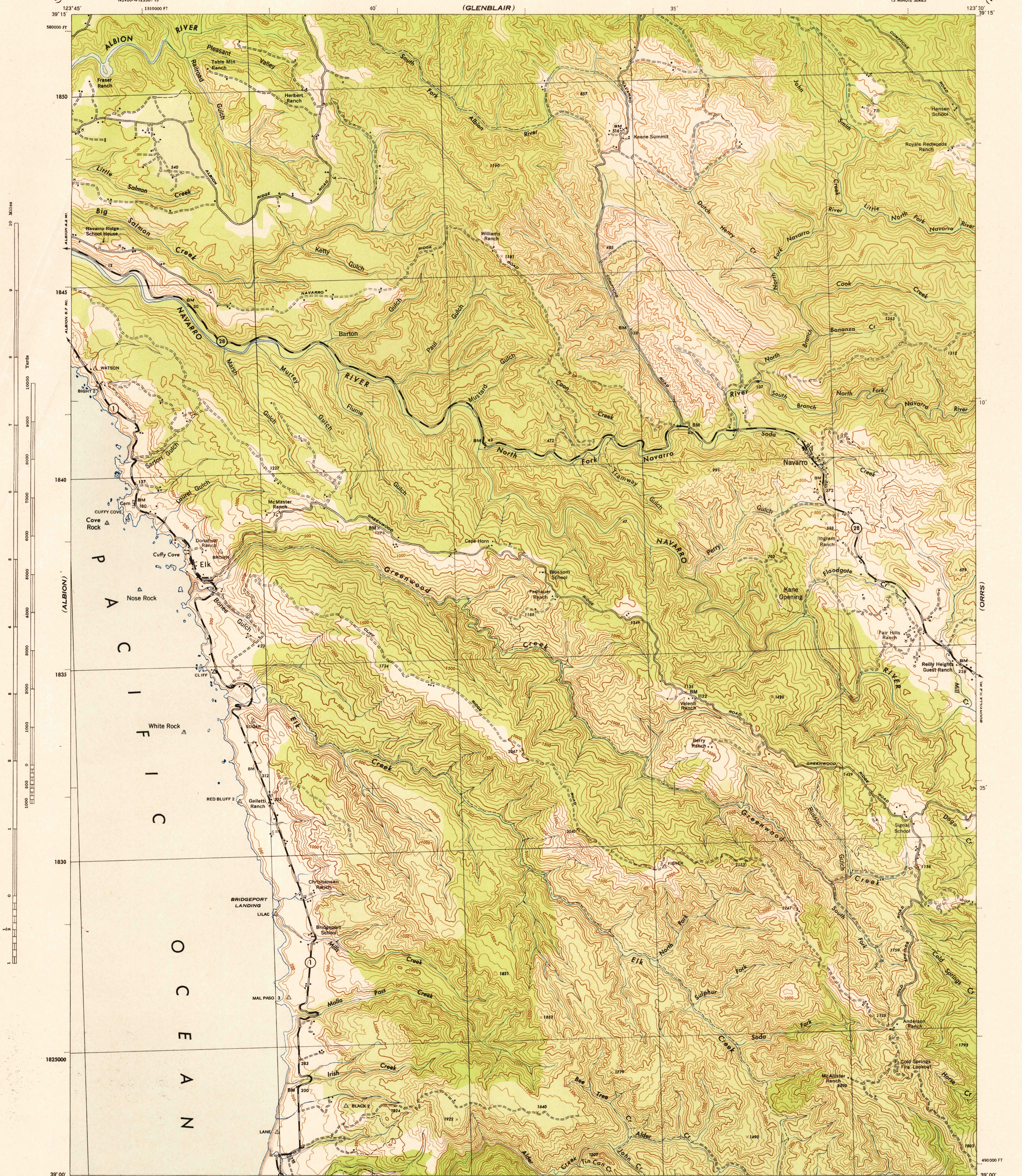
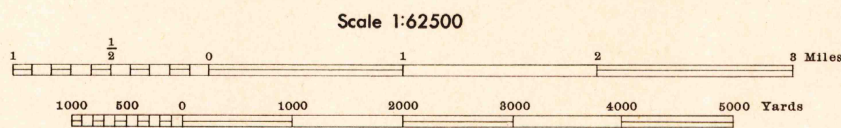




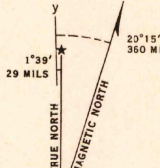
Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.
Horizontal and vertical control by U. S. Engineer Office, Los Angeles, California, 1942,
U. S. Coast and Geodetic Survey, 1910-1942, and U. S. Geological Survey, 1942.
Topography by U. S. Engineer Office, Los Angeles, California, 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
Dependable hard-surface, heavy-duty road. ———— U. S. Route
Loose-surface graded, dry-weather road. ————
Secondary, hard-surface, all-weather road. ————
Dirt road. ————
More than two lanes indicated by note along road with tick at point of change.
Road Date 1943



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 DIGITS OF THE GRID NUMBER 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 MARK 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. CORRECT 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

