



ST. HENRY

Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service (AMS), U. S. Army, Washington, D. C., 1944.  
Based on U. S. G. S. quadrangle, Spencerville, 1:62,500 (1911-1942).  
Horizontal control by U. S. C. & G. S.  
Vertical control by U. S. G. S.  
Surveyed in cooperation with the State of Ohio, 1909.  
Revised from single lens vertical aerial photographs.  
Aerial photography by A. A. A. Department of Agriculture, 1938-39.  
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1942

Dependable hard surface, heavy-duty road  
Loose surface graded, by weather road  
Secondary, hard surface, weather road  
Dirt road  
State Route  
More than two lanes indicated by note along road with tick at point of change.

U. S. Route 166  
State Route 30

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 8, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

OHIO STATE GRID ZONE NORTH, IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS

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

HISTORICAL FILES

(DO NOT REMOVE)

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 NORTH and MAGNETIC NORTH, as plotted on the degree scale of the north edge of the map.

LEGEND  
BRUSH

SPENCERVILLE, OHIO  
N4030-W8415/15