



Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Compiled by Fairchild Aerial Surveys, Inc., Los Angeles, California.
Topography by Fairchild Aerial Surveys, Inc., Los Angeles, California.
by stereophotogrammetric process.
Control by U. S. Coast and Geodetic Survey,
and Fairchild Aerial Surveys, Inc.
Aerial photography by Fairchild Aerial Surveys, Inc.
Polyconic Projection, North American Datum 1927.

ROAD CLASSIFICATION 1943
Dependable hard-surface, heavy-duty road. Loose-surface graded, dry weather road. U. S. Route 160
Secondary, hard-surface, all-weather road. Dirt road. State Route 30
More than two lanes indicated by note along road with tick at point of change. 3 LANE 1 4 LANE

Scale 1:31,680
(LA PANZA 1:62,500) Mc KITTRICK 39.7 MI. TAFT 23.4 MI.

CONTOUR INTERVAL 25 FEET
DATUM IS MEAN SEA LEVEL

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 NUMBERS ARE OMITTED
CALIFORNIA STATE GRID ZONE S IS INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 5,000 FT. 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.

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 pivot point "P" 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.

PACKWOOD, CALIF.
N3530-W12000/7.5

USGS HISTORICAL FILE PHOTOGRAPHIC DIVISION
NAME CHANGED TO PACKWOOD CREEK