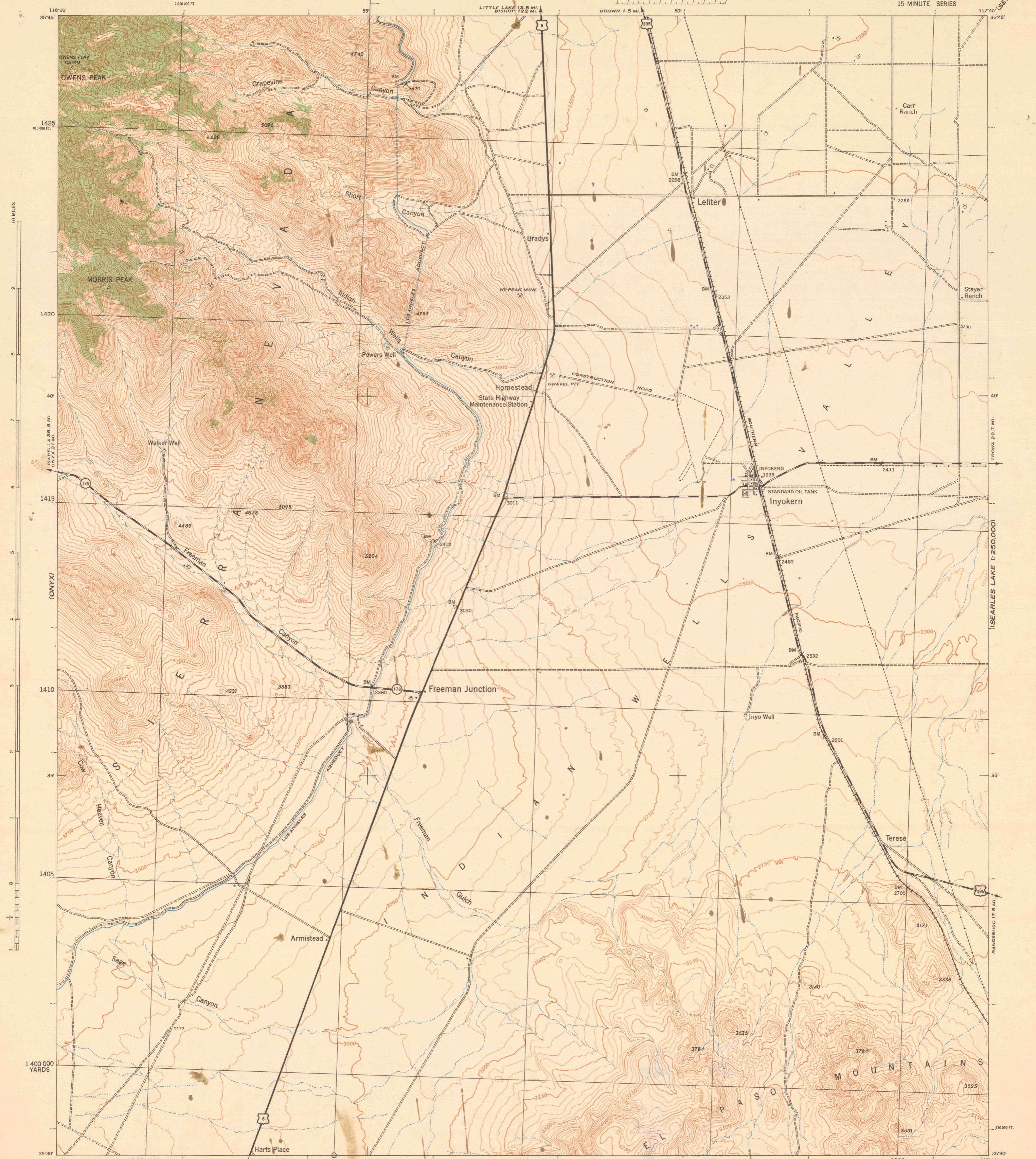


GEARLES LAKE 1:250,000

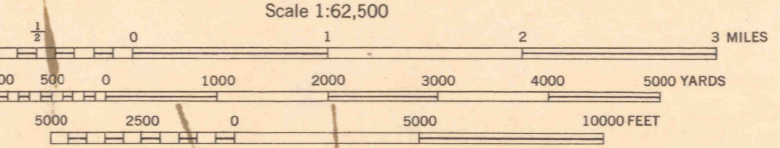


First Edition 1943.  
Prepared under the direction of the Chief of Engineers,  
U. S. Army, 1943.  
Control by U. S. C. & G. S., U. S. G. S. and Fairchild Aerial Surveys, Inc.  
Topography by Fairchild Aerial Surveys, Inc., by Stereophotogrammetric Process.  
Photography by Fairchild Aerial Surveys, Inc., Los Angeles, California, 1943.  
Polyconic Projection, 1927 North American Datum.

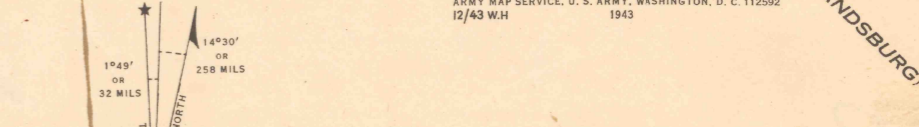
**ROAD CLASSIFICATION 1943**  
Dependable hard-surface, heavy-duty road. U. S. Route 160  
Loose-surface graded, dry weather road. U. S. Route 160  
Secondary, hard-surface, all-weather road. State Route 30  
Dirt Road. State Route 30  
More than two lanes indicated by note along road with tick at point of change. 3 LANE | 4 LANE

**FILE COPY**

MAP INFORMATION OFFICE  
GEOLOGICAL SURVEY



CONTOUR INTERVAL 50 FEET  
DATUM IS MEAN SEA LEVEL  
FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." ZONE G, U. S. G. & G. S. SPECIAL PUBLICATION NO. 99. THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.  
CALIFORNIA STATE GRID ZONE S IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAL LINE AT 5000 FOOT INTERVALS.  
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL SUBJECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."



APPROXIMATE MEAN DECLINATION 1943 FOR CENTER OF SHEET  
ANNUAL MAGNETIC CHANGE 1' DECREASE  
Use diagram only to obtain numerical values. To determine magnetic north line, connect the point "M" 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.

INYOKERN, CALIF.  
N3530-W11745/15