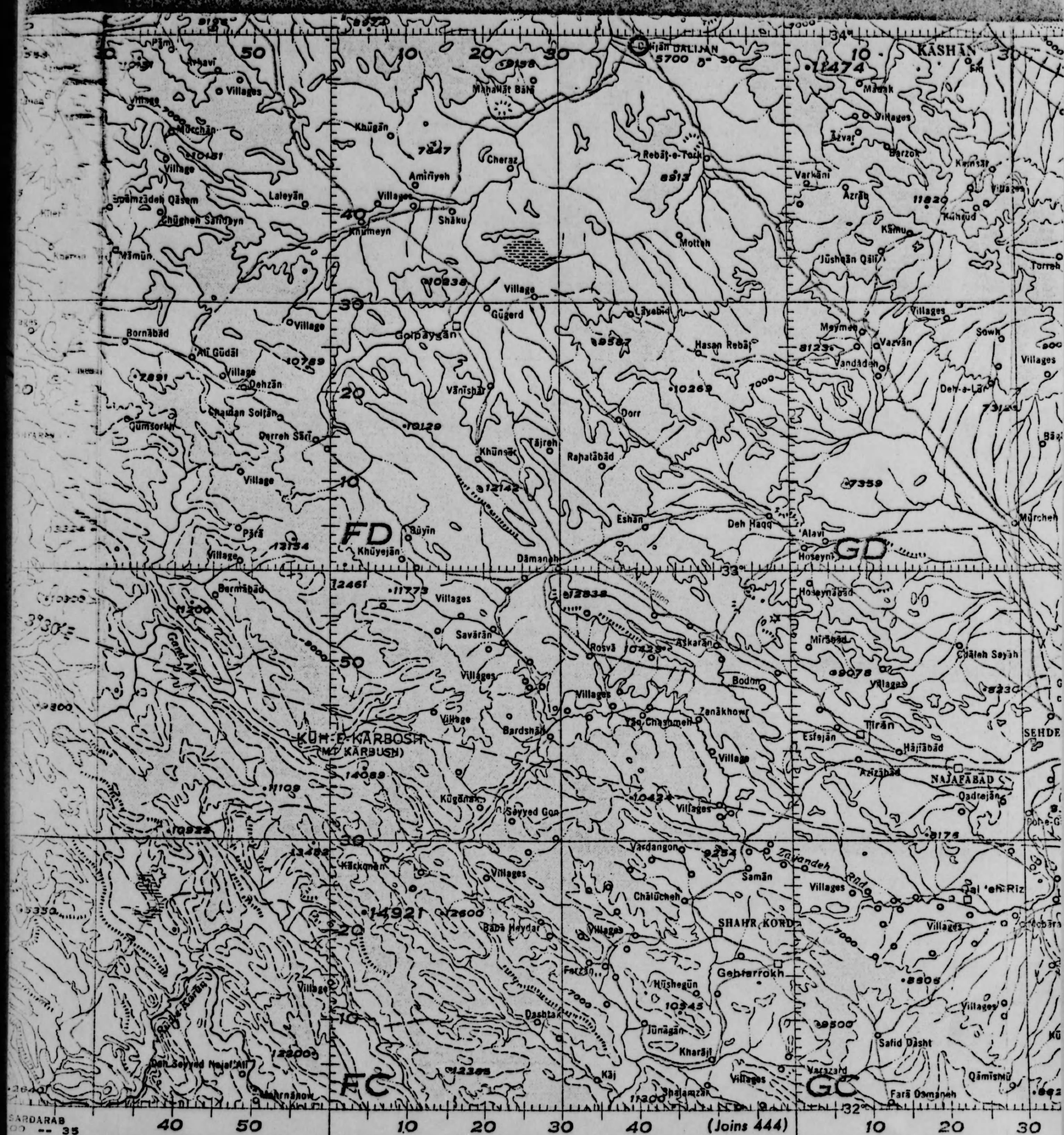
OP JM 11-51
N3200-E4600/400x700
SCALE 1:1,000,000
9th EDITION
AIR INFO CURRENT NOV 1951

MT. KARBUSH (428)
IRAN-IRAQ

AF553123

AF553123

131041A



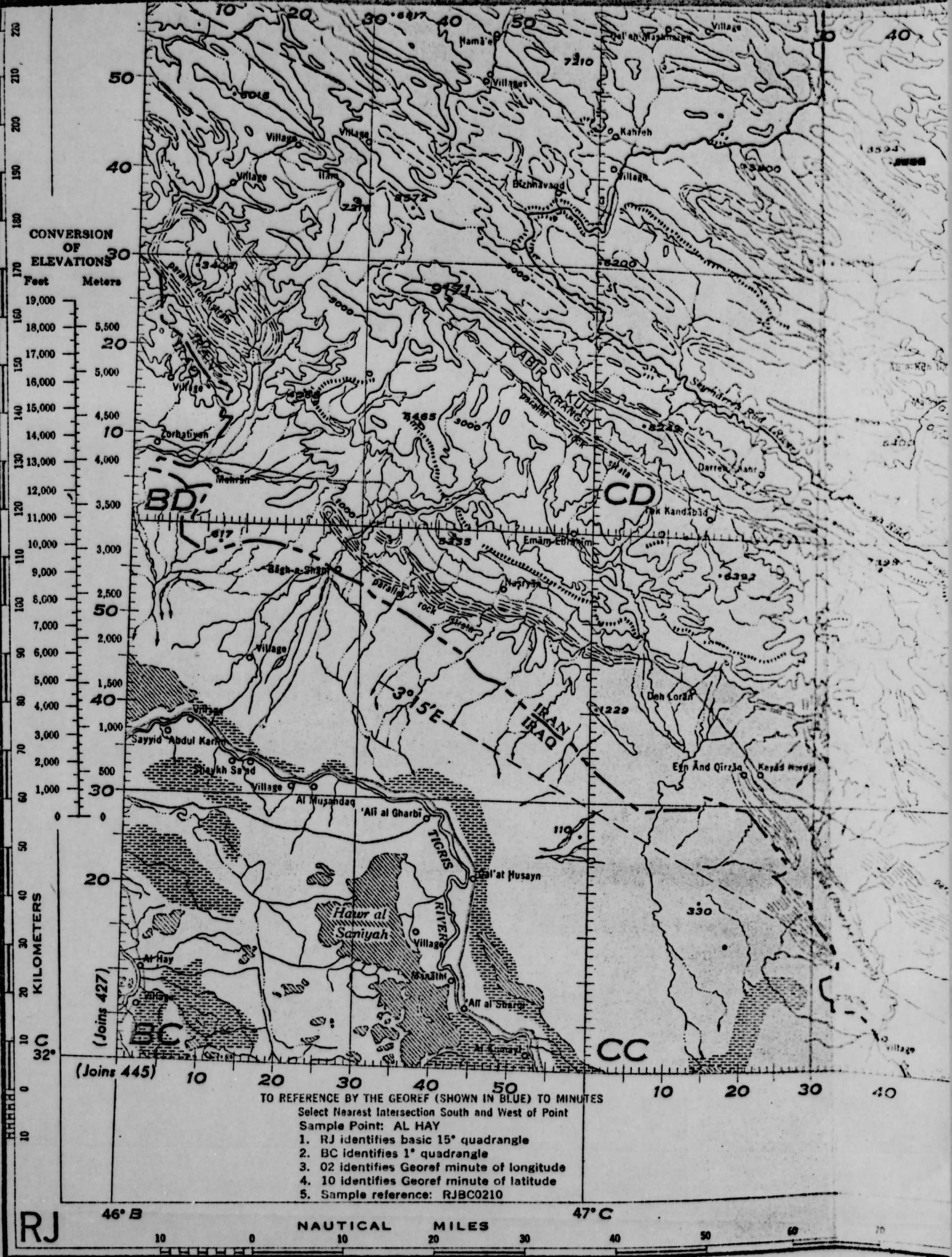
of this chart will mark hereon corrections and additions
their attention and mail direct to "HEADQUARTERS,
ART SERVICE, U. S. AIR FORCE, WASHINGTON, D. C."

Lithographed by W. P. S. 51 OP JM 11-51
Consult Notams, Radio Facility Charts and
ACIS Bulletins for the latest information
affecting this chart.

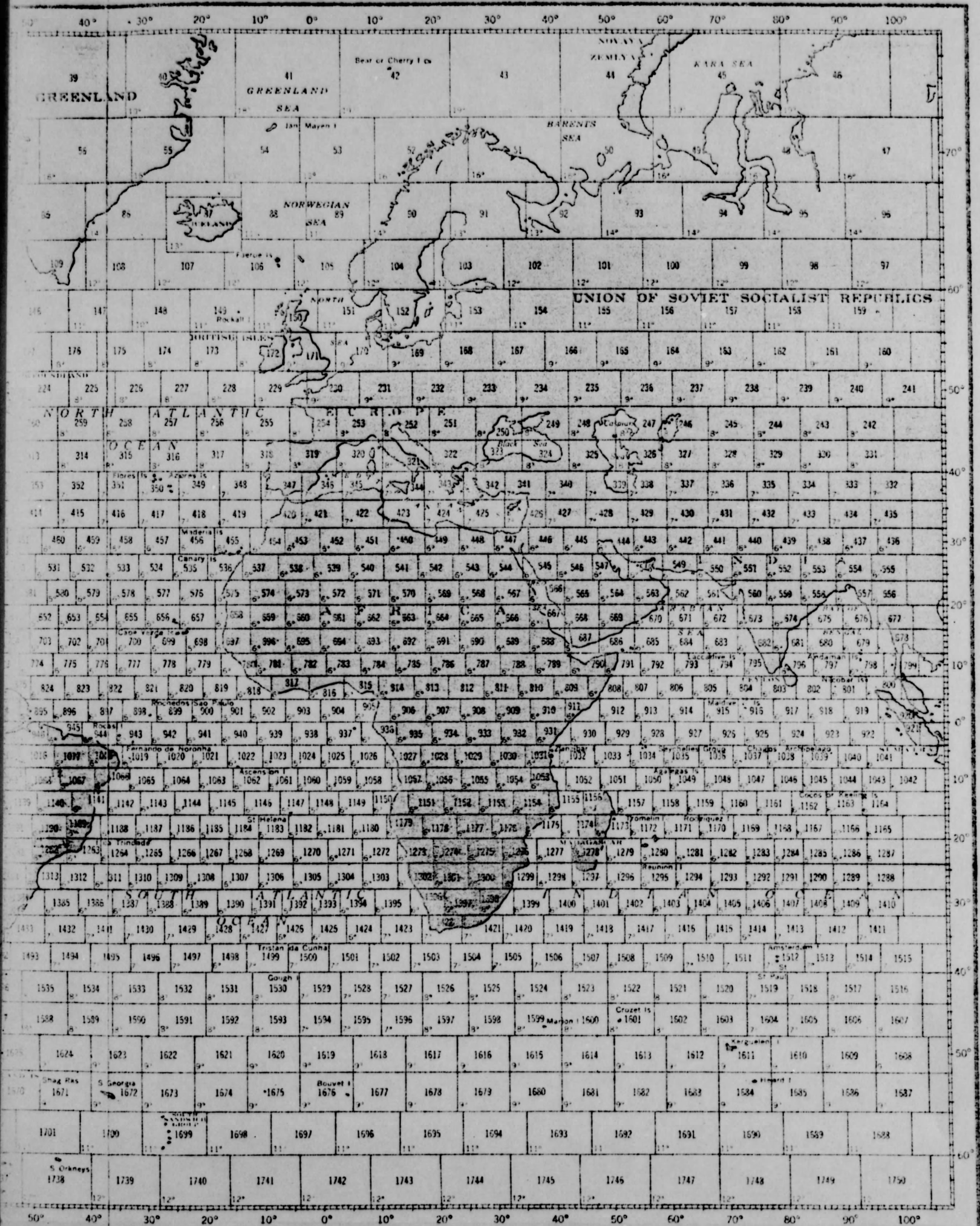


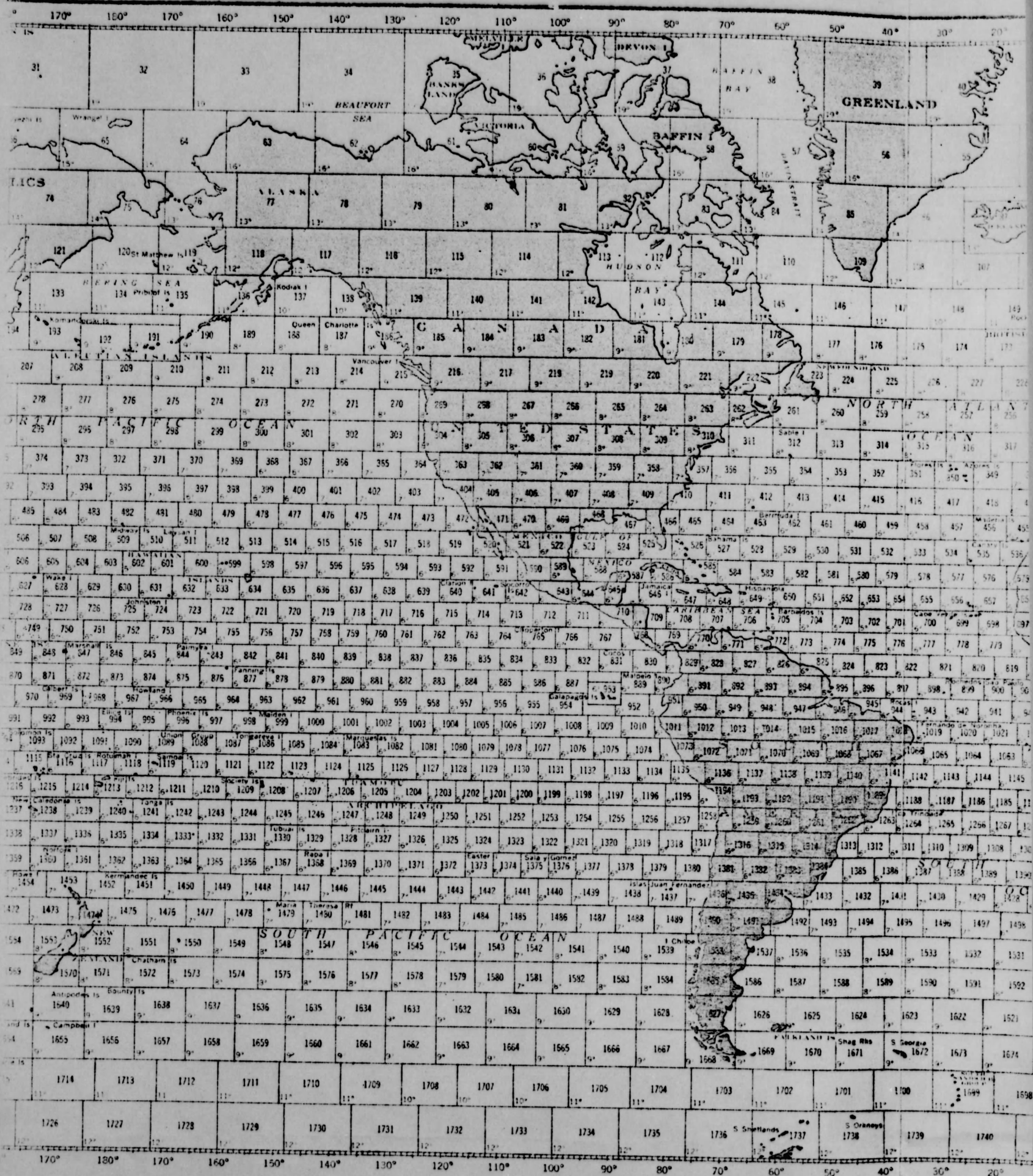
Lines of equal magnetic variation for 1950

NOTE: Military users of this chart should refer to the AERONAUTICAL CHART SECTION for details.



(428)

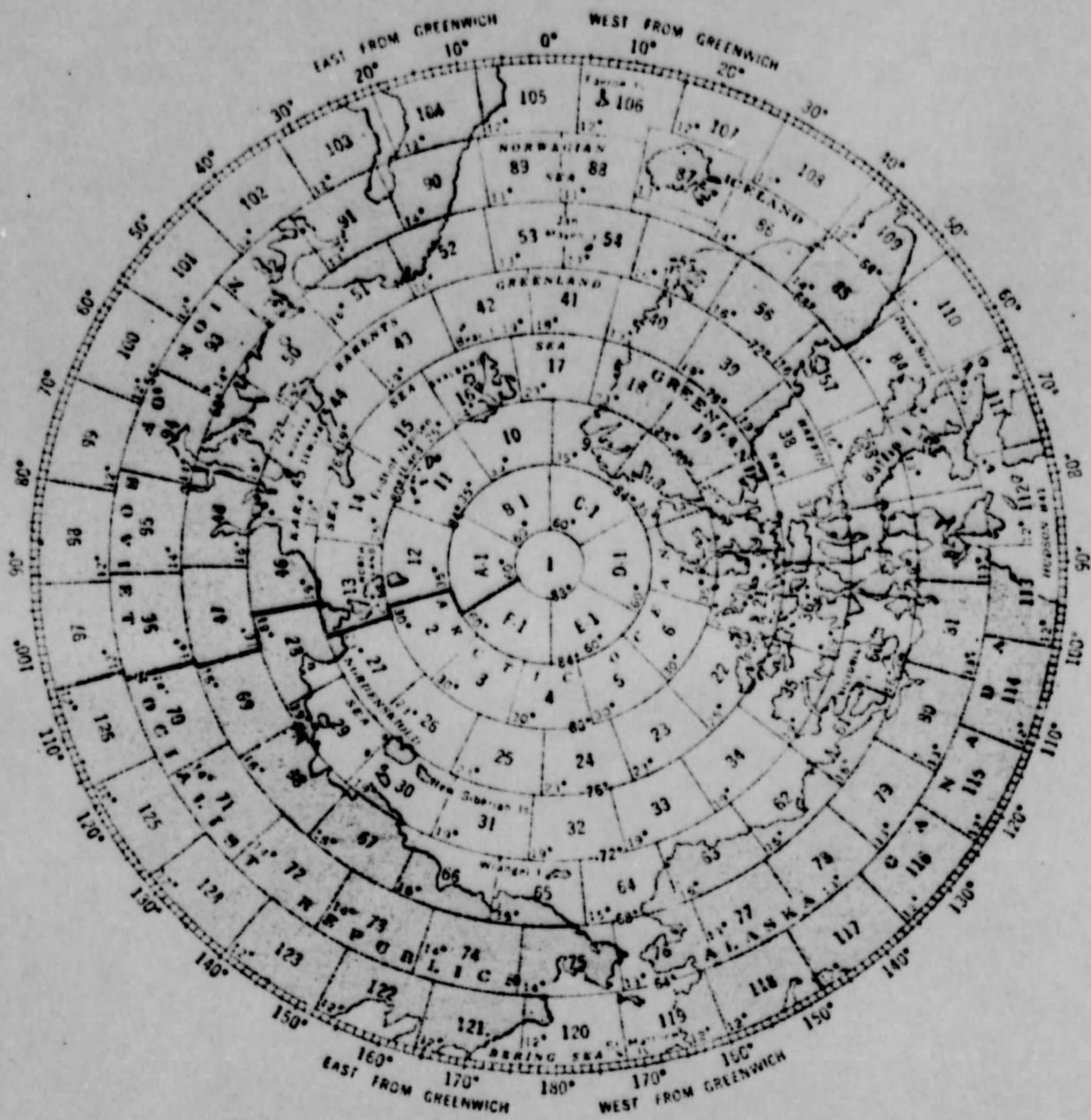




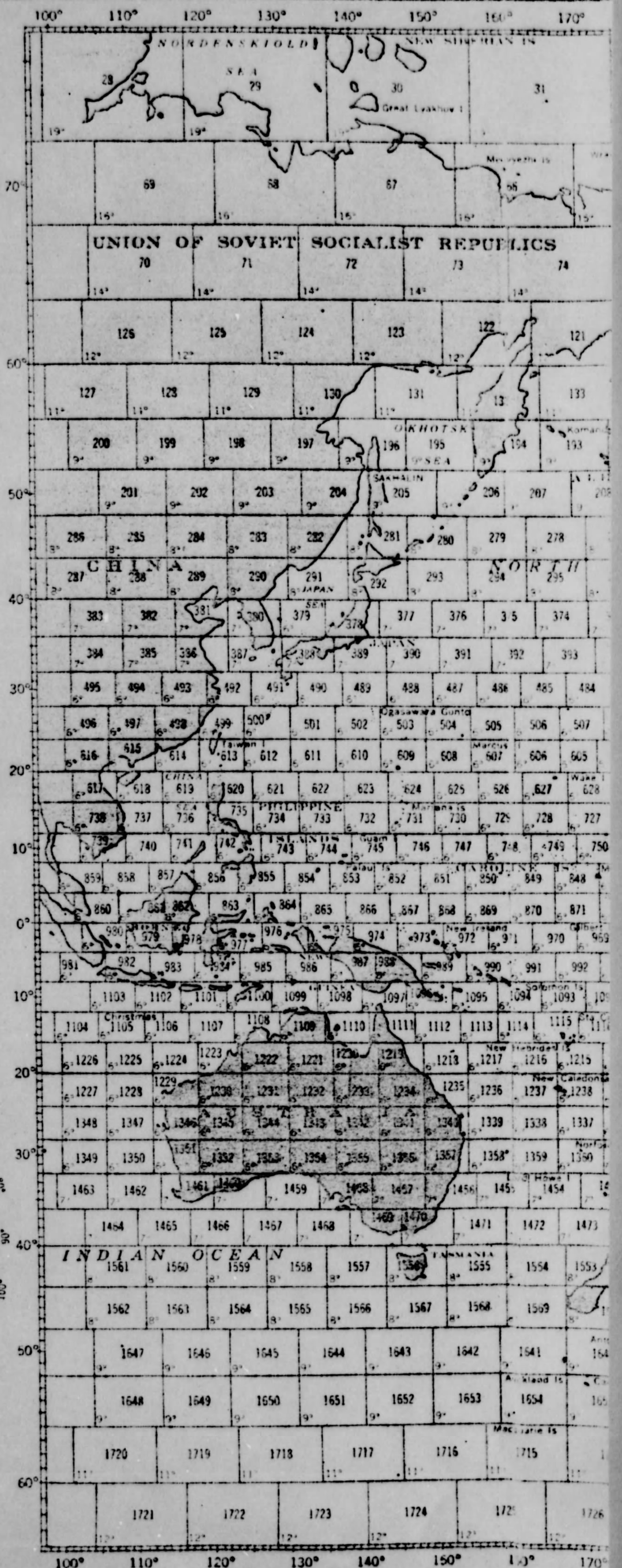
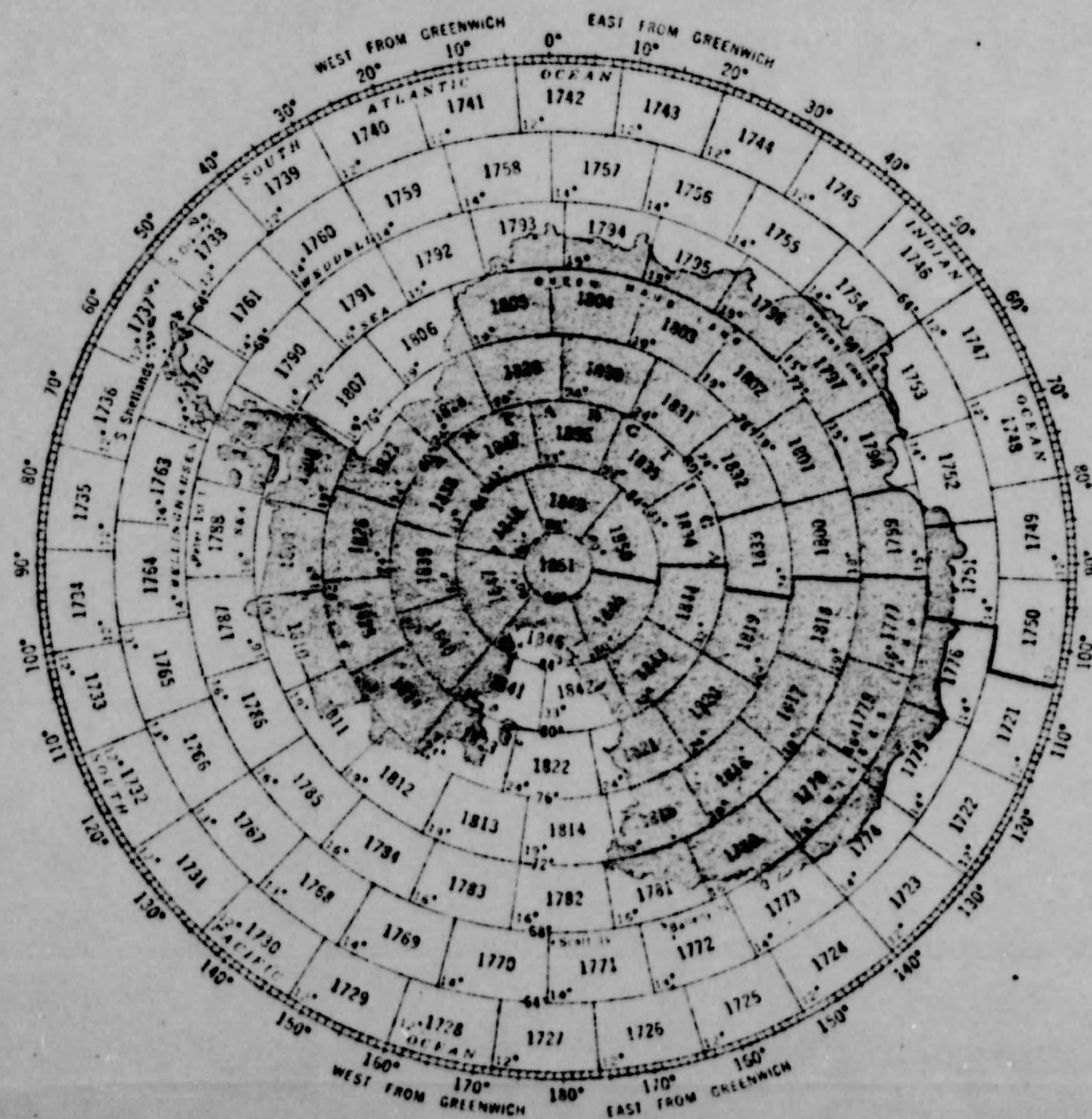
WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

NORTH POLAR AREA



SOUTH POLAR AREA



AERONAUTICAL CHART SUPPLY

(Ref: AF Reg. 67-3)

1. Aeronautical charts, maps and publications distributed by the USAF Aeronautical Chart and Information Service are indexed or listed in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications."

2. Requisitioning.

a. Outside Continental United States:

- (1) USAF activities are to submit requisitions thru the supply channels designated by the Theater Commander for maintenance and distribution of aeronautical charts and maps.
- (2) Theater supply facilities are to submit requisitions for replenishment of stocks of aeronautical charts and maps thru channels to USAF Aeronautical Chart and Information Service, Washington 25, D.C.

b. Within Continental United States: Requisitions from USAF activities within Continental United States are to be submitted to Commanding Officer, Aeronautical Chart Plant, Attn: Distribution Division, 2nd and Arsenal Sts., St. Louis 18, Mo. Except when emanating from an Air Force, Wing, or Command Headquarters, requisitions are to bear the signature or approval by indorsement of the Base or Station Operations Officer. Quantities of charts and maps requested are to be such as to assure the maintenance of a 30-day supply at all times but not to exceed a 60-day supply.

3. Requirements for Special Purpose Maps and Charts.

a. Maps and charts for special purposes, specific missions, and also those maps and charts published by other government agencies, which are not listed in the principal types of aeronautical charts in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications," should be requisitioned from USAF Aeronautical Chart and Information Service, Washington 25, D.C. Charts will be furnished, if available, when sufficiently identified in requisitions as to name or number, scale, projection and publisher.

b. Information regarding cloth reproduction of certain selected aeronautical charts and maps may be obtained on request from: USAF Aeronautical Chart and Information Service, Washington 25, D.C.

4. Obsolete Charts.

Aeronautical charts rendered obsolete-for-air by a new edition, when not practicable to correct for conformity with new edition, are to be salvaged if feasible, or else destroyed. Disposition by salvage or destruction is to be made in accordance with provisions of AFR 205-1. New editions of charts available are announced in the USAF Aeronautical Chart and Information Service Bulletin published semimonthly.

5. Aeronautical Charts for Civilian Use.

The U.S. Coast and Geodetic Survey, Department of Commerce, Washington 25, D.C., is responsible for the sale and distribution of aeronautical charts required for civilian use. Inquiries from United States civilians regarding price, coverage, distribution, etc., should be submitted directly to that agency.

..... MAKE EXTRA FOLD HERE TO RETURN TO ACIS

FROM _____

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300

OFFICIAL BUSINESS
PERMIT NO. 1034

To:
Commanding Officer
USAF Aeronautical Chart and Information Service
Washington 25, D. C.

STAPLE HERE

STAPLE HERE

STAPLE HERE

STAPLE HERE

CORRECTION INSTRUCTIONS

1. The USAF Aeronautical Chart and Information Service is making every effort to furnish the user with accurate charts. The user will materially assist in this effort by marking corrections of aeronautical information, drainage and cultural features (roads, canals, power lines, etc.) on the face of the chart, on an overlay of the area, or under "Remarks" below. In reporting elevation corrections, state method used by observer in making the determination.

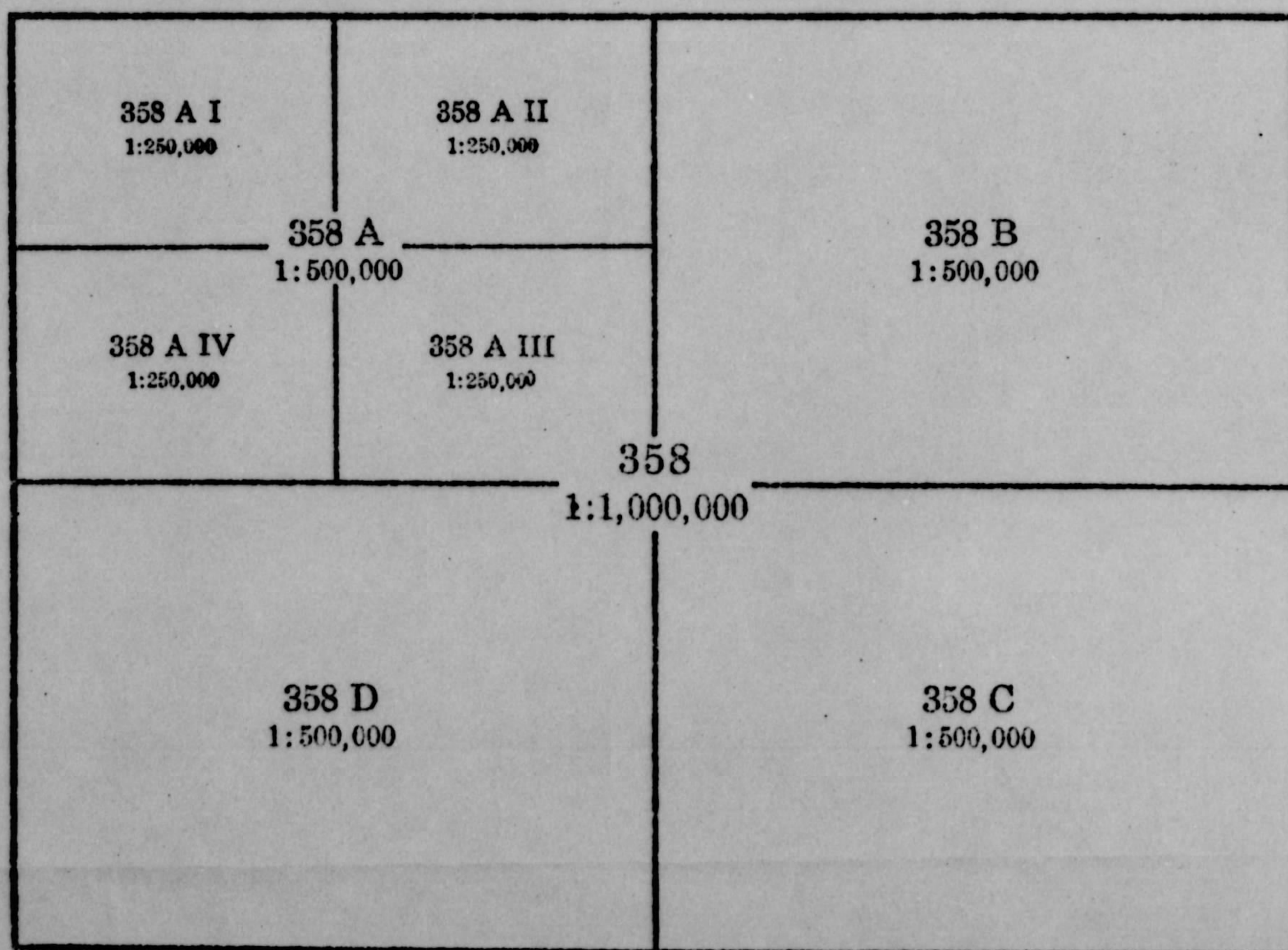
2. The corrected chart shall be forwarded to USAF Aeronautical Chart and Information Service, Washington 25, D.C., in accordance with established security regulations. When security regulations permit mailing an unsealed chart, the following instructions for use of the mailing frank and the forwarding address on this back-up are to be followed:

- a. Mark correction on face of chart or under "Remarks" below.
- b. Fold chart along regular fold lines, but with back out.
- c. Make an extra fold along dotted line and staple at points so marked.
- d. Fill in the return address and drop the chart in any U.S. mail box.

3. If chart cannot be mailed without wrapping, it shall be placed in a diplomatic pouch or wrapped and transmitted in accordance with existing security regulations.

Remarks: _____

INTERCHART RELATIONSHIP



Each chart is a component section of 1:1,000,000 World Aeronautical Chart Series, and is indexed within the series as indicated on diagram.

AIRPORT
services, (cable) pas
ramp with

SEAPLANE



Rotating

Rotating

Rotating

Flashing

F—Fix

FI—Fla

Mooring

Dirigible

Promine

Ocean S

Lighted

Obstruct

Line of

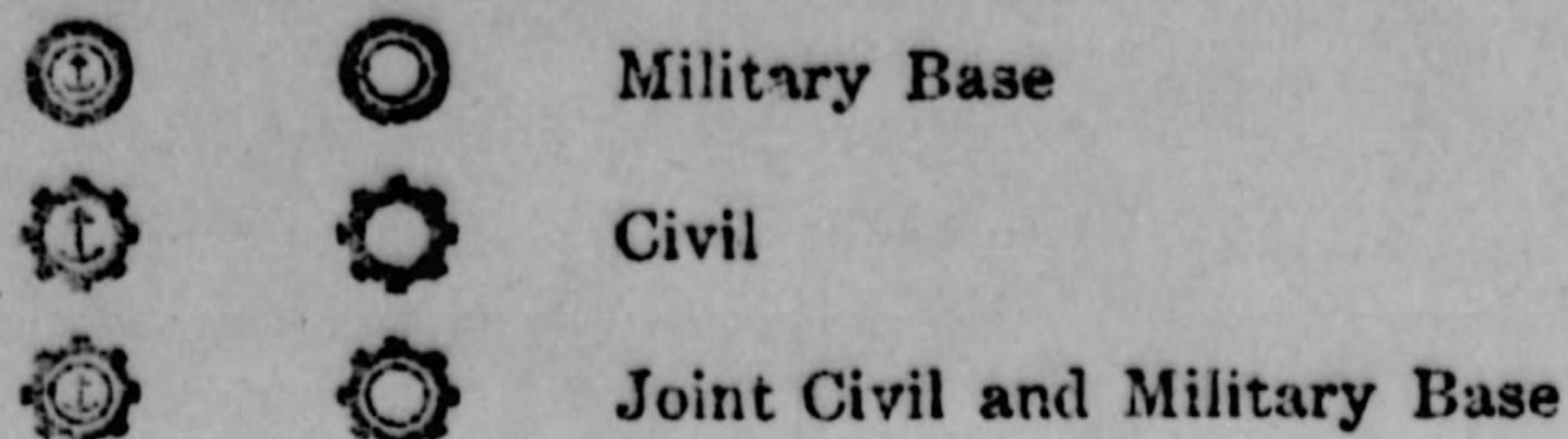
AERONAUTICAL SYMBOLS

AERODROMES

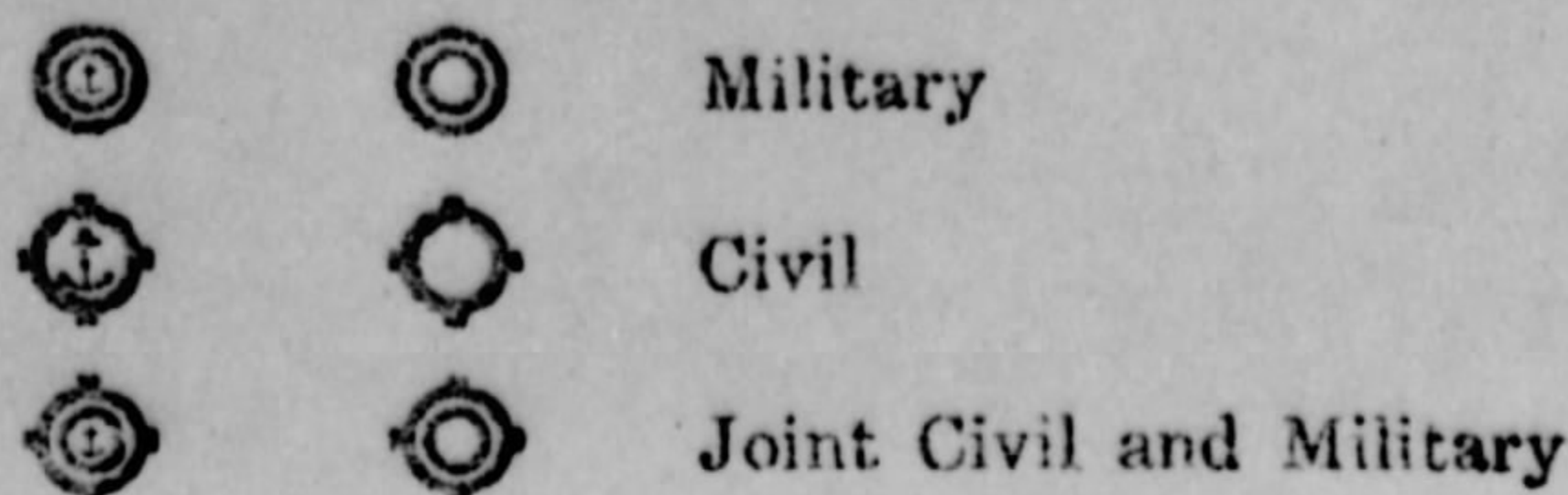
AIRPORTS—COMPLETE FACILITIES Refueling services, complete repairs, shelter, and (where applicable) passenger or cargo services and/or seaplane ramp with hauling-out facilities.

AIRFIELDS—LIMITED FACILITIES Refueling services for normal traffic and limited repair facilities.

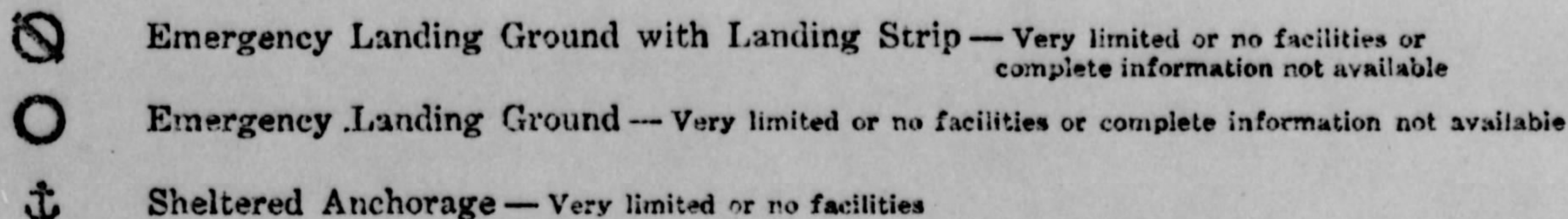
SEAPLANE LANDPLANE



SEAPLANE LANDPLANE



LANDING GROUNDS and ANCHORAGES



AIRFIELD DATA

- 300 Elevation in feet
- L Minimum lighting; obstruction, boundary or runway lights, aeronautical light and lighted wind indicator
- H Hard surface runway, normally all-weather
- S Normally sheltered take-off area
- 60 Length of longest runway to nearest hundred feet

SKYVIEW
300 LH 60

TARANTO
3 LS 99

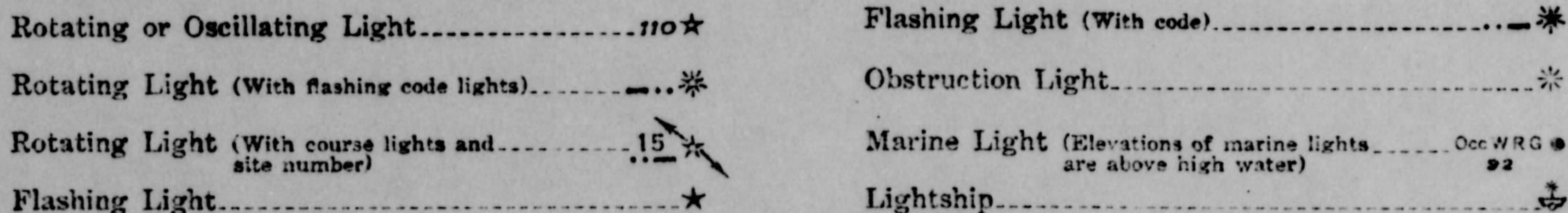
When specific information pertaining to airfield data is lacking, or unconfirmed, the respective character is replaced by a dash (-).

ASANSOL
300 -H 60

TARANTO
3 -- 99

AIR NAVIGATION LIGHTS

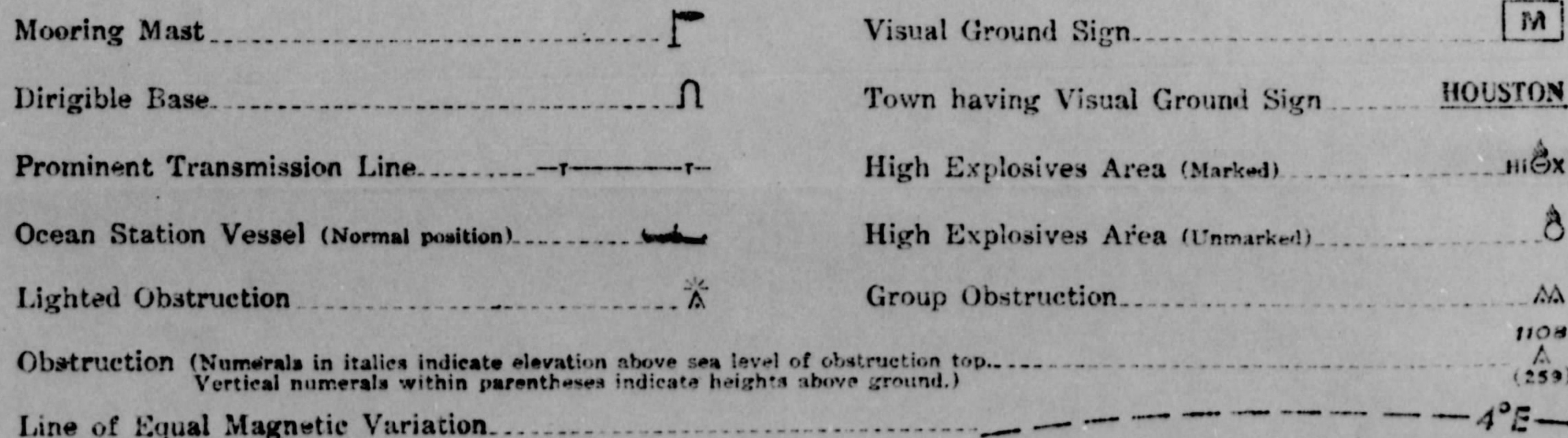
Numerals in italics indicate elevation above mean sea level.



F—Fixed Qk Fl—Quick Flashing Occ—Occulting Gp—Group W—White B—Blue SEC—Sector
Fl—Flashing Qk Fl—Interrupted Quick Flashing Alt—Alternating R—Red G—Green (U)—Unwatched sec—Second

Marine lights are white unless colors are indicated; alternating lights are red and white unless otherwise indicated.

MISCELLANEOUS



Radio Range
(With voice)

Radio Range
(Without voice)

Non-Direction
(With voice)

Non-Direction
(Without voice)

Marine Radio

Radio Directio
(With voice)

Radio Directio
(Without voice)

AIRCRAFT

800
Nautical

PROHIBIT
AREA

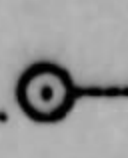
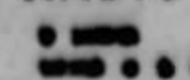
DANGER-RES
OR WARNING

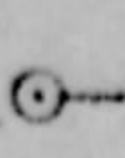
CAUTION
AREA

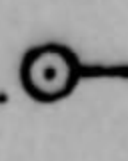
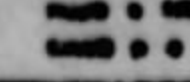
AERONAUTICAL SYMBOLS

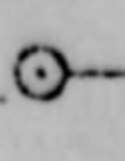
RADIO FACILITIES

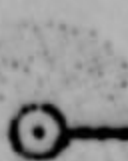
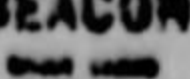
All frequencies are kilocycles unless otherwise stated
Methods of indicating specific voice and CW calls are shown below

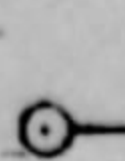
Radio Range (With voice)  **WOODY RADIO**
231 AB 

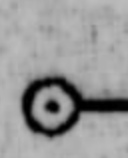
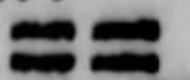
Radio Communication Station (With voice)  **CS**
GOWEN AIRWAYS
4785

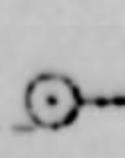
Radio Range (Without voice)  **WILLOW RANGE**
320 KB 

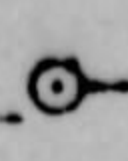
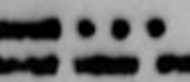
Radio Communication Station (Without voice)  **CS**
KAZAN
5200 WYZW

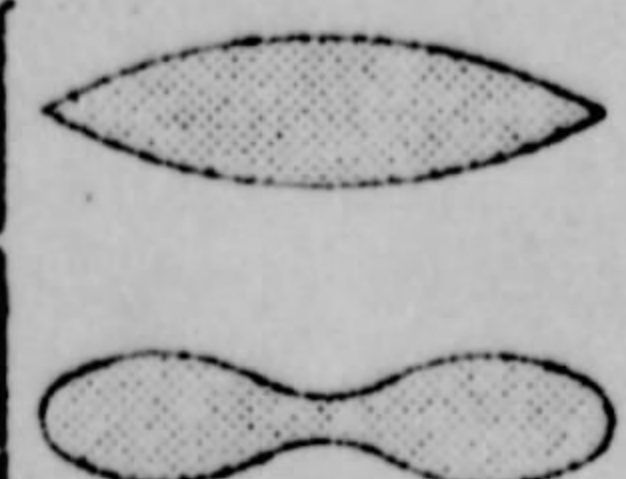
Non-Directional Radio Beacon (With voice)  **R Bn**
EVERETT BEACON
224 MMC 

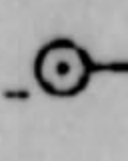
Radio Broadcasting Station  **BS**
WDL
1250

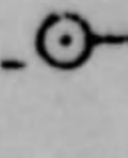
Non-Directional Radio Beacon (Without voice)  **R Bn**
EVERETT
224 MMC 

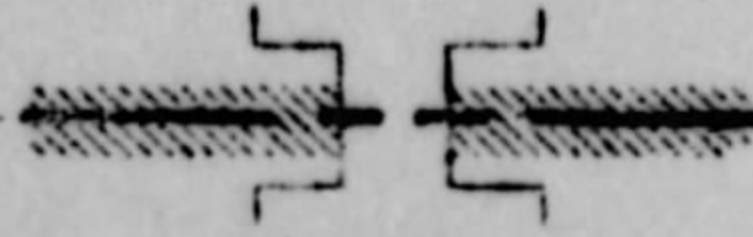
Radar Beacon (Racon)  **RACON**
CHANNEL X
1-2-2

Marine Radio Beacon  **M R Bn**
ISLAND
300 BD 

Radio Fan Marker Beacons  **ARK**
MAN

Radio Direction Finder (With voice)  **DF**
MANUA HOMER
118.1 mc

Radio Direction Finder (Without voice)  **DF**
MANUA
4595 VFPW

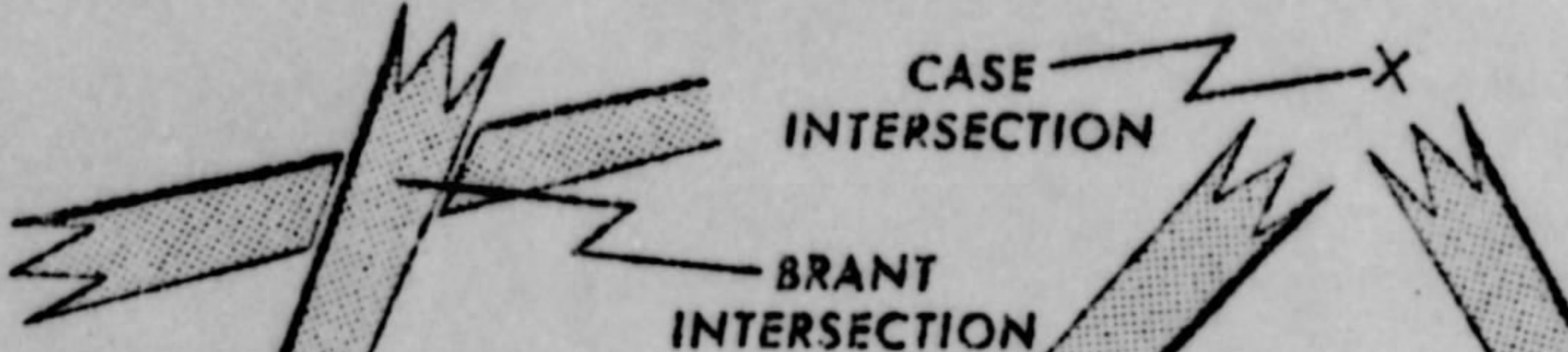
International Boundary (Closed to passage of aircraft except through air corridor) 

AIRCRAFT LANDING FACILITY INFORMATION

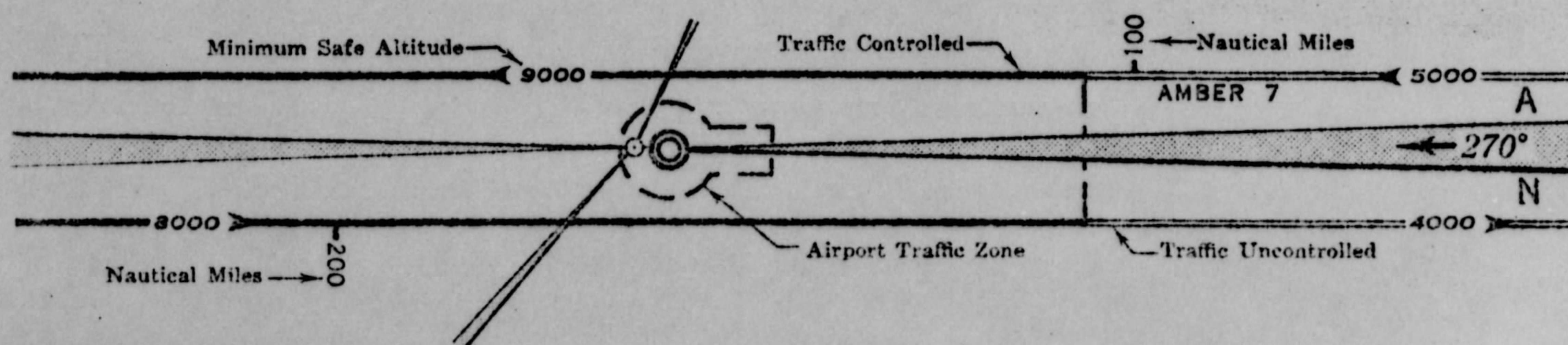
 **RAMEY AFB**
18 LH 46
Airport of Entry
ILS GCA
RAMEY TOWER
278 118.1 mc

RADIO FIXES

Reporting point.

 **CASE INTERSECTION**
BRANT INTERSECTION

AIRWAYS & RADIO RANGE (AURAL)



AIRSPACE RESTRICTED AREAS

 **PROHIBITED AREA** ----- Prohibited Area — Flight of aircraft prohibited except by specific authority of using agency

 **DANGER-RESTRICTED OR WARNING AREA** ----- Danger, Restricted or Warning Area — Invisible hazards to air navigation (Specific authority required prior to entry of Danger Area)

 **CAUTION AREA** ----- Caution Area — Visible hazards to Air Navigation (Avoid if practical)

TOPOGRAPHICAL SYMBOLS

CITIES and TOWNS

Metropolitan Areas.....	NEW YORK	
Large Cities.....	RICHMOND	
Cities.....	ARLINGTON	
Small Cities.....	SANGATE	
Large Towns.....	Corville	
Towns & Villages.....	Arcola	

HIGHWAYS and ROADS

Dual Lane Highways.....	
Primary Roads.....	
Secondary Roads.....	
Trails.....	
U. S. Road Markers.....	
National, State or Provincial Road Markers.....	
Road Names.....	ALASKA HIGHWAY

RELIEF FEATURES

Contours	Reliable..... Depression..... Approximate.....		Sand { Dunes..... Areas..... Ridges.....	
Bluffs, Cliffs & Escarpments.....				

HYDROGRAPHIC FEATURES

Swamps & Marshes.....		Perennial.....	
Mud & Tidal Flats..... (Exposed at low tide)		Streams & Rivers { Intermittent..... Probable or..... Unsurveyed..... Braided.....	
Fathom Line (Dots uniformly spaced)..... (1 fathom, 6 ft. below mean low water level)		Intermittent Lakes.....	
Danger Line (Dots grouped in pairs)..... (2 fathoms, 12 ft. below mean low water level)		Drainage Ditches.....	
Charted Rocks.....		Canals { In use..... Abandoned.....	
Shoals, Sand Bars, etc..... (Exposed at low tide)		Flood Marked Areas.....	
Springs.....		Sand Deposits in river bed.....	
Wells & Water Holes.....		Dry Washes.....	
Reefs, Coral & Rocky Ledges..... (Awash at low tide)		Glaciers.....	

CULTURAL and MISCELLANEOUS

Power Transmission Lines.....		Boundaries { International..... State & Provincial.....	
Telephone & Telegraph Lines.....		*The same as International symbol on older style charts	
Dams.....		Abandoned or Under Construction..... Single Track..... Double Track..... Sidings & Spurs..... Overpass..... Underpass.....	
Elevations (In feet) { Highest in a General Area..... (Highest on chart is devoid of tint) Spot.....	• 5287 • 4291 2495 75 Fort Lewis	Railroads	
Mines and Quarries.....		Bridges { Railroad..... Highway.....	
Mountain Passes.....		Tunnels { Railroad..... Highway.....	
Lookout Towers (Elevation is base of tower)..... (Height above ground in magenta)			
Forts.....			
Pipelines.....			
Race Tracks.....			
Stranded Wrecks.....			