

## 120°00' Peole

Prepared under the direction of the Chief of Engineers, U. S. Army, 1942. Horizontal control by U. S. Geological Survey, 1907, 1908, U. S. Coast and Geodetic Survey, 1934, 29th Engineers, U. S. Army, 1941 and U. S. Forest Service, 1942. Vertical control by U. S. Geological Survey, 1907, 1908, U. S. Coast and Geodetic Survey, 1934, 29th Engineers, U. S. Army, 1941 and U. S. Forest Service, 1942. Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors from Tan-dem T-3A (5 lens) aerial photographs. Photography by 2nd Photographic Squadron, Air Corps, U. S. Army, 1941. Polyconic Projection, North American 1927 Datum. ROAD CLASSIFICATIONS

Loose surface graded, dry weather road	U. S. Route [10]
Dirt road =====	State Route (166)
e with tick at point of change.	3 LANE   4 LANE
Road Data 1943	
	dry weather road Dirt road e with tick at point of change.

(McPherson Peak)

Scale  $\frac{1}{62500}$ 

2000

Contour interval 50 feet Datum is mean sea level (1929 Adj.)

8000

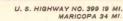
4000

1000

1 2

1000 500 0

внннне



8 Miles

5000 Yards

## INTERIOR-GEOLOGICAL SURVEY, WASHINGTON, D. C.-1952 119°45'

MAGNETIC

APPROXIMATE MEAN DECLINATION, 1943

NORTH

RUE

16½°

NORTH

CALIENTE MTN., CALIF. N3500-W11945/15

6

Banch

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