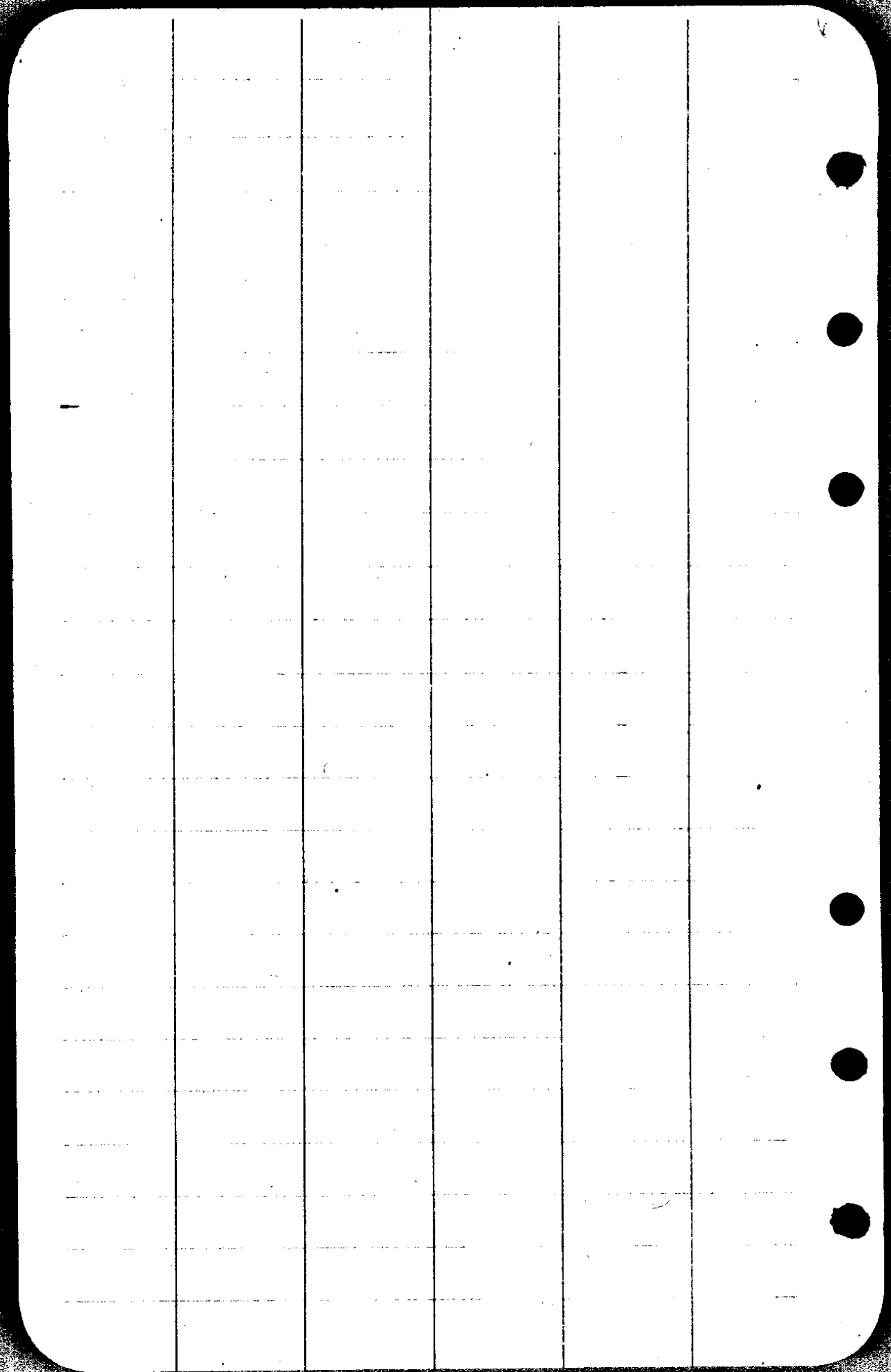
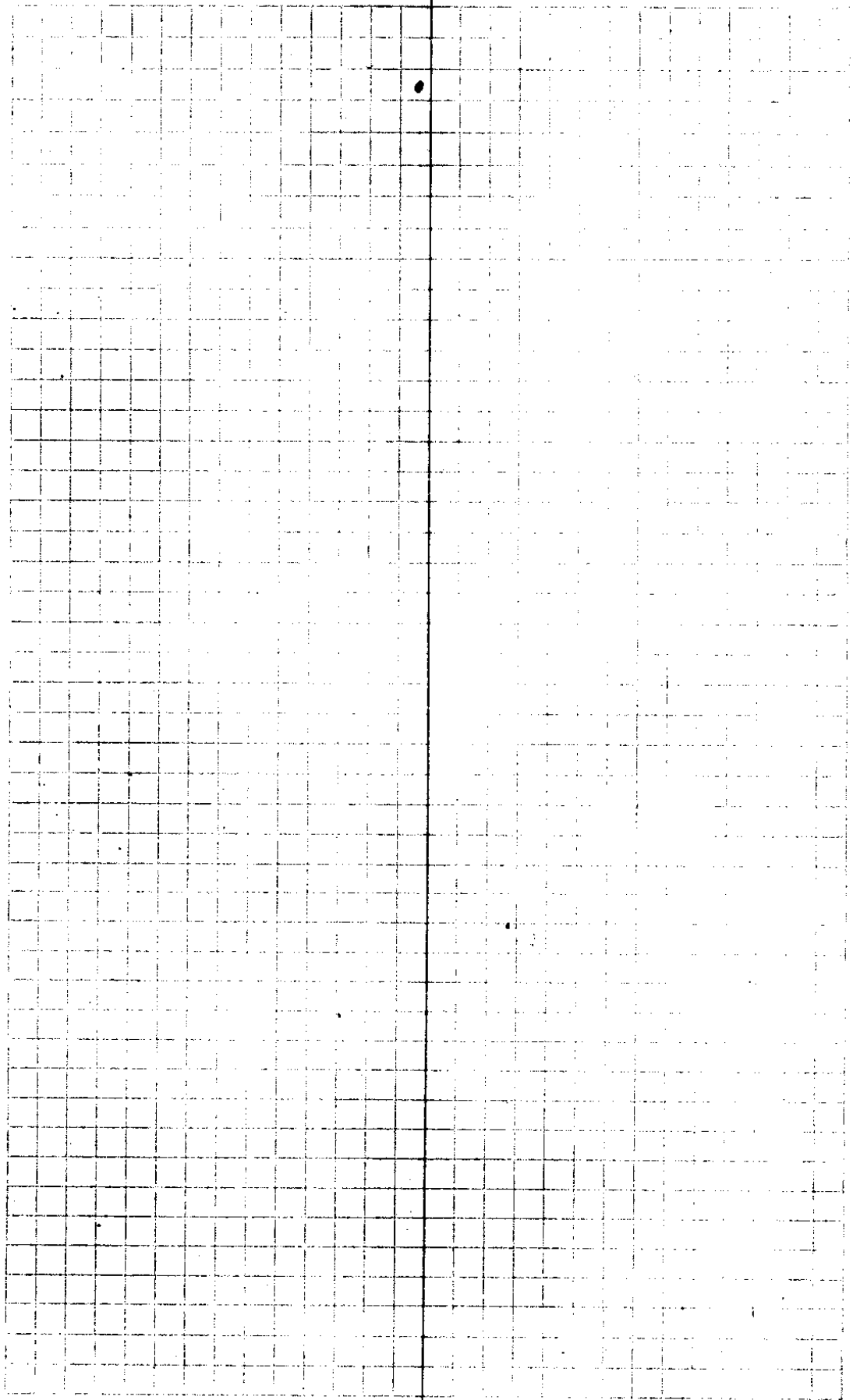


30/33

State Hy BM

16, 043





30/33

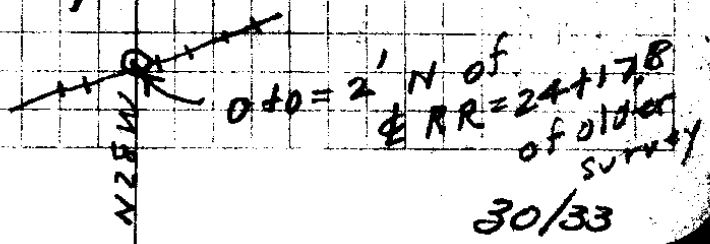
Sta	Mag	Decl.	Dist		
3+76.3		S 61° W	50.1		S 61-59 W
3+26.2		Δ = 29° 20' R		{ 50° C R E = 3.9 T 30 L 58.7	R 114.6 S 31-39 W
2+76.3		S 32° W	49.9		
		Δ = 13° 26' R		{ 56° C R E 0.7 T 12 R = 192.3 L 23.9	} 18+32-18' R S 18-13 W
		S 18½° W	25.4		
2+50.9		Δ = 22° 11' L		{ 86° C L E 1.3 T 13 L = 25.8	R = 66.6 S 40-24 W
		S 41° W	25.2		
2+25.7		Δ = 29° 12' L		{ 124° C L E 1.5 T 12.0 L 23.5	R 46.2 S 69-36 W
		S 70° W	25.0		
2+00.7		Δ = 14° 16' L			
		S 84° W	25.0		S 83-52 W
1+75.7		Δ = 20° 32' L			
		N 75° W	25.3		
1+50.4		Δ = 9° 41' L		1+58.8 = P.1 Approx	{ EC 2+09 -Δ = 93° L 65° C L T 92.8 E 40.0 L 143. BC 0+66 N 65-55 W R = 88.2 ✓
		N 66° W	24.8		
1+25.6		Δ = 16° 17' L			
		N 50° W	25.2		N 44-38 L
1+00.4		Δ = 11° 35' L			
		N 38° W	26.5		N 3-20
0+73.9		old Hub marked	23+43.9 old Sta		
		N 212° W	73.9		N 17-24 W S 17-24 E
0+0		Δ = 5° 51' R			
		N 28° W			

Sept 11, 1937.

Boyer.
BH LANE
Deborahs

5730' = 1st Curve Rad

check on
S 17° 20' E 73.8 prev Survey



P.O.T

10+78 P.O.T. in trail

opp 10400

N54°W 37.5

N53°41'

EC, SW, BK

10+405

$\Delta = 97^{\circ}30' L$ (B.S. on 8+923)

N44°E 80' to EC.

N43°49'E

{ BC, of S. Back 48' Radius,

8+923

$\Delta = 88^{\circ}57' L$

8+92.3

S47°E 30.9

S47°-15'E

S 47-14E

8+61.4

ENH

= SW, BK

40' RADIUS $\Delta = 100^{\circ}17' R$

Back st. on 7+384

N33°E 80'

CC = N32°28'E

N32°29'E

7+384

Beg

Sw. BK

$\Delta = 89^{\circ} R$ to ENH SWBK

7+25.1

P.O.T.

6+77.6 = EC. = 6+86 Ahd. = Equation

N56-31W

6+758

P.O.ST

N57°W

$\Delta 58^{\circ}32'$

6+11.6 P.I

40° CRT

T = 30.3

E = 21.6

L = 146.3

R 143.2

EC 6+77.6
Ext 6+044
BC 5+313
586-22W
6+71.6 BK
6+86 Ahd.

6+258

$\Delta 37^{\circ}07' R$

P.O.S.T. on CURVE

S 86°W 50.4

5+75.4

$\Delta 21^{\circ}25' R$

S 65°W 49.9

S64-57W

5+25.5

$\Delta = 10^{\circ}07' L$

S 75°W 49.9

S 75-04W

4+75.6

$\Delta = 23^{\circ}55' R$

S 52°W 49.8

$\Delta 25^{\circ}00' R$
T = 47.7
E = 50
R 122.5

40° CR
T = 30.3
E = 3.2
R 143.2
L 59.8

S 51-09W

4+25.8

$\Delta = 12^{\circ}09' L$

S 64°W 49.5

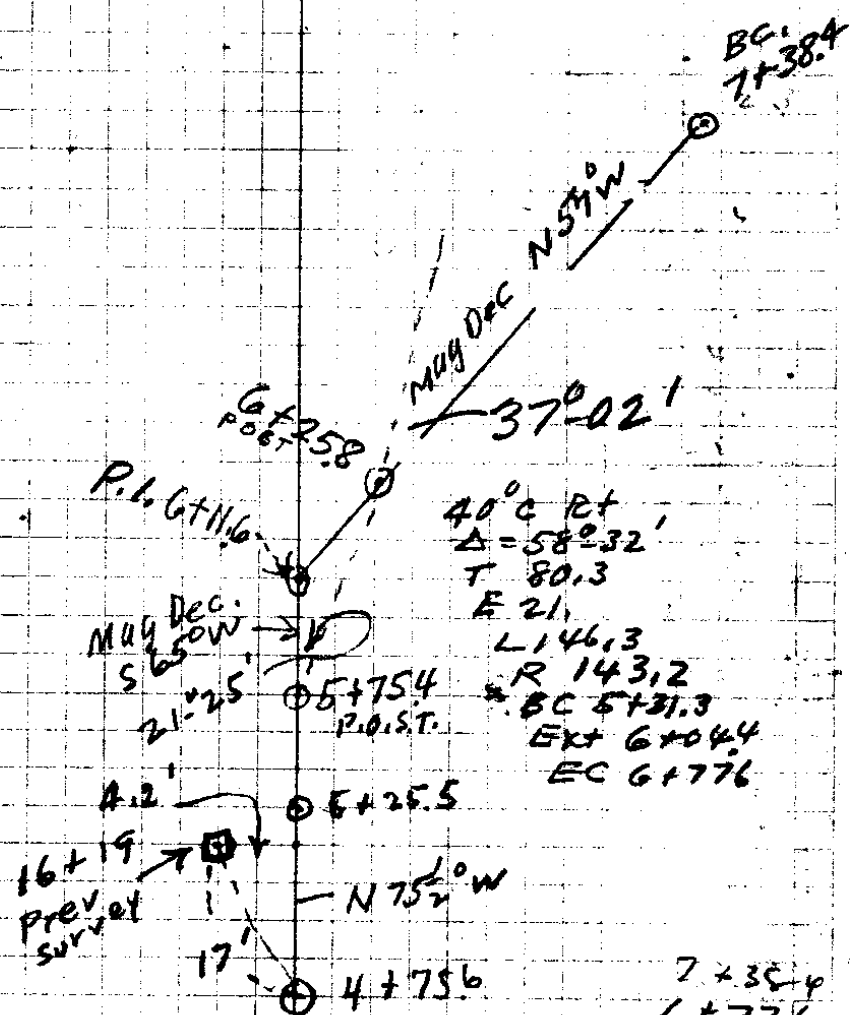
S 63-18W

3+76.3

$\Delta 2^{\circ}19' R$

Sun Sept 12

180 60
17-17



40' RT
 $\Delta = 58^{\circ} 32'$
 T 80.3
 E 21
 L 146.3
 R 143.2
 BC 5+31.3
 EXT 6+044
 EC 6+776

7+38.4
 6+77.6

 65.8
 7+38.4
 6+25.5

 112.6
 7+38.4
 6+84

 54.4

12+02.8 End

N54W 84.0

N53-41W

11+18.8 P.O.T

N54°W 40.8

N53-41'W

Sunday
Sept 12

37.5
40.8
84

162.3

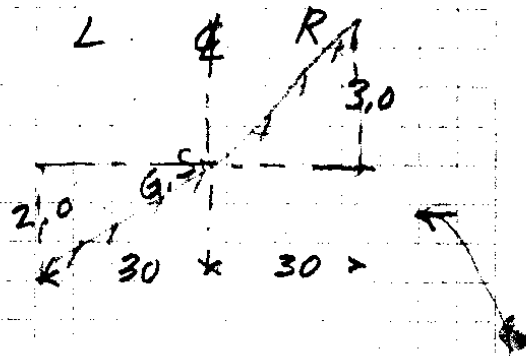
C. S. File No. 30/33

Road Profile from Rd N+W; up hill

Sta	+S	H	-S	Elev	
	5.75	21.79		16.043	B.M. on ...
			8.60	13.19	
	3.87	17.06			
			3.54	13.52	
	6.56	20.08			
			9.96	10.12	
	4.31	14.43			
Old Survey 29+00			5.1	09.3	
			4.32	10.11	
	5.12	15.23			
Top Rail (N) } Logging Rd } Tack in stump. ⊙	0+0 This Survey		0.11	15.12	
			3.33	11.90	
	7.08	18.98			
23+43.9 Prev Rd Survey = 0+73.9 THIS SURVEY			10.1	08.9	14' R of
B.M. on 8" Alder			6.06	12.92	0+79
1+00.4			9.8	09.2	
+25.6			9.0	10.0	
			4.0	14.98	
		7			
1+46.	12.23	26.21	12.6	14.6	
1+50.4			8.6	18.6	
+75.7			1.9	25.3	0.15
			1.00	26.21	
		8			
	12.31	37.52			

Sept 12-37

A Boyer - B A Lane



L	€	R
00		00
00		00
0.0		0.0
$\frac{-20}{30}$	$\frac{-1.2}{20}$	$\frac{+30}{30}$
$\frac{+36}{30}$	$\frac{+50.4}{20}$	$\frac{+4.5}{30}$
$\frac{-54}{30}$	$\frac{+75.1}{20}$	$\frac{+8.0}{30}$

Sta	+S	HI	-S	Elev	
		8			c 4.2
2+007		37.52	7.7	30.8	
+25.7			6.1	32.4	c 3.5
+50.9			2.8	35.7	c 4.0
' ①		50.	0.58	37.94	
	12.41	49.35			
2+763			11.7	38.6	c 4.2
3+26.2			3.2	47.1	c 7.5
			00	50	
0				49.35	
	7.47	57.82			
3+763			9.5	48.3	c 3.0
4+25.8			4.3	53.5	c 3.0
			0.58	57.24	
①	12.07	69.31			
4+756			6.7	62.6	c 7.0
B.M.					
25' L 4+90			8.17	61.14	c 17 36" Spruce
			0.0	69.31	
①	9.27	78.58			
Former Rd Survey					
16+19			12.6	66.0	
5+255			5.3	73.3	c 12.5
5+31.3			5.3	73.3	
5+754 P.O.S.T.			6.8	71.8	c 6.0
6+04.4 Ext			1.4	77.2	
6+258			4.9	73.7	c 2.6
6+45 = P.O.S.T			1.9	76.7	
6+75.8			2.3	76.3	
			00	78.58	
EQ = EQ. ①					
6+77.6 BKF			2.3	76.30	
6+86.0 AhH					

Sta	^{9.27} +S	HI	-S	Elev	
				78.58	
①	12.50	91.08			
7+25.1			10.5	80.6	
7+38.4 B.C.			8.6	82.5	
7+63			3.5	87.6	
②			0.0	91.08	opp 7+78
	12.69	103.77			
7+87.8			9.1	94.7	
8+12.8			4.0	99.8	
8+37.8			2.3	101.5	
8+61.4 E.C.			2.7	101.1	
③			0.0	103.77	opp 8+92.3
T.P. 7+78	0.89	91.97		91.08	
15 L 7+25.1 BM			12.84	79.13	BM in Lower Alder (20") in cluster of 3
	7.85	111.62		103.77	opp 8+92.3
8+92.3 B.C.			10.3	101.3	
9+17.2			8.2	103.4	
+41.8			5.7	105.9	
+66.8			3.2	108.4	
④	7.85		0.0	111.62	T.P. "B"

Sept 12 + 13 1937

Boyer Lane

L

Q

R

$$\frac{-8.3}{30}$$

-2.7 Alders $\frac{7+25.1}{13}$

$$\frac{+5.8}{30}$$

$\frac{+7.9}{40}$ = Radial Pt Axis 40'.

$$\frac{-5.2}{30}$$

$$\frac{+4.7}{30}$$

$$\frac{+3.8}{30}$$

$$\frac{+1.9}{20}$$

$$\frac{+0.5}{30}$$

Edge Bluff $\frac{+9.0}{40}$

$$\frac{+8.6}{30}$$

$$\frac{-5.0}{30}$$

$$\frac{+8.8}{30}$$

$$\frac{-10.0}{30}$$

$$\frac{+7.3}{30}$$

$$\frac{-10.1}{30}$$

$$\frac{+13.2}{30}$$

$$\frac{+6.5}{13}$$

$$\frac{-10.5}{30}$$

$\frac{105.9}{105}$

 11.64

$$\frac{+11.1}{30}$$

$$\frac{-7.8}{13}$$

$$\frac{-12.3}{30}$$

$$\frac{+8.7}{30}$$

$$\frac{+4.5}{13}$$

$$\frac{-4.0}{13}$$

$$\frac{-9.4}{30}$$

$$\frac{+10.5}{48}$$

$$\frac{+7.0}{30}$$

105.9

$$\frac{-9.0}{30}$$

$$\frac{+5.5}{30}$$

$$\frac{-3.6}{13}$$

$$\frac{-8.8}{30}$$

30/33

Sta	+ S 7.85	M I	- S	Elev
B.M. 30 R 9+95		111.62	8.55	103.07
				Nail in 16 Alder
T.P.	13.04	124.66		111.62
9+91.9			12.3	112.4
10+16.5			7.1	117.6
⊙			0.11	124.55
	11.81	136.36		" 81"
10+40.5 E.C.			11.2	125.2
+78			3.4	133.0
11+18.8			0.9	135.5
⊙			0.34	136.02
	7.89	143.91		
11+71			6.0	137.9
12+02.8 End			1.5	142.4
B.M. Edge Bluff 12+18			4.19	139.72
			1.4	142.5

24" spruce
40' W of
upper end
located road

Mon. Sept 13-1937

(4)

$$\frac{+3.5}{30}$$

$$\frac{-5.5}{18.}$$

$$\frac{-7.6}{30}$$

$$\frac{+2.1}{30}$$

$$\frac{-5.5}{30}$$

$$\frac{-3.7}{30}$$

107465

$$\frac{-0.3}{15} \text{ Trail}$$

$$\frac{+0.2}{30}$$

$$\frac{-7.2}{30}$$

718778

$$\frac{+4.4}{30}$$

$$\frac{-11.5}{30}$$

$$\frac{-5.0}{13.}$$

11168

$$\frac{+9.0}{20}$$

$$\frac{+11.5}{30}$$

$$\frac{-8.3}{30}$$

11471

$$\frac{+9.1}{30}$$

$$\frac{-7.0}{30}$$

124028

$$\frac{+7.9}{30}$$

40) 2594 165
240
194

65) 2594 (39.9 = 5x)
195
644
585
590

65) 6038 (92.8 = TAN
585
188
130
580
520

0 + 66
928
1 + 588

2

65) 9300 (143.0
65
280
240
280
195
50

21-30
 65-30
 87-50
 180
 - 87
 93

6038 T

2594 E

20-39
 11-35
 16-17
 9-41
 20-32
 14-14
 93.180

2+25.7
 1585-30W 2+50.7

1+75.7

$\Delta = 93^\circ$

65° C L+ P.I.
 1758
 $\Delta = 93^\circ$

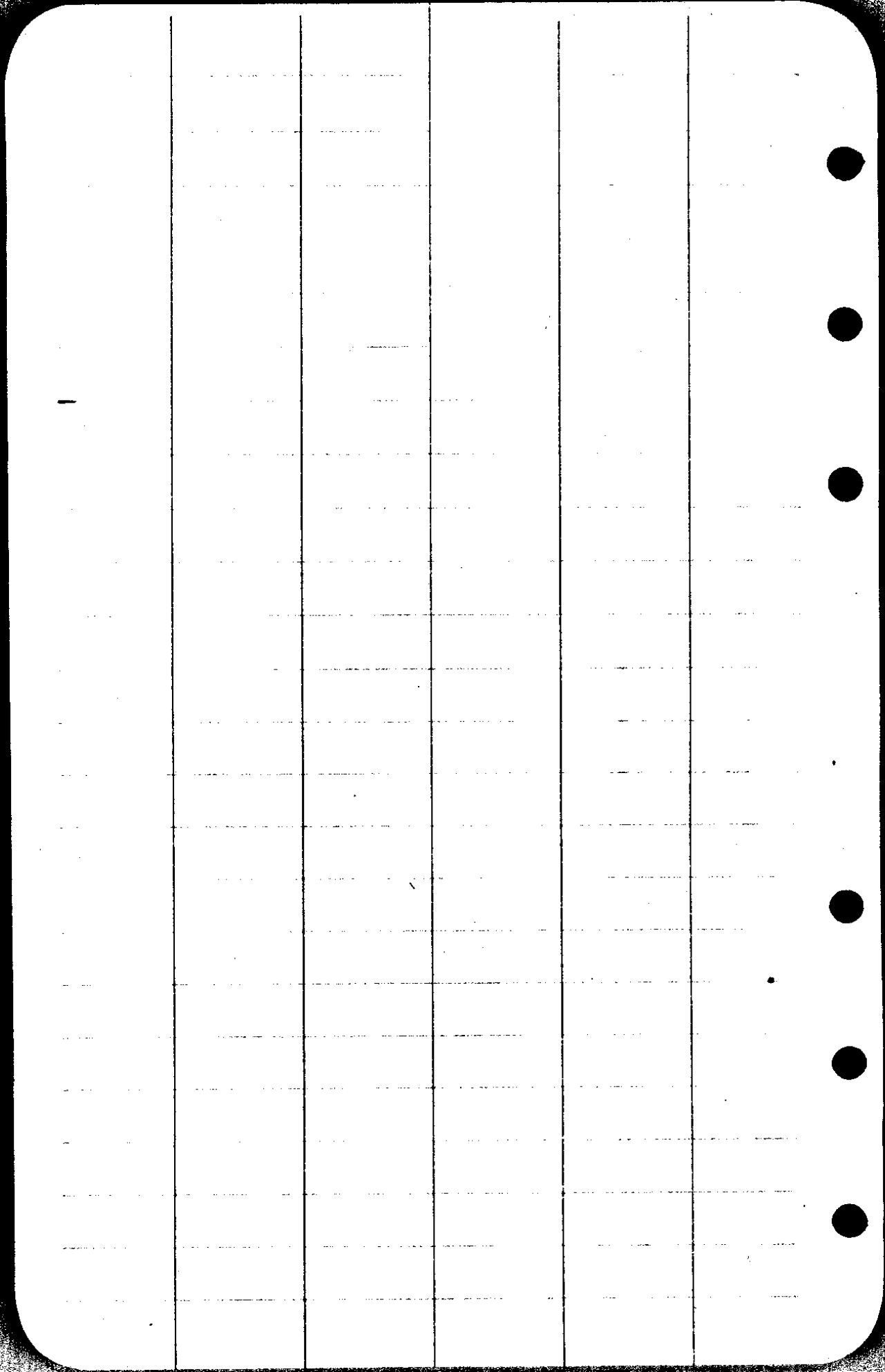
T=92.8
 E=40
 L=143

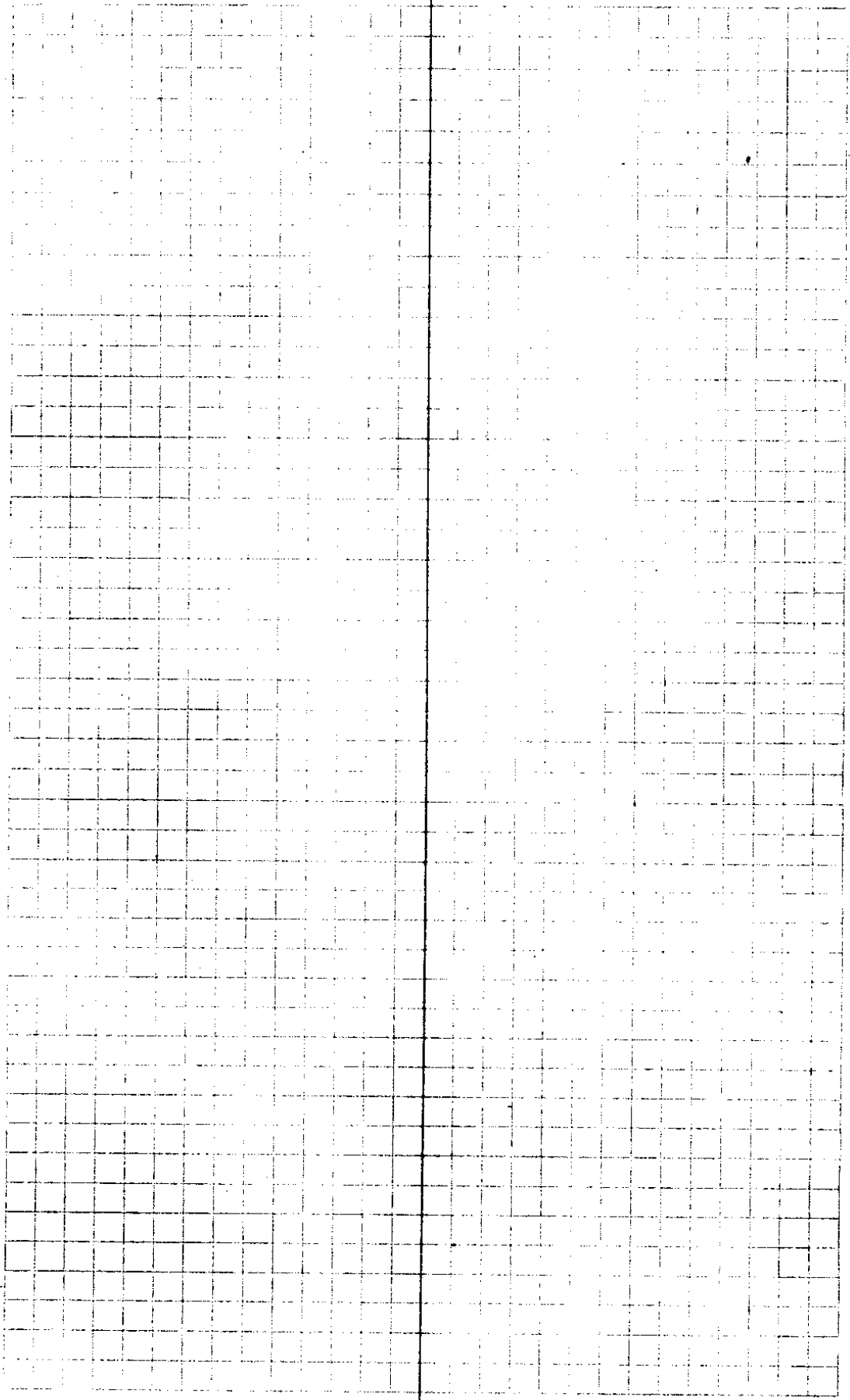
BC=0+66
 EC=2+09

NAVE=12W

BC
 0+66
 143

209





30/33

Tie from N Line Sec 7 S to Road 9th.
 Bldg Site

738
 677
 608

cen or Axis (of circle)
 of 40' Rad.
 curve

CC
 S51°43'E 269.1

Hub #2 Δ 73°38'L

Hub #2 is { 511.8'S } of Beg.
 { 57.4'E }

CC.
 S21°55'W 300' on -16°59'

MC
 S21³/₄°W = 286.91

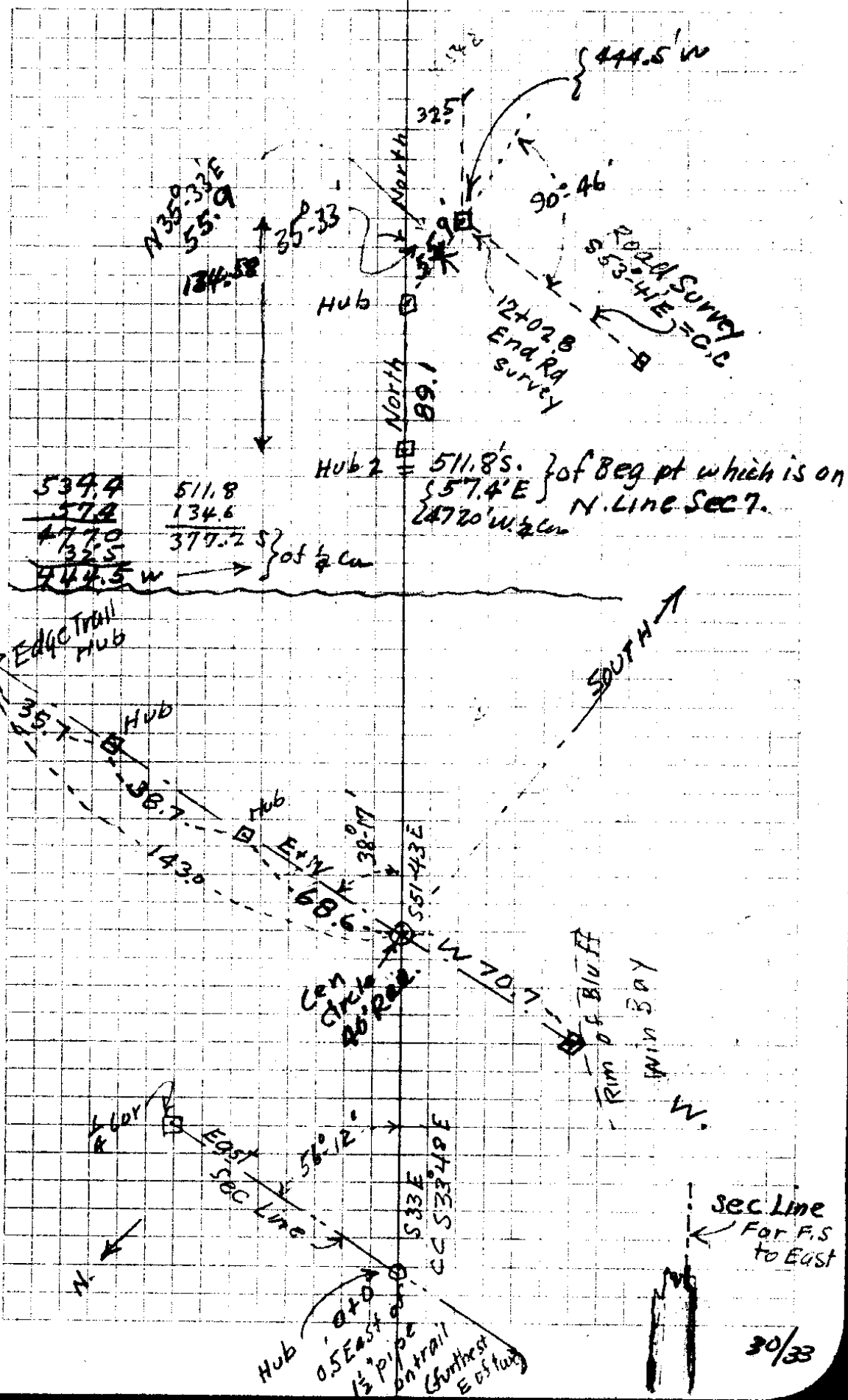
Hub #1 Δ 55°43'R

CC.
 S33°48'E 300' on -9°48' = 295.6'

Hub
 O to Point on Sec Line = Beg 534.4' W of 1/4 Cor.

Sept 14, 1937

Buyer
B.A. Lane



30/33

END
RD

10.64

153.04

1.88

151.16
7 28

7.28

158.44

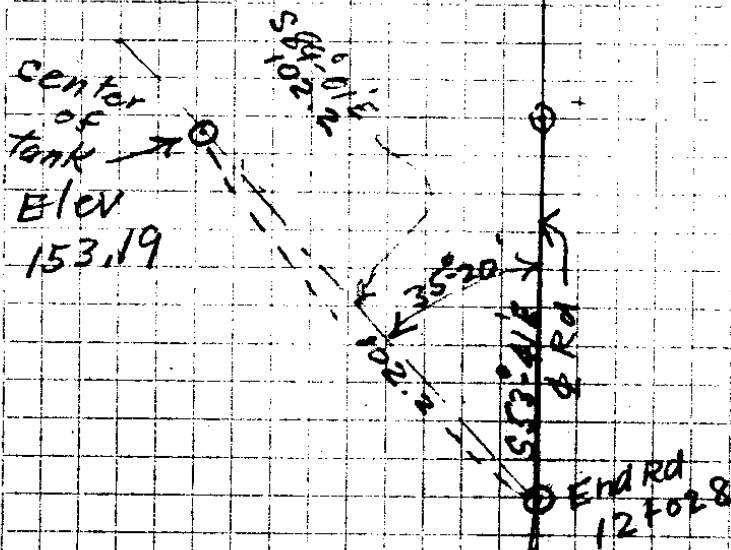
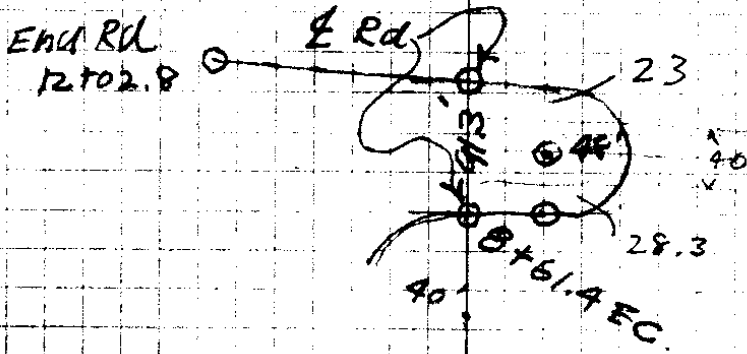
5.25

153.19

Elev at
12+028.

Base of
Tank tower

Sept 15



5 53.41 E
 35.20
 89-01 E

Topog for tank Base

Sta + S H 1 - S Elev

158.44

①

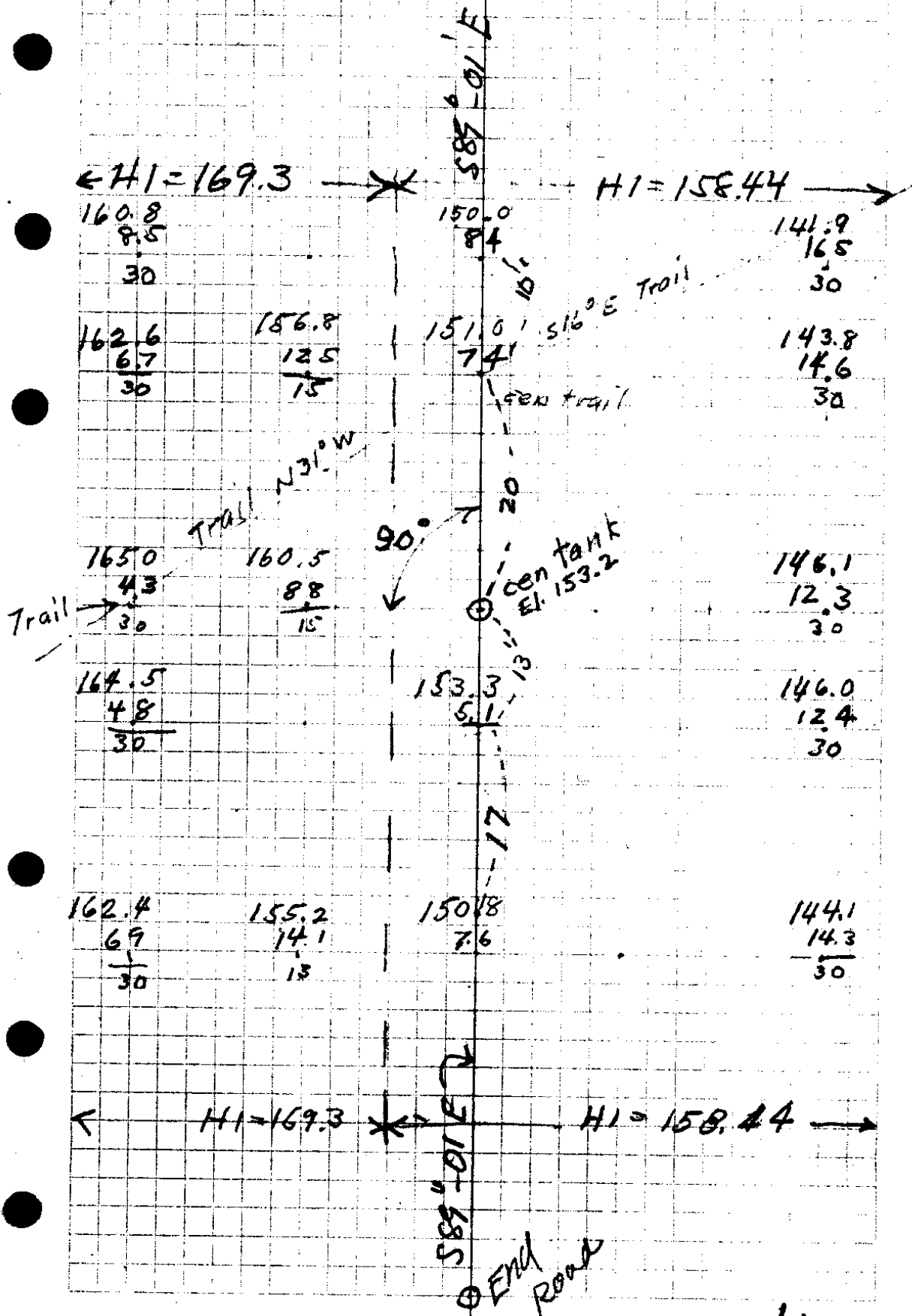
6.5

157.9

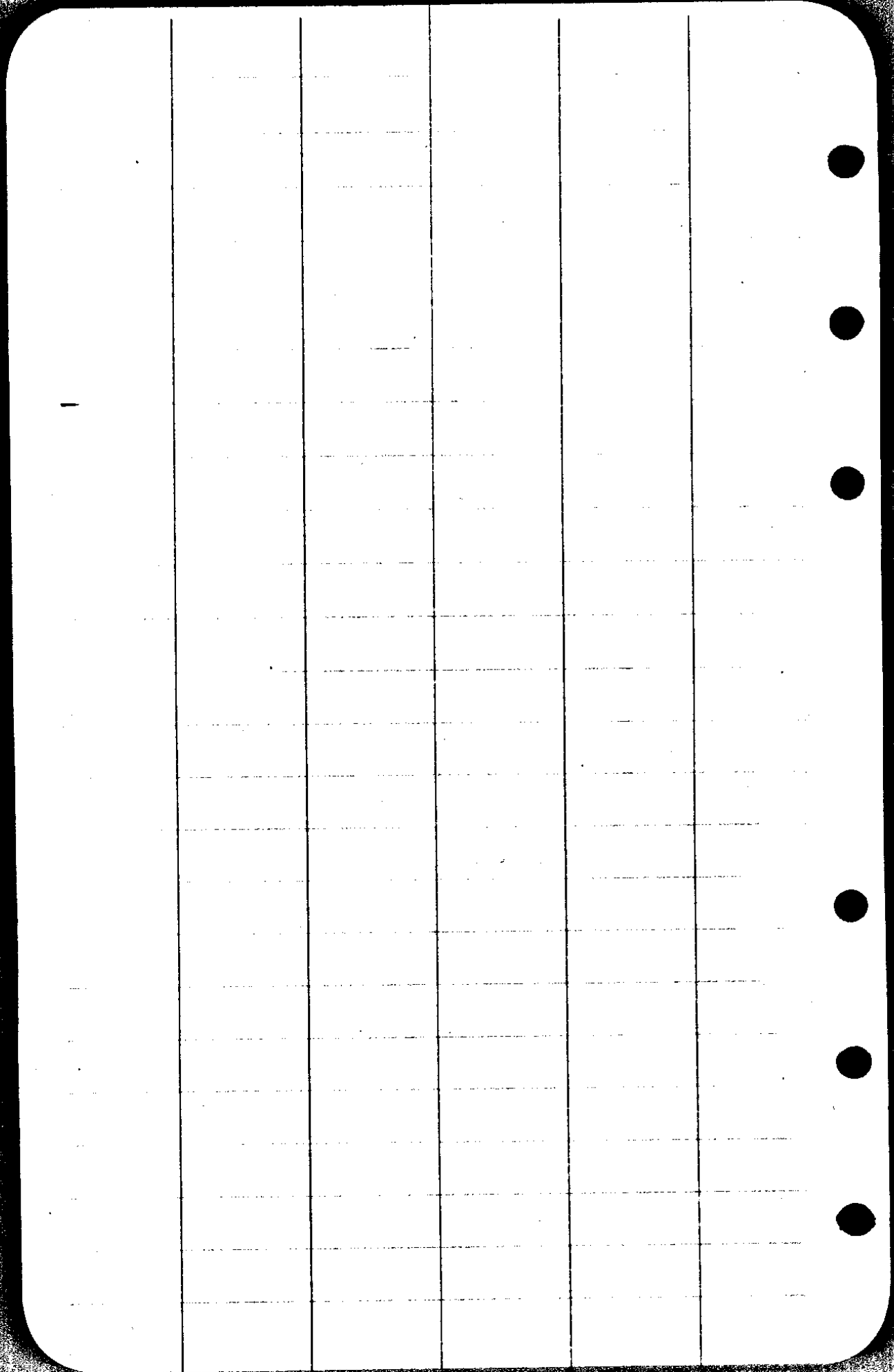
Top stump

11.4 169.3

Sept 15 1937

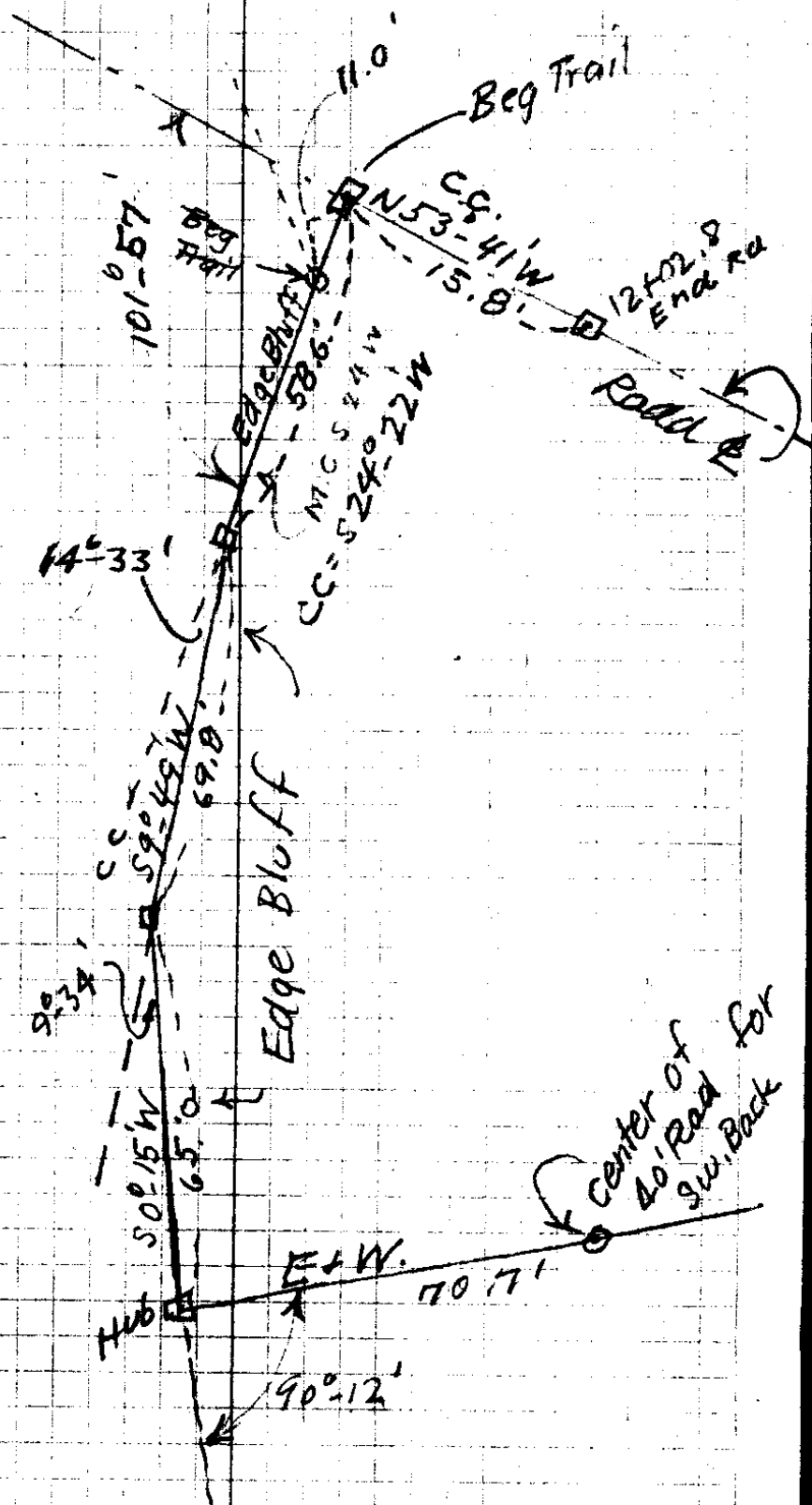


30/33



Sept 13, 1937

Traverse, Edge of Bluff West of Building Site



Topog. for Bldgs. (Sites)

Sta	HS	H 1	- S	Elev.	
	12.39	115.46		103.07	B.M
1 on E			2.1	113.4	
② 5's of 2			7.1	108.4	
③ 5's of 3			5.3	110.2	
④			1.47	113.99	
-	8.04	122.03			
2			12.5	109.5	
3			9.8	112.2	
E 4			5.0	117.0	
Cent of AXIS 48' RADIUS			5.4	116.6	
E 5 cent.			1.6	120.4	
6-10's of cent			5.0	117.0	
7 20's "			9.6	112.4	
E 8			1.5	120.5	
9			9.4	112.6	
E 10			1.4	120.6	
11			7.9	114.1	
	7.65	110.72		103.07	B.M
E 12			2.0	108.7	
13			5.5	105.2	
Q			0.0	110.72	
	12.97	123.69			
14			12.1	111.6	
15			6.5	117.2	
16			0.8	122.9	

Sept 15-1937

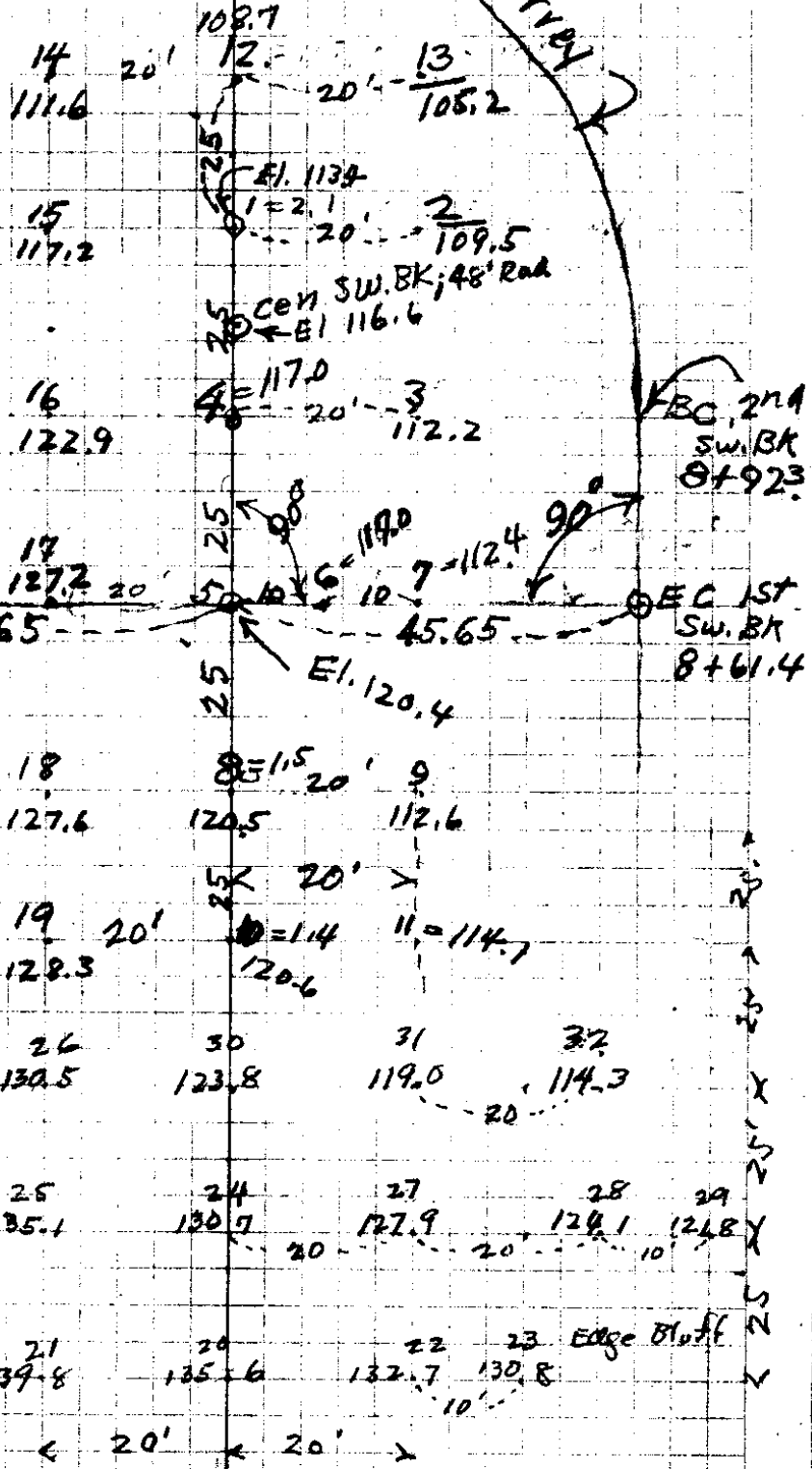
913
456

Road Survey

N 1/4

E.C.
2nd SWBK
10+40.5

10+72.8



30/33

Topog for Bldg Site

Sta	±s	H.I	-S	Elev	
		123.69			
			0.11	123.58	
	8.95	132.53			
17			5.3	127.2	
18			4.9	127.6	
19			4.2	128.3	
B.M	1.13	140.87		139.72	B.M at End Road
20			5.3	135.6	
21			1.1	139.8	
22			8.2	132.7	
23			10.1	130.8	
24			10.2	130.7	
25			5.8	135.1	
26			10.4	130.5	
			13.09	127.78	
	0.10	127.88			
27			0.0	127.9	
28			3.8	124.1	
29			6.1	121.8	
30			4.1	123.8	
31			8.9	119.0	
32			13.6	114.3	
10 for check			7.3	120.6	

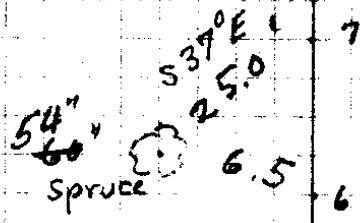
Sept 15, 1937

Sept. 16 1937

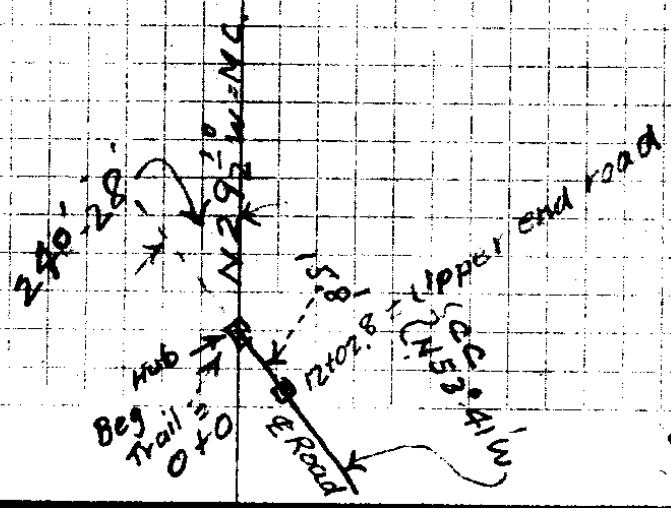
Trail Traverse

Sept 16-37

Sta	MC	Turn to sheet "A"	Dist	Corrected
4+76.8 10	$\Delta 113^{\circ}08'R$		$\frac{C.C.}{N77^{\circ}29'W}$	09'
4+54.7 9	$S10^{\frac{1}{2}}E$ 28.5 on $39^{\circ}00'$ $\Delta 105^{\circ}06'L$	$c = .7771$	$S10^{\circ}17'E$ $S10^{\circ}37'E$	22.1
4+17.2 8	$N85^{\frac{1}{2}}W$ 45.1 on $33^{\circ}50'$ $\Delta 10^{\circ}27'L$	$c = .8307$	$N85^{\circ}11'W$ $N85^{\circ}31'W$	37.5 upper side (R) 40° slope
3+52.1 7	$N75^{\circ}W$ 69.0 on $19^{\circ}05'$ $\Delta 24^{\circ}57'L$	$c = .9450$	$N74^{\circ}44'W$ $N75^{\circ}04'W$	65.2
3+24.6 6	$N49^{\circ}45'W$ 27.4 F $\Delta 9^{\circ}19'R$		$N49^{\circ}47'W$ $N50^{\circ}07'W$	27.4
2+76.4 5	$N59^{\frac{1}{4}}W$ 49.4 on $12^{\circ}40'$ $\Delta 20^{\circ}44'L$	$c = .9757$	$N57^{\circ}26'W$	48.2
2+26.8 4	$N38^{\frac{1}{2}}W$ 50.8 on $12^{\circ}10'$ $\Delta 17^{\circ}29'R$	$c = .9775$	$N38^{\circ}42'W$	49.6
1+79.1 3	$N56^{\circ}W$ 47.7 F $\Delta 26^{\circ}10'L$		$N55^{\circ}51'W$ $N56^{\circ}11'W$	47.7
1+18.9 2	$N30^{\circ}W$ 60.7 on $7^{\circ}05'$ $\Delta 24^{\circ}13'R$	$c = .9924$	$N29^{\circ}41'W$ $N30^{\circ}01'W$	60.2
0+68.2 1	$N54^{\circ}W$ 51.7 on $11^{\circ}30'$ $\Delta 24^{\circ}41'L$	$c = .9799$	$N53^{\circ}54'W$ $N54^{\circ}14'W$	50.7
0+0	$N29^{\frac{1}{2}}W$ 69.0' on $8^{\circ}25'$ Δ	$\cos .9892$	$N29^{\circ}33'W$	68.2



- 29-33
- 24-14
- 24-13
- 30-01
- 26-10
- N 76-71 W
- 17-29
- N 38-42 W
- 9-19
- N 59-26 W
- 7-19
- N 50-07 W
- 24 57
- N 75-04 W
- 10-27
- N 84-37 W
- 105-06
- 190-37
- 180
- S 10°-37' E
- 113-68
- 10-37
- 102-31
- 180 60
- 102-31
- N 77-29 W
- 63-59
- 141-28
- 180 60
- 141-28
- S 38-37 W



Sheet A

TRAVERSE TO CORNWALL PT. FOR TRESTLE

	N26 $\frac{1}{2}$ W 117.9	F	N25-34W N26-24W
Cross ⑤	Δ 18 $^{\circ}$ -41R		N44-15W 8'R to Rock N45-05W
	N45W 30.8	F	
Cross ④	Δ 10 $^{\circ}$ -18L		N33-57W 8'R to Rock N34-47W
	N34 $\frac{1}{2}$ W 177.0	F	
Cross ③	Δ 15 $^{\circ}$ -48L		N18 $^{\circ}$ -09W 20'R to Rock N18-59W
	N18-45W 209.6	Flat	
Rock ②	Δ 0 $^{\circ}$ -31L		w.s. 2.5' below Cross Sept 10.35AM '17
	N18 $\frac{1}{4}$ W 131.7	Flat	N17 $^{\circ}$ -38W N18-28W
Rock & Sp Tack Cross ①	Δ 28 $^{\circ}$ -37L		w.s. 3.5' below Cross at Sept 10.30AM '17
	N10 $^{\circ}$ E 146.1	Flat	N10 $^{\circ}$ -59E
(Cross 2) Spike at Meander Cor.	Δ 64 $^{\circ}$ -22R at 9+11.2		
8+11.2	N54 $^{\circ}$ W 101.3	F	N53-23W N54 $^{\circ}$ -3W
8+09.9 Pt	Δ 17 $^{\circ}$ -10R		8'R to Rock
	N71 $^{\circ}$ W 45.6	F	N70-33W N71 $^{\circ}$ -23W
7+64.3 Pt	Δ 31 $^{\circ}$ -33R		5'R
	S77 $\frac{1}{2}$ W 84.0	ON-10 $^{\circ}$ -37' 9829	S77 $^{\circ}$ -44W = 82.6
6+81.7 Hub	Δ 46 $^{\circ}$ -11L		5'R to Rock
	N56 $\frac{1}{2}$ W 41.1	F	N55 $^{\circ}$ -55W N56 $^{\circ}$ -15W
	N56 $\frac{1}{2}$ W 87.2	Flat	N55 $^{\circ}$ -55W 5'R N56 $^{\circ}$ -15W
On Beach	Cross in Boulder Δ 85 $^{\circ}$ -13R		
5+53.4	S38 $^{\circ}$ -32W 41.2	ON 41 $^{\circ}$ -27'S 38 $^{\circ}$ -32W 30.9	52'
57225.11	Δ 63 $^{\circ}$ -59L	7496	
	N77 $\frac{1}{2}$ W 51.6	ON 27 $^{\circ}$ -30'	N77 $^{\circ}$ -29W 45.7
10		8870	09'

Sept 17, 1937

Turn to
Sheet A → Ahead 2 sheets

Traverse to Cornwall Pt Fortvrestle

Note: From cross on Bluff to old lookout

Mag Bearing is $S 80^{\circ} W$

To New L.O. = $S 58\frac{1}{2}^{\circ} W$ -

Angle bet two L.O's
 $21^{\circ} 36'$

Point 5 = Cornwall Pt

- 223.0 on $+ 8^{\circ} 42'$ ~~N 34-43E~~ ^{N 35-33E} 220.4
on edge
Foot Bluff

9

~~N 34-43E~~
^{N 35-33E}

B

N 35E 127.8 Flat

$\Delta 38^{\circ} 43R$

N 4W 124.4

$\Delta 22^{\circ} 48L$

N 119E 395.4

Point 6 $\Delta 45^{\circ} 12'R$

N 26^LW 117.9

Point 5

N 35-33E

~~N 34-43E~~

50' R to
Bluff Foot of

N 30-10W

~~N 4W~~

10' R to
Rock

N 19-38E

~~N 18-48E~~

50' R to
Foot Bluff

N 25-34W

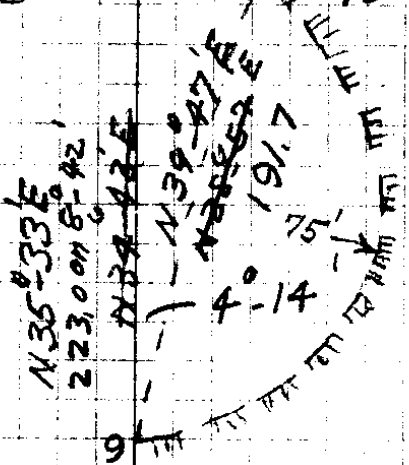
~~N 26-24W~~

N 44-15W

~~N 45-05W~~

Sept 17, 1937

⊙ Cornwall Pt
Cross on Bluff



22-48
18-48
<hr/>
N 4 00 W
38-43
<hr/>
N 34 43 E
4-14
<hr/>
N 34 43 E

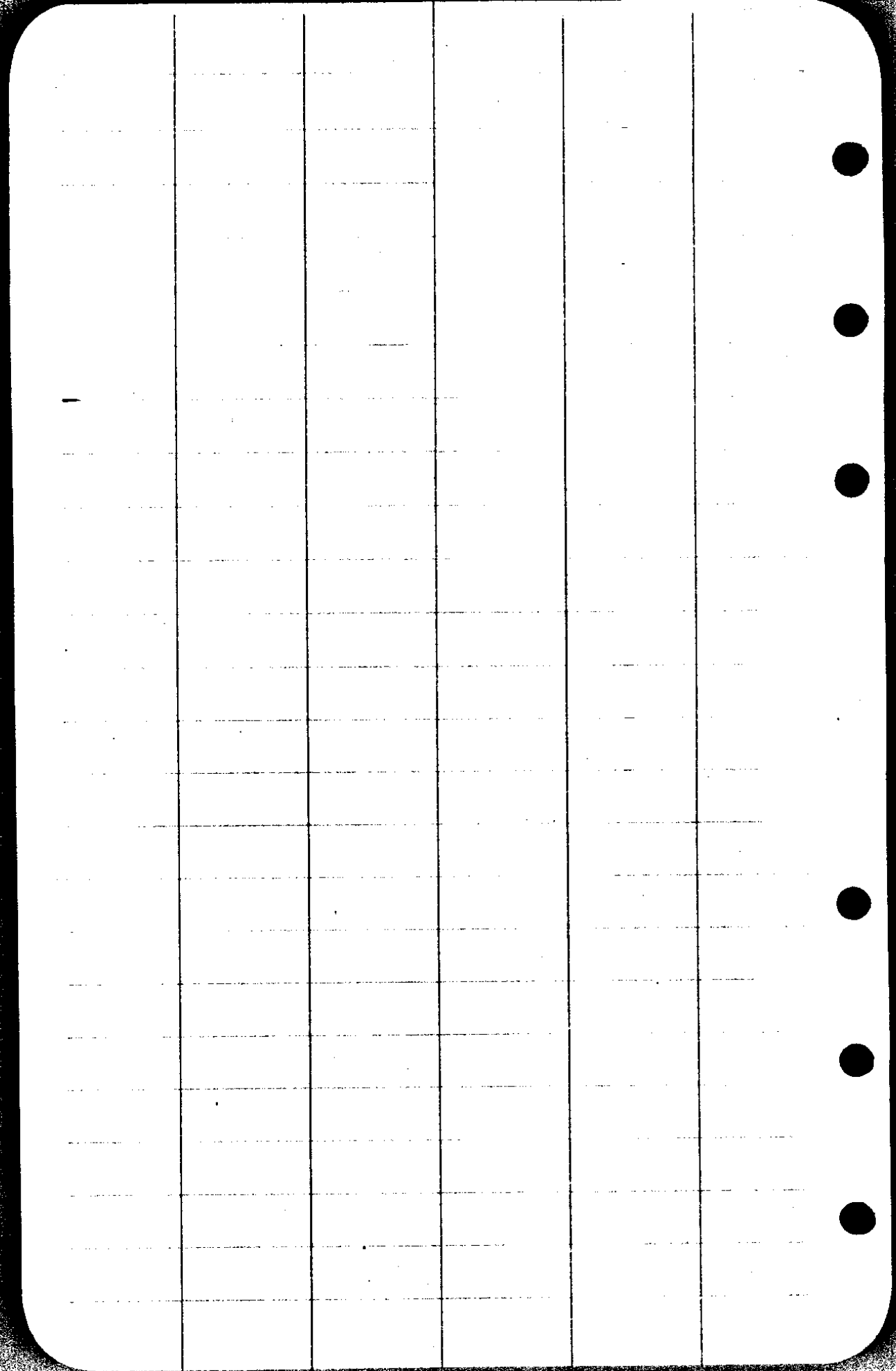
N 36° 00' W
W.C.P.S. ⊙

12° 40' ⊙ Flag pole
O.G. Sta.

N 9 1/2° E

38° 43' ⊙ Cornwall Pt

50



Sheet "A"
 Cornwall
 Pt
 Traverse

Sept 16 - 2015
 Sept 17
 N 26° 20' W
 N 44° 15' W
 42 ± 13'
 CC = 566 ± 25 W
 Point 5

Old L.O.
 CC = 220 ± 10 W
 N 78° 50' W
 MC = 220 ± 10 W
 N 78° 50' W

New L.O.
 MC = 575 W
 CC = 575 ± 35 W
 575 ± 25 W
 57° 12'

Cross & spike at meander
 70' old Cross o Rock
 ANGLE

Embedded Rock N 34° 2' W
 X on Road
 12" Alder

287.6
 105.5
 398.4

5153.4
 ON BEACH
 END TRAIL

Trail Profile

Sta	+S.	H.I.	-S.	Elev.	B.M. at
15.8' from End Road O+0	4.11	143.83		139.72	End Rd
Sta 1			0.7	143.1	
			7.98	135.85	
				139.72	B.M.
-	2.63	142.35			
⊙			13.04	129.31	
	0.80	130.11			
2			3.4	126.7	
3			8.1	122.0	
⊙			10.31	119.80	
	2.18	121.98			
4			H1+0.8	122.8	
5			7.5	114.5	
⊙			12.07	109.91	
B.M. 2' W & 6' S. Sta 6	0.03	109.94			nail in 5" spruce
	5.64		6.91	103.03	
6			4.9	105.0	
7			9.2	100.7	
⊙			12.72	97.22	
	2.75	99.97			
⊙			13.01	86.96	Nail in Tree Limb
	5.01	81.95 ^v			

Sept 16, 1937

Buyer π
Lane Road

139.7
100.7

42.33	139.72
<u>56.45</u>	<u>100.03</u>
36.69	36.69

50/33

Sta	+S	H 1	-S	Elev	
3+94		81.95	00	81.9	
4+07.			3.2	78.7	
4+10			0.5	81.4	
4+17			1.0	80.9	
<u>4+24</u>			5.2	76.7	
4+31			12.6	69.3	
			12.20	69.75	
9	0.17	69.92			
4+54.7			10.7	59.2	
			12.60	57.32	
	1.87	59.19			
			11.95	47.34	
	1.54	48.88			
B.M.- 14" Alder			4.60	44.28	2' left 4+83
4+76.8			3.7	45.2	
			12.22	36.66	
	3.54 1.91	38.57			
5+22.5			12.63	25.94	
	2.22	28.16			
			11.61	16.55	Top Rock
	1.40	17.95			
5+53.4			14.41	03.54	End Trail on Beach

53,41

24-08

29-33

20/33

$$12 \overline{) 6748} \quad (562) \quad 39.6$$

$$\begin{array}{r} 60 \\ \hline 74 \\ \hline 72 \\ \hline 28 \\ \hline 24 \end{array}$$

$$50 \overline{) 193.0} \quad (3.86)$$

$$\begin{array}{r} 430 \\ \hline 400 \\ \hline 300 \end{array}$$

$$56.2 \overline{) 674.8} \quad (12)$$

$$\begin{array}{r} 562 \\ \hline 1128 \\ \hline 2 \end{array}$$

$$30 \overline{) 1499.7} \quad (49.99)$$

$$\begin{array}{r} 120 \\ \hline 299 \\ \hline 270 \\ \hline 297 \\ \hline 270 \\ \hline 27 \end{array}$$

$$56.2 \overline{) 39.60} \quad (7)$$

$$\begin{array}{r} 3934 \end{array}$$

$$50 \overline{) 1499.7}$$

$$\begin{array}{r} 2999 \end{array}$$

$$\begin{array}{r} 2+76 \\ \hline 19 \\ \hline 2795 \end{array}$$

$$25.4 \overline{) 1203.6} \quad (47.7)$$

$$\begin{array}{r} 1076 \\ \hline 1276 \\ \hline 1778 \\ \hline 1980 \\ \hline 1778 \end{array}$$

$$25.4 \overline{) 127.1}$$

$$\begin{array}{r} 25.4^{\circ} C \\ \hline \Delta 58^{\circ} 32' \end{array}$$

$$32 \overline{) 3211} \quad (100)$$

$$\begin{array}{r} 321 \end{array}$$

$$40 \overline{) 3211}$$

$$80.27 = \tan$$

$$E \quad 15 \overline{) 8384} \quad (55)$$

$$\begin{array}{r} 75 \\ \hline 88 \end{array}$$

$$80 \overline{) 3211.40}$$

$$\begin{array}{r} 320 \\ \hline 11 \end{array}$$

$$40 \overline{) 838.4}$$

$$20.96 = \text{EXT}$$

$$32 \overline{) 8384} \quad (2)$$

$$\begin{array}{r} 6+11.6 \\ \hline 20.3 \\ \hline 5+31.3 = BC \\ \hline 1 \quad 46.3 \\ \hline 6+77.6 \end{array}$$

$$40 \overline{) 5853}$$

$$\begin{array}{r} 1463 = L \end{array}$$

$$\begin{array}{r} 731 \\ 5+31.3 \\ \hline 6+04.4 = \text{EXT} \end{array}$$

CS FILE FOLDER

CONTAINS

MORE

INFORMATION