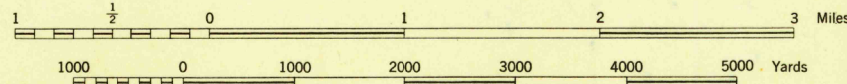


Scale 1:62,500



CONTOUR INTERVAL 20 FEET

DATUM IS MEAN SEA LEVEL

FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE 18, U. S. C. & G. S. SPECIAL PUBLICATION NO. 29

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

THE OVERLAPPING GRID ZONE C IS INDICATED BY SHORT BROKEN TICKS CROSSING THE HEAT LINE

OHIO STATE GRID ZONE NORTH IS INDICATED BY DOTTED TICKS OUTSIDE THE NEXT LINE AT 100,000 FOOT INTERVALS

NOTE: OFFICERS USING THIS MAP WILL MARK CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

First Edition 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Army Map Service, East St. Louis, Ill.
Based on U. S. G. S. quadrangle, Bryan, 1:62,500 (1914).
Control by U. S. Geological Survey.
Surveyed in cooperation with the State of Ohio, 1911.
Revised from single lens vertical aerial photographs.
Aerial photography: A. A. Department of Agriculture, 1939.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943

Depotable hard surface, heavy-duty road. Loss surface grade, dry weather road. U. S. Route 160

Secondary, hard surface, all-weather road. Dirt road. State Route 30

More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE

HISTORICAL FILES
(DO NOT REMOVE)

Use diagram only to obtain numerical values. To determine magnetic north line, connect the pivot point "P" on the south edge of the map with the value of the angle between grid and magnetic north, as plotted on the degree scale of the north edge of the map.

BRYAN, OHIO
N4115-W8430/15x18 1/4