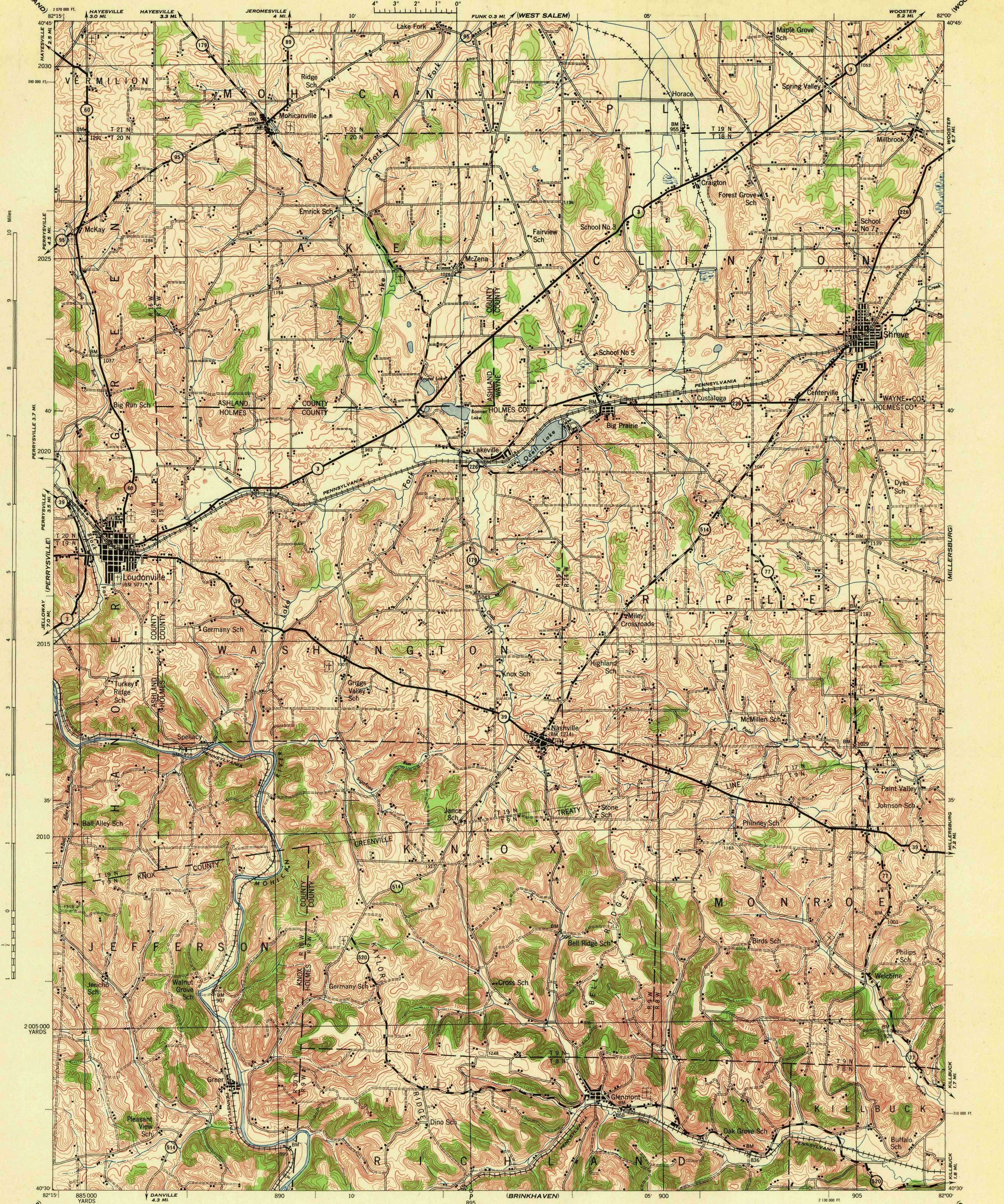




First Edition, 1943.
Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Army Map Service, Kansas City unit.
Based on U. S. G. S. quadrangle, Loudonville, 1:62,500 (1914).
Control by U. S. Geological Survey.
Surveyed in cooperation with the State of Ohio, 1912.
Revised from single lens vertical aerial photographs.
Aerial photography: A. A. Department of Agriculture, 1940-41.
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943
Dependable hard surface, heavy duty road. Loose-surface graded, dry weather road. U. S. Route
Secondary, hard surface, all-weather road. Dirt road. State Route
More than two lanes indicated by note along road with tick at point of change. 2 LANE 4 LANE

Scale 1:62,500
1 2 3 Miles
1000 0 1000 2000 3000 4000 5000 Yards

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 B, 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 HEREON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

HISTORICAL FILES

(DO NOT REMOVE)

LOUDONVILLE, OHIO
N4030-W8200/15

LEGEND
BRUSH

Use double line for railroad. To determine magnetic line, join point "M" on the south edge of the map with the tip of the angle between GRID NORTH and MAGNETIC NORTH, as plotted on the degree scale at the north edge of the map.

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764-N-IV-E/2