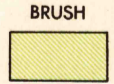


Prepared under the direction of the Chief of Engineers, U.S. Army, 1943. Horizontal and vertical control by U.S. Engineer Office, Los Angeles, California, 1942, U.S. Coast and Geodetic Survey, 1910-1942, and U.S. Geological Survey, 1942. Topography by U.S. Engineer Office, Los Angeles, California, 1943, from aerial photographs utilizing photogrammetric plotting equipment. Aerial photography under the direction of U.S. Engineer Office, Los Angeles, California, 1942. This map complies with the national standard map accuracy requirements. Polyconic projection, North American Datum, 1927.

ROAD CLASSIFICATION table with symbols for various road types: Dependable hard-surface, heavy-duty road, Secondary, hard-surface, all-weather road, Loose-surface graded, dry weather road, Dirt road, U.S. Route, State Route, and LANE.

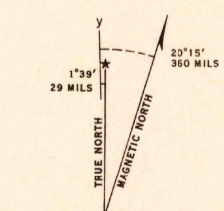


CONTOUR INTERVAL 100 FEET DATUM IS MEAN SEA LEVEL (1929 ADJ.)

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U.S." ZONE "G". U.S.C. & G.S. SPECIAL PUBLICATION NO. 59 (THE LAST THREE SIGNS OF THE GRID NUMBERS ARE OMITTED)

CALIFORNIA STATE GRID ZONE 2 IS INDICATED BY DOTTED TICKS OUTSIDE THE NEXT LINE AT 10,000 FOOT INTERVALS

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



APPROXIMATE MEAN DECLINATION 1944 FOR CENTER OF SHEET ANNUAL MAGNETIC CHANGE 40' DECREASE

USE DIAGRAM ONLY TO OBTAIN NUMERICAL VALUES TO DETERMINE MAGNETIC NORTH LINE. CONNECT THE 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 AT THE NORTH EDGE OF THE MAP.

SADDLE POINT, CALIF. N3900-W12330 / 15

NAME CHANGED TO NAVARRO

