PRELIMINARY SURVEYING ANALYSIS
OF RAILROAD RIGHT-OF-WAY

Arcata & Mad River Railroad Co.
Arcata to Blue Lake

January 28, 2014

Prepared for
Humboldt County Association of Governments
and
Humboldt County Public Works Department

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1.0 BACKGROUND AND PURPOSE

This report contains the results of a preliminary surveying analysis of deeds associated with the right-of-way for the portion of the Arcata & Mad River Railroad Line (A&M Line) situated between Arcata and Blue Lake (Figure 1).

Background

The A&M Line is a branch line of the Northwestern Pacific (NWP) main line, both of which are currently owned by the North Coast Railroad Authority (NCRA). The interchange between the two lines is located at Korblex on the north side of Arcata (Milepost 295.2). The A&M Line extends from Korblex eastward to Warren Creek, Glendale, Blue Lake (Milepost 300.8), and Korbel (Milepost 301.8). The study area for this report covers approximately five linear miles of the 6.6-mile corridor, from the intersection with West End Road on the north side of Arcata to the intersection with Chartin Road on the northwest side of Blue Lake (Figure 2).

The Arcata & Mad River Railroad Company (A&MRR Co.) was incorporated in 1881, and embarked on constructing a railroad to connect north Humboldt Bay with the North Fork of the Mad River for the transport of freight and passengers. The A&M Line was acquired by the Korbel family in 1882 and trains began operating in 1884. The Korbels sold all their holdings including the A&M Line to the Northern Redwood Lumber Co. in 1903, and Northern Redwood sold its holdings to Simpson Redwood Co. (Simpson) in 1956. The line was used for freight and passenger service until 1931 when regularly scheduled passenger service was terminated and operations changed to freight only. Use of the line was heavy during a timber boom in the 1950s, but declined significantly by the early 1980s. The line was operated as a common carrier and remained a separate business entity as it passed through various ownerships.

Eureka Southern Railroad Co. (Eureka Southern) acquired the NWP main line in 1984, and filed for bankruptcy in 1986. Eureka Southern began negotiating with Simpson in 1986 to acquire the A&M Line. A purchase agreement was signed in September 1988 and a quitclaim was executed conveying the lands within the railroad right-of-way from A&MRR Co. to Eureka Southern’s bankruptcy trustee. The NCRA was formed by the state legislature in 1989, and the A&M Line right-of-way was conveyed from the bankruptcy trustee to NCRA in 1992. Trains were operated on the line for freight until 1995 when the Warren Creek trestle was determined to be unsafe.

Purpose

The purpose of this analysis was (1) to develop a master list of the deeds that define the right-of-way for the A&M Line within the study area, and (2) to identify the location and extent of the parcels referenced in the deeds. Deeds, Assessor parcel maps, records of survey, historical maps, and other readily available documents were reviewed as part of this work. The scope of work did not include field verification or a chain-of-title search.

This analysis was performed for the Humboldt County Association of Governments (HCAOG) and Humboldt County Public Works Department to support planning for a proposed bicycle and
pedestrian trail within the railroad corridor. In August 2008, the NCRA Board of Directors passed Resolution No. 2008-11 which provided historical background on the A&M Line and expressed a willingness to cooperate with local stakeholders in effectuating multi-modal transportation use of the A&M Line until freight rail service is resumed.

The results of this analysis are intended to support legal interpretation of the specific property interests (fee simple or easement) conveyed in the respective deeds. The meaning of the terminology used for railroad right-of-way depends on determining the intent expressed within a specific deed. For the purpose of this report, the phrase “right-of-way” is used in a general sense to refer to the NCRA’s (and its predecessor’s) interest in the real property within the railroad corridor and does not imply any specific type of interest.
2.0 RESULTS

2.1 Deed Inventory

Table 1 lists the deeds identified as part of the right-of-way for the A&M Line within the study area. This list includes the deeds associated with the Minor Railroad which was acquired in 1948 (discussed below). Copies of the deeds and supporting documentation are included in Attachment 1. Copies of relevant historical maps are included in Attachment 2, and other relevant reference documents are included in Attachment 3. Table 2 lists records of survey which provided data and information to support the mapping. Table 3 lists other deeds associated with the A&MRR Co. that were identified during this study but determined to be outside the study area or otherwise not relevant to the analysis.

2.2 Mapping Methodology

Figure 2 depicts a geographic index that was developed to organize the deeds and associated maps. The study area was divided into 26 quarter-quarter sections (which each occupy 40 acres) based on the Public Land Survey System, and index numbers were assigned ranging from [1] to [26]. Index area [1] is located at the west endpoint where the A&M Line intersects West End Road, immediately north of Korblex. Index area [26] is located where the line enters the west side of the City of Blue Lake immediately after crossing under Highway 299. Index areas [12] through [15] include the bridge over the Mad River at Glendale and the associated bridge approaches.

Figure 3 identifies the deeds associated with each index area.

Figures 4a through 4e depict the spatial extent of the right-of-way. These figures were developed based on legal descriptions in deeds, recorded surveys, recorded parcel and subdivision maps, unrecorded survey maps, and Assessor parcel maps. Spatial data and information from these sources were positioned on State Plane Coordinates (NAD 83, California Zone 1). Section locations were based on information recorded by Caltrans in 1962 (Book 21 of Surveys, Pages 70 & 71) and a 1961 survey for the Humboldt Bay Municipal Water District (Book 19 of Surveys, Pages 35 & 80). Due to the history of deed acquisition (described in Section 2.3), some right-of-way segments overlap, and the more recent deeds typically reflect the extent of the current rail corridor. In some cases the underlying right-of-way segments are not shown if they are superseded by more recent deeds.

2.3 History of Deed Acquisition

Land patents within the study area were conveyed from the federal government to private (non-railroad) owners between 1855 and 1881. Figure 5 depicts the recipients of the patents for each quarter-quarter section based on information from the online Bureau of Land Management database (http://www.glorecords.blm.gov).
The deeds listed on Table 1 were grouped into six categories based on history of acquisition and geographic location:

1. Initial Line Formation (1881) - Korblex to Warren Creek
2. Line Extension (1883) - Warren Creek to Korb
3. Post-1883 Line Adjustments – Korblex to Warren Creek
4. Post-1883 Line Adjustments – Warren Creek to Blue Lake
5. Minor Railroad Acquisition (1948)
6. Post-World War II Acquisitions and Transactions

The first phase of right-of-way acquisition for the A&M Line occurred in 1881, from Korblex to Warren Creek, to provide rail connection to the lumber mill at Warren Creek owned by Isaac Minor and Isaac Cullberg. The first deed for the A&M Line was acquired on July 2, 1881, from John Warren by Arcata Transportation Company, predecessor of the A&MRR Co. A&MRR Co. incorporated on July 29, 1881, and was the grantee for all subsequent deeds. The second phase of right-of-way acquisition occurred in 1883, from Warren Creek to Korb, to provide rail connection to the lumber mill at Korb. Additional deeds were acquired along the line over time for various purposes.

A significant addition occurred in 1948 when A&MRR Co. acquired the deeds from the Minor Railroad which ran parallel to the A&M Line between Korblex and Warren Creek. The Minor Railroad intersected with the NWP line at Minor’s Junction in [3] and diverged south from the A&M line in [9]. Index area [9] includes the intersection of two railroads (the original A&M Line which extended easterly along the Mad River and the Minor Railroad which extended southeasterly along Warren Creek) and two county roads (West End Road and Warren Creek Road).

A survey was performed in 1881 by F.E. Herrick for the A&M Line situated within index areas [1] through [9], and several deeds from 1881 make reference to this survey. The field book from this survey is on file at the Humboldt County Surveyors Office. A map of the survey was not located.

A map depicting the A&M Line and associated property was prepared by Belcher in 1903, likely associated with the sale of the A&M Line from the Korb family to Northern Redwood Lumber Co. The map references a title abstract volume that presumably contained information on the right-of-way parcels, however this volume was not located. Annotations on the map appear to have been added after 1912.
### 2.4 Annotated Timeline of Major Events

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
<th>Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>1855 - 1881</td>
<td>Land patents conveyed from federal government to private (non-railroad) owners within the study area</td>
<td>[1] – [26]</td>
</tr>
<tr>
<td>December 29, 1881</td>
<td>A&amp;MRR Co. acquired assets of Arcata Transportation Co. (4 Deeds 597)</td>
<td>-</td>
</tr>
<tr>
<td>1882</td>
<td>A&amp;MRR Co. purchased by Korbel family</td>
<td>-</td>
</tr>
<tr>
<td>1883</td>
<td>Second phase of deed acquisition by A&amp;MRR Co., from Warren Creek to Korbel.</td>
<td>[9] – [26]</td>
</tr>
<tr>
<td>1896</td>
<td>Eureka &amp; Klamath River Railroad (owned by John Vance) acquired deeds to relocate its railroad from the north bank of the Mad River to the south bank at “Minor Junction” and ran parallel to the A&amp;M Line between [1] and [3].</td>
<td>[1] - [3]</td>
</tr>
<tr>
<td>1903</td>
<td>Northern Redwood Lumber Co. purchased A&amp;MRR Co. and the mill in Korbel.</td>
<td>-</td>
</tr>
<tr>
<td>1956</td>
<td>A&amp;MRR Co. acquired by Simpson Timber Co.</td>
<td>-</td>
</tr>
<tr>
<td>1988</td>
<td>A&amp;MRR Co. acquired by Eureka Southern Railroad Co.; right-of-way quitclaimed to bankruptcy trustee Jerry Gregg (Book 1895 O.R., Page 1149)</td>
<td>-</td>
</tr>
<tr>
<td>1992</td>
<td>Quitclaim from bankruptcy trustee Jerry Gregg to NCRA (1992-9029-3)</td>
<td>-</td>
</tr>
</tbody>
</table>
2.5 Detailed Discussion

Index Area 1

In 1881, A&MRR Co. acquired a 20-foot-wide right-of-way (“strip of land”) from W.J. and Catherine Falor (3 Deeds 694) at Korblex. The deed describes the physical location as “where the track and roadbed of said railroad company is now located and graded.” This strip can be spatially located based on multiple records of survey filed over the years. The right-of-way extends for a length of 1,320 feet and intersects West End Road.

The A&M Line right-of-way is adjacent to a 20-foot-wide right-of-way associated with the NWP main line, which is also currently owned by NCRA. The history for this NWP segment goes back to 1896, when John Vance re-organized his Mad River Railroad into the Eureka & Klamath Railroad and acquired right-of-way on the east side of the A&M Line at the Korblex interchange. In 1900, A.B. Hammond bought Vance’s mill in Samoa and Eureka & Klamath line. In 1903, Hammond formed an agreement with Southern Pacific to form the Oregon & Eureka line, which included the segment near Korblex. In 1907, Southern Pacific and Sante Fe railroads merged and this segment was included in the newly formed NWP Railroad. The ownership history of this main line segment is detailed in the Right of Way and Track Map (V-4, sheet 13; circa 1956) (Attachment 2). Historically, the adjacent NWP segment ran along the east side of the A&M Line until the A&M Line turned east, at which point the NWP line crossed the A&M Line before turning east and then crossing over to the north bank of the Mad River where it connected with Vance’s original line extending from Mad River Slough to Essex.

Index Areas 2 and 3

In 1881, A&MRR Co. acquired a 20-foot-wide right-of-way (“strip of land”) from George Tilley (4 Deeds 595). The location of the parcel is described as the course “where the rail road … is now located and graded” between specified end points. The southwest endpoint is a continuation of the line coming in from [1], which is well-located on multiple surveys. The east endpoint is depicted on a record of survey (33 RS 56) prepared in 1976. Currently the parcel is situated between Wes Green Landscaping and Highway 299.

In 1968, a small triangle-shaped parcel was acquired from Kuntz (962 OR 484), apparently to support the transition to the north end of the NWP line in [1].

Index Area 4

By 1881, the A&M Line was constructed within [4] across property owned by John Vance. The right-of-way history must be inferred from supporting documentation as no deed of record from 1881 was located. The Daily Humboldt Times on December 20, 1881 (Attachment 3) reported that the A&MRR Co. won a court decision for railroad right-of-way against Vance. Vance owned redwood timber and railroad assets along the Mad River near Essex and may have been trying to block A&MRR Co. and Isaac Minor from entering competition on Warren Creek. Court judgments involving real property normally result in the filing of a deed, but no such deed from the 1880’s was located for this parcel. The legal case is referenced in the plaintiff’s general index (on microfilm reel at the Humboldt County Courthouse) as case #225, however the
physical files for this case were apparently missing from the archives in 1956 when the cases were retrieved in preparation for microfilming (Attachment 3).

From 1911 through 1913, Minor’s Railroad acquired right-of-way on the north side of the A&M Line. Deeds for five parcels situated between [4] and [9] are contained in 28 O.R. Page 328. Minor’s Railroad was separate from the A&M Line until 1948 when it was acquired by A&MRR Co. The deed for the parcel conveyed from Louis Carlson to Isaac Minor in 1912 over [4] and [5] references the parcel’s location relative to the position of the A&M Line (“All that land necessary for a railroad right of way lying between Mad River and the Arcata and Mad River Railroad”).

Index Area 5

By 1881, the A&M Line was constructed within [5] across property owned by A.M. Preston. The right-of-way history must be inferred from supporting documentation as no deed of record from 1881 was located. A.M. Preston had substantial land holdings in this particular area, including property leased to Minor and Cullberg for their mill at Warren Creek. In 1895, Preston’s widow, Sarah Jane Anger, and her new husband Amos Anger granted A&MRR Co. a deed (56 Deeds 42) for a 60-foot-wide right-of-way (“strip of land”) across [5] that begins and ends on the existing tracks. This right-of-way does not span the full extent of [5].

In 1912, Carlson granted A&MRR Co. a deed (120 Deeds 153) for a 60-foot-wide right-of-way (“strip of land”) starting on the center of the existing line at its intersection with the north line of [5] through to the east line of [5]. This right-of-way spans the full extent of [5].

Index Area 6

In 1881, A&MRR Co. acquired a 10-foot-wide right-of-way (“right-of-way for a railroad”) from George and Bertina Webster (4 Deeds 349) for a parcel that included a trestle (the Webster Trestle). Webster reserved certain privileges such as cultivating and fencing between the pilings under the trestle. The right-of-way (“right-of-way for a railroad”) was expanded to a width of 30 feet in 1888 through a separate deed (25 Deeds 218). This deed included a provision whereby A&MRR Co. could relocate the line further south in the event of slides, suggesting that a landslide in the mid-1880s may have necessitated track realignment.

The 1888 deed from Webster specifies for the line to be as near as practicable to the south side of the county road. The 1898 County Map by Lentell (Attachment 2) depicts the road to the north of the A&M Line. The county road was apparently moved south of the railroad sometime between 1911 and 1921, perhaps to make way for Isaac Minor’s railroad to be constructed north of the A&M Line.

Index Area 7, 8, 9, and 10

In 1881, the Arcata Transportation Company (predecessor of A&MRR Co.) acquired a 20-foot-wide right-of-way (“lot of land”) from John Warren (3 Deeds 319) across [7], [8], and [9]. The purpose of this deed was to extend the railroad to the lumber mill at Warren Creek which is
situated within [9]. This strip of land is located on the north side of the county road (West End Road). The description references the course surveyed by Herrick for the railroad.

In 1883, a 33-foot-wide right-of-way (“lot or piece of land”) was acquired from John Warren (8 Deeds 444) starting in [9] and extending to the east side of [10], to support extension of the line toward Korbel.

In 1907, a 33-foot-wide right-of-way (“lot, piece, or parcel of land”) was acquired (100 Deeds 101) from Elizabeth Warren (John Warren’s widow) over the eastern portion of [9] and extending through [10]. A new deed (115 Deeds 361) was prepared in 1911 for a 33-foot-wide “strip of land” to correct errors contained in the 1907 deed. Both deeds include precise metes and bounds to describe the location of the line. These deeds may have been acquired for realignment associated with the large wooden trestle present within this area. 115 Deeds 361 represents the location of the current corridor though the east half of [9] and all of [10] and is the deed depicted on Figure 4.

In 1917, right-of-way (“real property”) was acquired within [7] through an acquisition from Gustav Johnson (137 Deeds 384). The legal description in the deed is based on surveyed metes and bounds and the width is irregular. This parcel is situated near Water District Park 1.

Index Areas 11, 12, 13, 14, and 15 (Bridge over Mad River near Glendale)

In 1883, a 33-foot-wide right-of-way (“right of way”) was acquired from John Vance (8 Deeds 433) extending across [11], [12], and [14]. The deed contains multiple parcels, including a linear strip that crosses Warren Creek Road and discontinuous segments on each side of the bridge over the Mad River at Glendale. The deed is based on a defined centerline described with metes and bounds. This deed is not depicted on Figure 4 in favor of newer title acquired as discussed below.

In 1883, right-of-way (“right of way upon and over which to construct and operate a railroad”) was established across [13] and [15] on land owned by William and Elizabeth Murphy through a court determination, which was not recorded until 1914 (126 Deeds 303). The right-of-way contains parcels separated by the Mad River.

In 1911, Vance Redwood Lumber Company granted a deed (115 Deeds 184) for a right-of-way (“strip of land”) of varying width across [11] and [12] that allowed a slight re-alignment of the line. A 1911 record of survey (5 RS 55) by Herrick shows the exact location of this parcel. This became the used corridor over this land rather than the 1883 r/w.

In 1914, right-of-way (“lots, pieces, or parcels of land”) was acquired from Lettie Waggoner (125 Deeds 451) for a small, irregular shaped parcel on the north side of the Mad River bridge at Glendale within [12] and [14].

In 1914, right-of-way (“lots, pieces, or parcels of land” and “right of way”) was acquired from David Wood & Wife (126 Deeds 327) at the southwest side of the Glendale Bridge to expand the original right-of-way and accommodate re-alignment of the line. This right-of-way segment has variable widths defined by a centerline. A few months later in 1914, right-of-way was acquired
from David and Minnie Wood (128 Deeds 451) for a parcel adjacent to the previously acquired right-of-way segment, situated between this segment and the section line to the north.

Index Areas 16, 17, 18, 19, 20, 22, 23, 24, 25

In 1883, a long segment of the A&M Line between Glendale and Blue Lake was acquired from A. Norton (8 Deeds 699). The deed specifies “a right of way for the purpose of a railroad to be operated by locomotion being a strip of land twenty five feet wide,” located “on or as near as practicable the line as now surveyed for a rail road.” The right-of-way spans Norton’s property extending from the land of William Murphy on the west to the land of William Scott on the east. Segments of the right-of-way are depicted on Assessor parcel maps with assigned parcel numbers.

In 1926, a 12-foot-wide right-of-way (“strip of land”) was acquired from Lucy and Peter Swanson (175 Deeds 455) adjacent to the existing line for a length of 720 feet within [16] and [17].

A portion of the line within [23], [24], [25], and [26] was re-aligned in 1964 to accommodate a new interchange on Highway 299. The State of California conveyed real property to A&MRR Co. (788 Official Records 129), and A&MRR Co. relinquished the portion of 8 Deeds 699 that it no longer needed to the State in return (779 OR 507).

Index Area 19

In 1906, A&MRR Co. executed right-of-way exchanges with William Kern (96 Deeds 4) and George Lugenbeel (96 Deeds 5) for two segments where the line was constructed on a wooden trestle. Kern and Lugenbeel each provided right-of-way (“a Right of Way twenty-five feet in width for a Railroad”) to A&MRR Co. in exchange for the former right-of-way. A new trestle was constructed at that time and pilings from the old trestle were removed. The wooden trestle remains in existence and is aligned approximately parallel with Glendale Drive.

Index Area 21

In 1883, a 30-foot-wide right-of-way (“lot, piece, or parcel of land”) was acquired from G.A. Stewart (8 Deeds 697) for the one segment between [16] and [25] not owned at the time by A. Norton. The right-of-way is located “as near as practicable where the survey for a railroad” made by A&MRR Co. runs.

Index Area 26

In 1883, a 30-foot-wide right-of-way (“strip of land” and “a grant for a right of way for a railroad”) was acquired from C. Chartin (8 Deeds 693), spanning Chartin’s property from A. Norton’s ranch on the northwest to McCahan’s ranch on the southeast. The right-of-way is located “on or as near as practicable the present line of survey as now located” by A&MRR Co.
3.0 NOTES AND OBSERVATIONS

- The right-of-way for the A&M Line is defined by over 30 deeds which were acquired over a span of almost 90 years. This collection of deeds reflects varying standards and customs for describing the location of the real property and the grantee’s interest in the property. Earlier deeds relied on geographic references and were commonly developed after the line was constructed. Several early deeds describe the right-of-way as a strip of land with a defined width passing from one end of an owner’s property to an opposite end, “on or as near as practicable the line as now surveyed for a railroad” by F.E. Herrick or the A&MRR Co. Later deeds were based on modern surveying standards with more precise geometric information (including metes and bounds and points of beginning).

- A variety of terms are used within the collection of deeds to describe property interest. Examples include: “strip of land”; “right of way for a railroad”; “right of way for the purpose of a railroad”; “lot of land”; “right of way”; and “lot, piece, or parcel of land.”

- Two railroad lines, the A&M Line and the Minor Railroad, existed as separate and parallel lines starting in 1913 between [4] and [9]. The Minor Railroad was constructed on the north side of the A&M Line towards the Mad River and a significant portion was apparently constructed on pilings driven into the river bed. The Minor Railroad was constructed to reach a quarry located in the Warren Creek watershed, and was primarily active between 1913 and 1917. The Minor Railroad was acquired by A&MRR Co. in 1948. The preliminary analysis performed for this report did not determine whether trackage from the A&M Line was re-located onto any portion of the former Minor Railroad right-of-way after it was acquired by A&MRR Co. in 1948.

- Right-of-way was established by court determinations in two instances, involving Vance in 1881 ([4]) and Murphy in 1883 ([13] and [15]). The deed from the determination with Murphy was recorded in 1914, but a deed document was not located for the determination with Vance. Right-of-way within [4] can be inferred from other documents.

- The railroad was constructed in 1881 in [5] across property owned by Preston without deeded right-of-way. Deeded right-of-way within [5] was established in 1895 and 1912.
4.0 REFERENCES

Books and Articles


Coy, 1929. The Humboldt Bay Region 1850-1875.


Other Documents
Herrick, F.E., 1881. Field Books of County Surveyor Field Books. Reviewed at Humboldt County Surveyors Office, 3033 H Street, Eureka, California.

Humboldt Times articles (1881-1883). Microfilm Collection at HSU Library, Arcata, CA


Humboldt County Surveyor. Unrecorded Maps. 3033 H Street, Eureka, CA.

Personal interviews
Dave Lehman, Warren Creek resident

Mike Moore, Green Diamond Resource Co.

John Murray, Warren Creek resident

Jerry Rohde, local historian

Don Tuttle, local historian

Susie Van Kirk, local historian
Figure 1 - Site Location Map

Arcata & Mad River Railroad Company
Korblex to Blue Lake Segment
Figure 2 - Geographic Index Map
Arcata & Mad River Railroad Company
Korbx to Blue Lake Segment

1 in = 1,500 ft
Figure 3 - Deed Listing Map
Arcata & Mad River Railroad Company
Korblex to Blue Lake Segment

1 in = 1,500 ft

1 in = 1,500 ft

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Figure 4B - Deed Detail [7] - [11]

Arcata & Mad River Railroad Company
Korblex to Blue Lake Segment

1 in = 400 ft
Figure 5 - Patent Owners

Arcata & Mad River Railroad Company
Korblex to Blue Lake Segment

1 in = 1,500 ft
TABLE 1
Deed Inventory
Arcata & Mad River Railroad Line
Arcata to Blue Lake

<table>
<thead>
<tr>
<th>Index</th>
<th>Instrument</th>
<th>Date of Agreement</th>
<th>Grantor</th>
<th>Grantee</th>
<th>Width</th>
<th>BOE Reference</th>
<th>Associated APN</th>
<th>Description of Property Interest in Deed</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Book 3 Deeds, Page 694</td>
<td>9/24/1881</td>
<td>W.J. &amp; Catherine Falor</td>
<td>A&amp;MRR Co.</td>
<td>20 ft</td>
<td>Map 803-12-12 Parcel 5</td>
<td>507-251-009 507-251-008</td>
<td>&quot;strip of land&quot;</td>
<td>Court decision for right-of-way in favor of A&amp;MRR Co. in 1881, but deed was not recorded and court record is missing.</td>
</tr>
<tr>
<td>2,3</td>
<td>Book 4 Deeds, Page 595</td>
<td>11/28/1881</td>
<td>George H. Tilley</td>
<td>A&amp;MRR Co.</td>
<td>20 ft</td>
<td>Map 803-12-12 Parcel 5 and 6</td>
<td>507-382-002 507-382-003 507-382-006</td>
<td>&quot;strip of land&quot;</td>
<td>Line was constructed across Preston's property in 1881 without a deed. Deeds acquired in 1895 and 1912.</td>
</tr>
<tr>
<td>5</td>
<td>[A.M. Preston]</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Book 4 Deeds, Page 349</td>
<td>11/29/1881</td>
<td>George and Bertha Webster</td>
<td>A&amp;MRR Co.</td>
<td>10 ft</td>
<td>Map 803-12-12 Parcel 2</td>
<td>504-201-004</td>
<td>&quot;right of way for a railroad&quot;</td>
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<tr>
<td>7,8,9</td>
<td>Book 3 Deeds, Page 319</td>
<td>7/2/1881</td>
<td>John P. Warren</td>
<td>Arcata Transportation Company</td>
<td>20 ft</td>
<td>N/A</td>
<td>516-271-002 516-261-045 516-352-001</td>
<td>&quot;lot of land&quot;</td>
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<tr>
<td>10,11</td>
<td>Book 4 Deeds, Page 597</td>
<td>5/18/1882</td>
<td>Arcata Transportation Company</td>
<td>A&amp;MRR Co.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Change in ownership</td>
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</tbody>
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Line Extension (1883) - Warren Creek to Korbel

<table>
<thead>
<tr>
<th>Index</th>
<th>Instrument</th>
<th>Date of Agreement</th>
<th>Grantor</th>
<th>Grantee</th>
<th>Width</th>
<th>BOE Reference</th>
<th>Associated APN</th>
<th>Description of Property Interest in Deed</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>11,12,14</td>
<td>Book 8 Deeds, Page 433</td>
<td>4/26/1883</td>
<td>John Vance</td>
<td>A&amp;MRR Co.</td>
<td>33 ft</td>
<td>Map 803-12-13A Parcel 1 and 2</td>
<td>516-251-006</td>
<td>&quot;right of way&quot;</td>
<td></td>
</tr>
<tr>
<td>13,15</td>
<td>Book 126 Deeds, Page 303</td>
<td>6/6/1883</td>
<td>William Murphy and Elizabeth J. Murphy</td>
<td>A&amp;MRR Co.</td>
<td>33 ft and wider in defined spots</td>
<td>N/A</td>
<td>unknown</td>
<td>&quot;right of way upon and over which to construct and operate a railroad&quot;</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Book 8 Deeds, Page 697</td>
<td>5/31/1883</td>
<td>G.A. Stewart</td>
<td>A&amp;MRR Co.</td>
<td>30 ft</td>
<td>Map 803-12-14B Parcel 2</td>
<td>312-082-013</td>
<td>&quot;lot, piece, or parcel of land&quot;</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Book 8 Deeds, Page 693</td>
<td>5/31/1883</td>
<td>C. Chartin</td>
<td>A&amp;MRR Co.</td>
<td>30 ft</td>
<td>Map 803-12-14B Parcel 6 (not shown on map)</td>
<td>312-111-008 025-121-011 025-130-004 (more outside study area)</td>
<td>&quot;strip of land&quot; and &quot;a grant for a right of way for a railroad&quot;</td>
<td></td>
</tr>
</tbody>
</table>

Post-1883 Line Adjustments - Korblex to Warren Creek

<table>
<thead>
<tr>
<th>Index</th>
<th>Instrument</th>
<th>Date of Agreement</th>
<th>Grantor</th>
<th>Grantee</th>
<th>Width</th>
<th>BOE Reference</th>
<th>Associated APN</th>
<th>Description of Property Interest in Deed</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Book 25 Deeds, Page 218</td>
<td>2/5/1888</td>
<td>George and Bertha Webster</td>
<td>A&amp;MRR Co.</td>
<td>30 ft</td>
<td>Map 803-12-13 Parcel 7</td>
<td>504-201-004</td>
<td>&quot;right of way for a railroad&quot;</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Book 56 Deeds, Page 42</td>
<td>12/3/1905</td>
<td>Sarah Jane and T.W. Anger</td>
<td>A&amp;MRR Co.</td>
<td>60 ft</td>
<td>Map 803-12-13 Parcel 7</td>
<td>504-201-001</td>
<td>&quot;strip of land&quot;</td>
<td></td>
</tr>
<tr>
<td>9,10</td>
<td>Book 100 Deeds, Page 101</td>
<td>5/27/1907</td>
<td>Elizabeth K. Warren</td>
<td>A&amp;MRR Co.</td>
<td>33 ft</td>
<td>N/A</td>
<td>516-352-001</td>
<td>&quot;lot, piece, or parcel of land&quot;</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Book 120 Deeds, Page 153</td>
<td>10/24/1912</td>
<td>Louis Carlson</td>
<td>A&amp;MRR Co.</td>
<td>60 ft</td>
<td>Map 803-12-12 Parcel 7</td>
<td>504-201-005</td>
<td>&quot;strip of land&quot;</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Book 137 Deeds, Page 384</td>
<td>5/15/1917</td>
<td>Gustav Johnson</td>
<td>A&amp;MRR Co.</td>
<td>surveyed</td>
<td>Map 803-12-12 Parcel 7</td>
<td>516-271-002</td>
<td>&quot;real property&quot;</td>
<td></td>
</tr>
</tbody>
</table>
TABLE 1

Deed Inventory
Arcata & Mad River Railroad Line
Arcata to Blue Lake

<table>
<thead>
<tr>
<th>Index</th>
<th>Instrument</th>
<th>Date of Agreement</th>
<th>Grantor</th>
<th>Grantee</th>
<th>Width</th>
<th>BOE Reference</th>
<th>Associated APN</th>
<th>Description of Property Interest in Deed</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Post-1883 Line Adjustments - Warren Creek to Blue Lake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Book 96 Deeds, Page 5</td>
<td>6/8/1906</td>
<td>George W. Lugenbeel</td>
<td>AAMRR Co.</td>
<td>25 ft</td>
<td>N/A</td>
<td>516-131-007</td>
<td>&quot;right of way for a railroad&quot;</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Book 96 Deeds, Page 4</td>
<td>6/8/1906</td>
<td>William Kern</td>
<td>AAMRR Co.</td>
<td>25 ft</td>
<td>N/A</td>
<td>516-131-007</td>
<td>&quot;right of way for a railroad&quot;</td>
<td></td>
</tr>
<tr>
<td>11.12</td>
<td>Book 115 Deeds, Page 184</td>
<td>6/19/1911</td>
<td>Vance Redwood Lumber Company</td>
<td>AAMRR Co.</td>
<td>33 ft</td>
<td>surveyed</td>
<td>N/A</td>
<td>&quot;strip of land&quot;</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Book 126 Deeds, Page 327</td>
<td>4/30/1914</td>
<td>David Wood &amp; Wife</td>
<td>AAMRR Co.</td>
<td>variable</td>
<td>Map 803-12-13A Parcel 1</td>
<td>516-241-026</td>
<td>&quot;lots, pieces, or parcels of land&quot; and &quot;right of way&quot;</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Book 126 Deeds, Page 451</td>
<td>12/12/1914</td>
<td>David and Minnie Wood</td>
<td>AAMRR Co.</td>
<td>surveyed</td>
<td>Map 803-12-13A Parcel 1</td>
<td>516-241-026</td>
<td>&quot;lot, piece, or parcel of land&quot; and &quot;right of way&quot;</td>
<td></td>
</tr>
<tr>
<td>12.14</td>
<td>Book 126 Deeds, Page 451</td>
<td>6/15/1914</td>
<td>Little Waggoner</td>
<td>AAMRR Co.</td>
<td>surveyed</td>
<td>N/A</td>
<td>504-131-005</td>
<td>&quot;lots, pieces, or parcels of land&quot;</td>
<td></td>
</tr>
<tr>
<td>16.17</td>
<td>Book 175 Deeds, Page 455</td>
<td>6/2/1926</td>
<td>Lucy J. Swanson and Peter Swanson</td>
<td>AAMRR Co.</td>
<td>12 ft</td>
<td>Map 803-12-13B Parcel 2</td>
<td>516-101-005</td>
<td>&quot;strip of land&quot;</td>
<td></td>
</tr>
</tbody>
</table>

Minor Railroad Acquisition (1948)

<table>
<thead>
<tr>
<th>Index</th>
<th>Instrument</th>
<th>Date of Agreement</th>
<th>Grantor</th>
<th>Grantee</th>
<th>Width</th>
<th>BOE Reference</th>
<th>Associated APN</th>
<th>Description of Property Interest in Deed</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,5</td>
<td>Book 28 O.R., Page 328</td>
<td>1/16/1948</td>
<td>George C. Minor and Isaac S. Minor</td>
<td>AAMRR Co.</td>
<td>Map 803-12-12 Parcel 7</td>
<td>504-201-002</td>
<td>504-201-003</td>
<td>504-201-004</td>
<td>516-271-002</td>
</tr>
<tr>
<td>6</td>
<td>Book 28 O.R., Page 291</td>
<td>1/16/1948</td>
<td>George C. Minor and Isaac S. Minor</td>
<td>AAMRR Co.</td>
<td>Map 803-12-12 Parcel 7</td>
<td>504-201-002</td>
<td>504-201-003</td>
<td>504-201-004</td>
<td>516-271-002</td>
</tr>
<tr>
<td>6</td>
<td>Book 28 O.R., Page 357</td>
<td>1/16/1948</td>
<td>George C. Minor and Isaac S. Minor</td>
<td>AAMRR Co.</td>
<td>Map 803-12-12 Parcel 7</td>
<td>504-201-002</td>
<td>504-201-003</td>
<td>504-201-004</td>
<td>516-271-002</td>
</tr>
<tr>
<td>7</td>
<td>Book 28 O.R., Page 356</td>
<td>1/16/1948</td>
<td>George C. Minor and Isaac S. Minor</td>
<td>AAMRR Co.</td>
<td>Map 803-12-12 Parcel 7</td>
<td>504-201-002</td>
<td>504-201-003</td>
<td>504-201-004</td>
<td>516-271-002</td>
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</table>

Post-World War II Acquisitions and Transactions

<table>
<thead>
<tr>
<th>Index</th>
<th>Instrument</th>
<th>Date of Agreement</th>
<th>Grantor</th>
<th>Grantee</th>
<th>Width</th>
<th>BOE Reference</th>
<th>Associated APN</th>
<th>Description of Property Interest in Deed</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Book 1856 O.R., Page 1149</td>
<td>12/14/1988</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td>Jerry E. Gregg, bankruptcy trustee</td>
<td>Jerry E. Gregg, bankruptcy trustee</td>
<td>NORA</td>
<td>Change in ownership</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>1992-9029-3 (Quitclaim deed) 1992-9030-7</td>
<td>4/2/1992</td>
<td>Jerry E. Gregg, bankruptcy trustee</td>
<td>NORA</td>
<td></td>
<td>Change in ownership</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Key:
- A&MRR Co. = Arcata & Mad River Railroad Company
- APN = Assessor Parcel Map
- BOE = Board of Equalization
- TBD = To Be Determined
## TABLE 2

Records of Survey
Arcata & Mad River Railroad Line
Arcata to Blue Lake

<table>
<thead>
<tr>
<th>Index</th>
<th>Map</th>
<th>Date</th>
<th>Surveyor</th>
<th>Lands of Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>[3]-[10]</td>
<td>21 rs 70</td>
<td>5/1/1962</td>
<td>RCE 11210 Division of Highways</td>
<td>CA State Plane coords (NAD27/ft.) on many corners, used as a framework to position the other surveys on the ground for this project.</td>
<td></td>
</tr>
<tr>
<td>[16]-[26]</td>
<td>21 rs 71</td>
<td>5/1/1962</td>
<td>RCE 11210 Division of Highways</td>
<td>CA State Plane coords (NAD27/ft.) on many corners, used as a framework to position the other surveys on the ground for this project.</td>
<td></td>
</tr>
<tr>
<td>[4]</td>
<td>19 rs 34</td>
<td>4/1/1961</td>
<td>Ilmars Lagzdins HBMWD</td>
<td>Section 15 breakdown (supersedes by 19 rs 86)</td>
<td></td>
</tr>
<tr>
<td>[4]-[9]</td>
<td>19 rs 80</td>
<td>6/1/1961</td>
<td>Ilmars Lagzdins HBMWD</td>
<td>Section 15 breakdown, aligned to survey for Div. of Highways to aid in the positioning of other surveys.</td>
<td></td>
</tr>
<tr>
<td>[1]</td>
<td>23 pm 26-27</td>
<td>2/1/1968</td>
<td>Walter B. Sweet Robert E. Thomas</td>
<td>Locates property adjacent to west line of corridor</td>
<td></td>
</tr>
<tr>
<td>[1]</td>
<td>11 pm 64</td>
<td>3/1/1978</td>
<td>Winzler &amp; Kelly AMMRC</td>
<td>Survey of RR owned parcel adjacent to NWP and AMR corridor</td>
<td></td>
</tr>
<tr>
<td>[1]</td>
<td>21 pm 15-16</td>
<td>6/1/1985</td>
<td>Walter B. Sweet Joe Costa Trucking</td>
<td>Subdivision of parcel west of and adjacent to NWP and AMR corridor</td>
<td></td>
</tr>
<tr>
<td>[1]</td>
<td>12 pm 99-100</td>
<td>12/1/1978</td>
<td>Walter B. Sweet Redwood Empire Builders</td>
<td>Subdivision of parcel west of and adjacent to NWP and AMR corridor</td>
<td></td>
</tr>
<tr>
<td>[1]</td>
<td>6 pm 99</td>
<td>5/1/1976</td>
<td>Winzler &amp; Kelly AMMRC</td>
<td>Subdivision of RR owned parcel west of and adjacent to NWP and AMR corridor</td>
<td></td>
</tr>
<tr>
<td>[1]</td>
<td>15 rs 88</td>
<td>5/1/1957</td>
<td>Ilmars Lagzdins Frank &amp; Maria Toste</td>
<td>Survey of Toste's small parcel in the north portion of AMRRC's larger parcel surrounding the AMR corridor</td>
<td></td>
</tr>
<tr>
<td>[1]</td>
<td>15 rs 70</td>
<td>3/1/1957</td>
<td>Ilmars Lagzdins Frank &amp; Maria Toste</td>
<td>Survey of Toste's small parcel west of and adjacent to NWP &amp; AMR corridor</td>
<td></td>
</tr>
<tr>
<td>[1]-[3]</td>
<td>22 rs 11-10</td>
<td>4/1/1961</td>
<td>Hugh E. Kelly HBMWD</td>
<td>Pipeline easement survey that also makes references and occasional dimensions to NWP and AMR tracks</td>
<td></td>
</tr>
<tr>
<td>[3]</td>
<td>33 rs 56</td>
<td>8/1/1976</td>
<td>Oscar Larson Max Fletcher</td>
<td>Has some positional information regarding RR r/w, highly interpretive</td>
<td></td>
</tr>
<tr>
<td>[4]</td>
<td>14 rs 127</td>
<td>8/1/1955</td>
<td>Hugh E. Kelly Oscar Olson</td>
<td>** and also ~150 easterly</td>
<td></td>
</tr>
<tr>
<td>[5]</td>
<td>52 rs 126</td>
<td>12/1/1991</td>
<td>Winzler &amp; Kelly HBMWD</td>
<td>Correlated to 120 deeds 153, W&amp;K determined it’s a fit, new monuments set along north side of corridor</td>
<td></td>
</tr>
<tr>
<td>[5]</td>
<td>30 rs 128</td>
<td>9/1/1974</td>
<td>Winzler &amp; Kelly Glenn Shook</td>
<td>Interesting map also pictorially shows minor r/r on copy of unrecorded map by Dolle for Silvistrini, 1/22/1962</td>
<td></td>
</tr>
<tr>
<td>[6]</td>
<td>10 pm 64</td>
<td>7/1/1977</td>
<td>Hugh E. Kelly Naill &amp; Latner</td>
<td>Pictorially shows amr</td>
<td></td>
</tr>
<tr>
<td>[7]</td>
<td>47 rs 77</td>
<td>10/1/1987</td>
<td>Omsberg &amp; Co. Carviso &amp; Van Arnsbergen</td>
<td>Pictorially shows amr and a monument from lagzdins survey 19 rs 80</td>
<td></td>
</tr>
<tr>
<td>[8]</td>
<td>19 rs 67</td>
<td>6/1/1961</td>
<td>Ilmars Lagzdins HBMWD</td>
<td>Pictorially shows amr, possibly locates north line at west edge of [8]</td>
<td></td>
</tr>
<tr>
<td>[8]</td>
<td>19 rs 79</td>
<td>8/1/1961</td>
<td>Ilmars Lagzdins HBMWD</td>
<td>Pictorially shows amr, refers to 19 rs 67</td>
<td></td>
</tr>
<tr>
<td>[9]</td>
<td>5 rs 55</td>
<td>6/19/1911</td>
<td>Frank E. Herrick</td>
<td>Shows amrrc ownership of east 320’ of [3] north of the county road, also maps out deed courses from 115 Deeds 184 over [9]-[12]. Contains a course table by Herrick of the line that extends beyond the limits of 115 D 184. This course table may be a subset of a larger course table.</td>
<td></td>
</tr>
<tr>
<td>[9]-[10]</td>
<td>2 pm 23</td>
<td>9/1/1972</td>
<td>Griffith &amp; Associates Joann Stipek</td>
<td>Pictorially shows amr, also locates Warren Ck RR spur via 23 rs 138</td>
<td></td>
</tr>
<tr>
<td>[9]</td>
<td>23 rs 138</td>
<td>5/1/1967</td>
<td>Hugh E. Kelly Elton Willy</td>
<td>Pictorially shows amr, also locates Warren Ck RR spur</td>
<td></td>
</tr>
<tr>
<td>[9]</td>
<td>3 rm 131</td>
<td>5/19/1896</td>
<td>Frank E. Herrick Hum. Co.?</td>
<td>Survey for the continuation of the “Mahan County Road” (modern day West End Road from the Warren Creek Road intersection and continuing SE). This map shows the Warren Creek Mill in 1886 and the RR spur’s approx location (These would have been the end of the line in 1881, before the 1883 extension to Korbel was made. That junction would be a little farther north than this map shows).</td>
<td></td>
</tr>
<tr>
<td>[10]</td>
<td>2 pm 146</td>
<td>7/1/1973</td>
<td>Griffith &amp; Associates Ken Scott</td>
<td>Subset of 2 pm 148</td>
<td></td>
</tr>
<tr>
<td>[10]</td>
<td>13 pm 65</td>
<td>2/1/1979</td>
<td>Walter B. Sweet Michael D. Barnes</td>
<td>Pictorially shows amr, refers to 2 pm 148</td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 2

**Records of Survey**

**Arcata & Mad River Railroad Line**

**Arcata to Blue Lake**

<table>
<thead>
<tr>
<th>Index</th>
<th>Map</th>
<th>Date</th>
<th>Surveyor</th>
<th>Lands of Details</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>reference to unrecorded survey by Brizard, 11/2/1953. also refers to pipe by</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Herrick.</td>
</tr>
<tr>
<td>[13],[15]</td>
<td>12</td>
<td>1/6/1949</td>
<td>Alex Brizard</td>
<td>L.A. Launer South line S14</td>
</tr>
<tr>
<td>[16]</td>
<td>63</td>
<td>6/1/2004</td>
<td>Kelly-O'Hern</td>
<td>Charles &amp; Rebecca Aalfs locates property around and adjacent to amr corridor,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>refers to 46 rs 131-132</td>
</tr>
<tr>
<td>[16]</td>
<td>43</td>
<td>11/1/1984</td>
<td>Hugh E. Kelly</td>
<td>Big Oil &amp; Tire Co. based on unrecorded Dolf survey in 1948 for Mrs. Williams,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>the original subdivision of the parcels on this map. Dolf states it is basically</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>a retracement of a 1941 F.E. Kelly survey. Gives position of amr centerline and</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>bearing</td>
</tr>
<tr>
<td>[16]</td>
<td>28</td>
<td>1/1/1972</td>
<td>Hugh E. Kelly</td>
<td>Bonny Stud Inc. locates property adjacent to south line of amr corridor</td>
</tr>
<tr>
<td></td>
<td>27</td>
<td>3/1/1966</td>
<td>Hugh E. Kelly</td>
<td>Bonny Studs Corp. &amp; L. Larson locates property adjacent to north line of amr</td>
</tr>
<tr>
<td>[16]</td>
<td>1</td>
<td>7/1/1954</td>
<td>Dewey Dolf</td>
<td>William Roberts unrecorded survey, has 2 dimensions to north line of amr</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>corridor, are dependant on Dolf unrecorded surveys</td>
</tr>
<tr>
<td>[16]-[17]</td>
<td>65</td>
<td>9/1/2007</td>
<td>Kelly-O'Hern</td>
<td>Blue Lake Forest Products locates property adjacent to north line of amr corridor,</td>
</tr>
<tr>
<td>[16]</td>
<td>63</td>
<td>12/1/2004</td>
<td>Kelly-O'Hern</td>
<td>Blue Lake Forest Products locates property adjacent to south line of amr corridor,</td>
</tr>
<tr>
<td>[16]</td>
<td>5</td>
<td>3/2/1911</td>
<td>Frank E. Herrick</td>
<td>Lucy Swanson &amp; AMMRC some old, possibly traceable references on this map</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>control points set on centerline of tracks in some places. Complete with</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>dimensions. A good snapshot of the physical location in 1980</td>
</tr>
<tr>
<td>[17]</td>
<td>62</td>
<td>12/1/2003</td>
<td>Kelly-O'Hern</td>
<td>Blue Lake Forest Products pictorially shows amr, but simply has a deed reference</td>
</tr>
<tr>
<td>[17]</td>
<td>54</td>
<td>4/1/1993</td>
<td>Ken Omsberg</td>
<td>B.L. Forest Prod. &amp; Reservation Ranch Eureka Southern corridor shown with 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>survey monuments found from previous surveys which appear to be on the centerline</td>
</tr>
<tr>
<td>[17]-[18]</td>
<td>12</td>
<td>12/1/1951</td>
<td>A.B. Bones</td>
<td>Almonzo Swanson Notes on Herrick corners</td>
</tr>
<tr>
<td>[18]</td>
<td>21</td>
<td>5/1/1963</td>
<td>Allan E. Nilson</td>
<td>Lawrence Turner refers to iron pipe in North r/w fence</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>western parcel. Map states &quot;encumbered by 96 Deeds 5 - 25 ft railroad right of</td>
</tr>
<tr>
<td>[19]</td>
<td>54</td>
<td>1/1/1993</td>
<td>R.D. Hunt</td>
<td>Wayne &amp; Barbara Carey pictorially shows amr tracks over west corner of their</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>county road near Liscomb Hill Road intersection</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>between the buildings</td>
</tr>
<tr>
<td>[24]</td>
<td>42</td>
<td>2/1/1984</td>
<td>Oscar Larson</td>
<td>City of Blue Lake pictorial</td>
</tr>
<tr>
<td>[26]</td>
<td>62</td>
<td>4/1/2003</td>
<td>Oscar Larson</td>
<td>Blue Lake Rancheria of CA precise location of amr corridor and lots of map</td>
</tr>
<tr>
<td>[26]</td>
<td>56</td>
<td>9/1/1997</td>
<td>Kelly-O'Hern</td>
<td>Norman &amp; Gaylyn Miller locates the centerline of the original 1883 corridor</td>
</tr>
<tr>
<td>[26]</td>
<td>13</td>
<td>1/1/1953</td>
<td>F.E. Kelly</td>
<td>David E. Bean Ties to NE line of original amr corridor</td>
</tr>
</tbody>
</table>
### TABLE 3

**Other Related Deeds**

**Arcata & Mad River Railroad Line**

<table>
<thead>
<tr>
<th>Instrument</th>
<th>Date of Agreement</th>
<th>Date Recorded</th>
<th>Grantor</th>
<th>Grantee</th>
<th>BOE Reference</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Book N Deeds, Page 337</td>
<td>8/24/1874</td>
<td>11/7/1874</td>
<td>George H. Tilley</td>
<td>Union Plank Walk Rail Track &amp; Wharf Co.</td>
<td>Parcel 1, 20' strip - 6th &amp; NE SE 23', length from 8th to NE corner of block.</td>
<td></td>
</tr>
<tr>
<td>Book W Deeds, Page 551</td>
<td>4/30/1875</td>
<td>4/6/1878</td>
<td>John A. Biddings</td>
<td>Union Wharf Company</td>
<td>Parcel 1, 10' strip - along west side of County road from SE corner of Biddings land (at the junction of the road from Kneeland's to Town of Arcata) to SE corner of Bincaz land to the north.</td>
<td></td>
</tr>
<tr>
<td>Book W Deeds, Page 557</td>
<td>4/30/1875</td>
<td>4/6/1878</td>
<td>Adam Keppel</td>
<td>Union Wharf Company</td>
<td>Parcel 1, 10' strip - 7th &amp; J, 179' in length from 7th to I St. (crossing Block 129 in a SE fashion)</td>
<td></td>
</tr>
<tr>
<td>Book W Deeds, Page 562</td>
<td>4/30/1875</td>
<td>4/6/1878</td>
<td>George Rogers &amp; wife</td>
<td>Union Wharf Company</td>
<td>Parcel 1, 10' strip - 13 &amp; K St. and heading north about 400'. Rogers had recently purchased the land from Wm. H. Murphy.</td>
<td></td>
</tr>
<tr>
<td>Book W Deeds, Page 553</td>
<td>7/17/1876</td>
<td>4/6/1878</td>
<td>John McConaghy</td>
<td>H. Mentz, A. Hauw &amp; G.W.P. Yocum (Officers of A.T.C.)</td>
<td>Parcel 1, 10' strip - across the east end of McConahy's farm, on the west side of the County road about a mile north of Arcata.</td>
<td></td>
</tr>
<tr>
<td>Book W Deeds, Page 555</td>
<td>8/21/1876</td>
<td>4/6/1878</td>
<td>T.G. O'Conner</td>
<td>H. Mentz, A. Hauw &amp; G.W.P. Yocum (Officers of A.T.C.)</td>
<td>Parcel 1, 10' strip - from SE corner of O'Conner's farm (Christiansen Ranch co-owned with Isaac Minor) on west side of County Road, about a mile north of Arcata, along the east line of O'Connors land to the point where the RR intersects the County road.</td>
<td></td>
</tr>
<tr>
<td>Book W Deeds, Page 559</td>
<td>4/29/1876</td>
<td>4/6/1878</td>
<td>F. Bincaz (Frank)</td>
<td>H. Mentz, A. Hauw &amp; G.W.P. Yocum (Officers of A.T.C.)</td>
<td>Parcel 1, 10' strip - along east side of Chevret's farm, 1/2 mile north from Arcata, from SE corner of farm near the foot of &quot;Preston Hill&quot; running northerly along west side of meandering County road to NW corner of farm.</td>
<td></td>
</tr>
<tr>
<td>Book W Deeds, Page 564</td>
<td>3/24/1876</td>
<td>4/6/1878</td>
<td>Louis Chevret</td>
<td>H. Mentz, A. Hauw &amp; G.W.P. Yocum (Officers of A.T.C.)</td>
<td>Parcel 1, 10' strip - along east side of Chevret's farm, 1/2 mile north from Arcata, from SE corner of farm near the foot of &quot;Preston Hill&quot; running northerly along west side of meandering County road to NW corner of farm.</td>
<td></td>
</tr>
<tr>
<td>Book W Deeds, Page 572</td>
<td>12/28/1877</td>
<td>4/6/1878</td>
<td>Jasper K. Janes</td>
<td>Arcata Transportation Company</td>
<td>Parcel 1, 15' strip of land, no width given - from NE corner of Janes' land heading east along the County Rd. towards Dolly Varden Mill.</td>
<td></td>
</tr>
<tr>
<td>Book Y Deeds, Page 267</td>
<td>6/15/1878</td>
<td>12/31/1878</td>
<td>H. Mentz (by widow Anna and son Charles), A. Hauw &amp; G.W.P. Yocum (Officers of A.T.C.)</td>
<td>Arcata Transportation Company</td>
<td>Parcel 1, All real and personal property of the Union Plank Walk Rail Track &amp; Wharf Co. sold to these gentlemen in August, 1874.</td>
<td></td>
</tr>
<tr>
<td>Book 8 Deeds, Page 127</td>
<td>5/13/1878</td>
<td>3/26/1883</td>
<td>James A. Bostelle</td>
<td>Arcata Transportation Company</td>
<td>Parcel 1, 40 acres - NE1/4 of NE1/4 S16 6N1E (Index [3] of this project). Deed in Table 1 suggests ATC sold this parcel to Tilley, who then conveyed the lot to AMRRC.</td>
<td></td>
</tr>
<tr>
<td>Book 1 Deeds, Page 651</td>
<td>9/18/1880</td>
<td>10/5/1880</td>
<td>Samuel McCurdy</td>
<td>Arcata Transportation Company</td>
<td>Parcel 1, 10' strip - over the line of the County road, over the narrow strip owned by McCurdy, a mile north of Arcata, west of County road, east of Chevret's Farms, south of lane leading from County road to C. Nelson's house.</td>
<td></td>
</tr>
<tr>
<td>Book 3 Deeds, Page 223</td>
<td>6/13/1881</td>
<td>6/15/1881</td>
<td>John Chapman</td>
<td>Arcata Transportation Company</td>
<td>Parcel 1, 20' strip - 8th St. from NE corner of Martha Rodgers' land running north 745' (end of Bostelle land?).</td>
<td></td>
</tr>
<tr>
<td>Book 3 Deeds, Page 314</td>
<td>6/1/1881</td>
<td>7/12/1881</td>
<td>Thomas Flynn</td>
<td>Arcata Transportation Company</td>
<td>Parcel 1, 15' strip - Beginning on the property line between Janes &amp; Flynn, 80' east of the county road, running northeasterly to the north line of 521 6N1E.</td>
<td></td>
</tr>
<tr>
<td>Book 3 Deeds, Page 316</td>
<td>6/29/1881</td>
<td>7/12/1881</td>
<td>William Hutchinson</td>
<td>Arcata Transportation Company</td>
<td>Parcel 1, 20' strip - over the SE corner of the NE1/4 of SW1/4 516 6N1E.</td>
<td></td>
</tr>
<tr>
<td>Book 3 Deeds, Page 318</td>
<td>7/7/1881</td>
<td>7/12/1881</td>
<td>Martin Rosow</td>
<td>Arcata Transportation Company</td>
<td>Parcel 1, 20' strip - across the NW corner of the NE1/4 of SW1/4 516 6N1E.</td>
<td></td>
</tr>
<tr>
<td>Book 3 Deeds, Page 696</td>
<td>9/7/1881</td>
<td>10/1/1881</td>
<td>John L. Preston</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td>Parcel 1, 20' strip - SE1/4 of SW1/4 516 6N1E (south of Korblex on West End Rd)</td>
<td></td>
</tr>
<tr>
<td>Book 4 Deeds, Page 597</td>
<td>12/29/1881</td>
<td>1/18/1882</td>
<td>Arcata Transportation Company</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td>Parcel 1, All real and personal property of the ATC, described in detail in the deed. Land in the town of Arcata, the wharf, and all right of way leading from there to its terminals at the Dolly Varden and Jelly Giant sawmills.</td>
<td></td>
</tr>
<tr>
<td>Book 4 Deeds, Page 600</td>
<td>12/7/1881</td>
<td>1/13/1882</td>
<td>Joseph T. Janes</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td>Parcel 1, 20' strip - Commencing near the Dolly Varden saw mill running northerly along the east side of the county road to south line of land of Flynn in S21 6N1E.</td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 3

**Other Related Deeds**

**Arcata & Mad River Railroad Line**

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<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Book 8 Deeds, Page 129</td>
<td>12/13/1882</td>
<td>3/26/1883</td>
<td>Martha Rogers</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td></td>
<td>piece of land, strip - Blocks 201 &amp; 270 of Arcata, all land west of the County R'd and East of the west RR fence. (between 12th and 14th St.)</td>
</tr>
<tr>
<td>Book 8 Deeds, Page 131</td>
<td>5/6/1882</td>
<td>3/26/1883</td>
<td>Thomas Devlin</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td></td>
<td>piece of land - 8th &amp; K St., 62x26x60</td>
</tr>
<tr>
<td>Book 8 Deeds, Page 438</td>
<td>3/31/1883</td>
<td>4/27/1883</td>
<td>Jacob Zehnder</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td></td>
<td>10' strip - along east line of farm, west side of the County R'd. (north of and near the town of arcata, will have to search records to see what farm(s) he owned at the time for more precise location)</td>
</tr>
<tr>
<td>Book 8 Deeds, Page 695</td>
<td>5/28/1883</td>
<td>5/28/1883</td>
<td>Patrick Larkin</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td></td>
<td>30' strip - north side of Mad River 1 1/2 mile east of Blue Lake, from land of McCahans on west to land of Cutten and Stadler(s) on east</td>
</tr>
<tr>
<td>Book 9 Deeds, Page 121</td>
<td>6/29/1883</td>
<td>6/30/1883</td>
<td>Daniel H. McCahan</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td></td>
<td>10' strip - diagonally across Block 151 Arcata (between 7th/8th, J/K St.)</td>
</tr>
<tr>
<td>Book 23 Deeds, Page 162</td>
<td>9/1/1887</td>
<td>9/12/1887</td>
<td>Chandler, Graham, Henderson</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td></td>
<td>16' strip - through the lumberyard of their mill in the SE1/4 of NE1/4 Section 32 NWNE, starting near the NE corner and ending at the lands of Tighe</td>
</tr>
<tr>
<td>Book 23 Deeds, Page 166</td>
<td>9/11/1887</td>
<td>9/12/1887</td>
<td>Humboldt Lumber Mill Company</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td></td>
<td>35' strip - from east line of land of Larkin to mill yard of Hum. Lumber Mill. 35' strip - for a switch from mainline railroad near Picnic Grounds running southerly and across the North Fork of Mad River to the lands of Chandler. Piece of land - from existing roundhouse 450' east to bed of North Fork of Mad River, 225' wide on each side of that centerline</td>
</tr>
<tr>
<td>Book 27 Deeds, Page 154</td>
<td>7/23/1888</td>
<td>7/28/1888</td>
<td>Arcata Mill &amp; Lumber Company</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td></td>
<td>20' r/w - NW1/4 SW1/4 Section 2, 6M1E (near west end of West End Rd.)</td>
</tr>
<tr>
<td>Book 29 Deeds, Page 460</td>
<td>2/1/1889</td>
<td>2/8/1889</td>
<td>Clement Chartin</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td>BOE Map 803-12-13F Parcel 3</td>
<td>piece of land, associated with APN 504-131-004, located on Glendale side of bridge. Property appears to have been sold -- undetermined if easement was retained.</td>
</tr>
<tr>
<td>Book 43 Deeds, Page 562</td>
<td>6/20/1891</td>
<td>9/30/1892</td>
<td>Vaclav Zaruba</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td>BOE Map 803-12-13D Parcel 1 &amp; 2</td>
<td>piece of land, with a 30' strip deeded from the corridor straight up to Glendale Drive (east 30' of APN 516-151-004)</td>
</tr>
<tr>
<td>Book 136 Deeds, Page 234</td>
<td>10/19/1916</td>
<td>12/26/1916</td>
<td>Elisabeth Muser (formerly Sharp), Herman Sharp, John E. Sharp</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td></td>
<td>3 pieces of land - all situated in the vicinity of 59th St., Ht St, Arcata</td>
</tr>
<tr>
<td>931 O.R. 58</td>
<td>7/26/1967</td>
<td>8/9/1967</td>
<td>Ray D. Wolf (Guardian of Estate for Barbara Wolf selling undivided half-interest)</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td>BOE Map 803-12-13D Parcel 1 &amp; 2</td>
<td>piece of land in [17] &amp; [18], adjacent to south line of corridor, APN 516-151-008 also a 30' r/w from the corridor straight up to Glendale Drive (east 30' of APN 516-151-004)</td>
</tr>
<tr>
<td>931 O.R. 60</td>
<td>7/28/1967</td>
<td>8/9/1967</td>
<td>Leonard Wolf (Assuming he owns the other 1/2 interest, same property as above)</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td>BOE Map 803-12-13D Parcel 1 &amp; 2</td>
<td>(same as above)</td>
</tr>
<tr>
<td>962 O.R. 480</td>
<td>5/13/1968</td>
<td>5/29/1968</td>
<td>Frank P &amp; Maria Toste</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td>BOE Map 803-12-12A Parcels 1, 2, 3</td>
<td>piece of land - most of (1), minus land already granted to the state highway on the west side</td>
</tr>
<tr>
<td>962 O.R. 484</td>
<td>5/11/1968</td>
<td>5/29/1968</td>
<td>O.N. &amp; Genevieve Kurtz</td>
<td>Arcata &amp; Mad River Railroad Co.</td>
<td>BOE Map 803-12-12A &amp; B Parcel 2</td>
<td>a piece of land adjacent to the AMRRC corridor on the south line of the NW1/4 NE1/4 Section 16 WN1/4 for spur into property in SW1/4 NE1/4 same Section (see BOE map which also shows NWP interchange)</td>
</tr>
<tr>
<td>1329 O.R. 483</td>
<td>2/18/1976</td>
<td>2/24/1976</td>
<td>Genevieve Kurtz</td>
<td>Mad River Hardware Company</td>
<td>BOE Map 803-12-12C Parcel 5</td>
<td>This deed does a good job of outlining the different railroad encumbrances over 21 &amp; [3] (listed as exceptions to the land that she is selling to MRHC)</td>
</tr>
</tbody>
</table>
Deeds
(1881) Books 3 of Deeds, Page 694 - Falor (20’)

Maps
23 PM 27
11 PM 64

AP Map
Book 507, Page 25

Original Patent
State of California, 11/1/1855 (BLM# CACAAA 200000 AC)
State of California
County of Humboldt

On the 24th day of December in the year one thousand eight hundred and eighty-one, before me, Richard H. Smith, a duly commissioned and regular Justice of the Peace in and for the County of Humboldt, duly commissioned and sworn personally appeared M. J. Salor, and on being demanded to say why he was summoned to appear before me, he said he was summoned to appear because he had been served with a Summons by the personal service of a substitute, and that he was not acquainted with the contents of the Summons, and that he had not been personally served, and that he was not willing to appear before me, but that he had not received the Summons personally, and that he was not willing to appear before me, and therefore, I ordered the Summons to be returned to the party of record, and the record to be open for the party of record.

Richard Smith, Justice of the Peace.

Beavers and Beavers, attorneys for plaintiff, October 12, 1881 at 10 o'clock A.M., Humboldt County Court.

W. Beavers, Recorder.
Deeds
(1881) Book 4 of Deeds, Page 595 - Tilley (20’)

Maps
22 RS 12

AP Map
Book 507, Page 38

Original Patent
State of California, 11/1/1855 (BLM# CACAAA 200000 AC)
In the Name of our Lord and Saviour Jesus Christ, who was conceived by the Holy Ghost, born of the Virgin Mary, suffered under Pontius Pilate, was crucified, dead, and buried, and on the third day rose again, as also the Scriptures of the Old Testament foretell; amen.

Fred R. Bell, a Notary Public, did this day, the twenty-fifth day of January in the year of our Lord one thousand eight hundred and thirty-two, before me, Fred R. Bell, a Notary Public, was shown a certain instrument written and sealed, containing the following declaration.

Whereas, at the request of Henry McWay and Nicholas Jefferson, sworn to me to be the true and exact copy of the instrument hereinafter set forth, and subscribed to the said instrument, and acknowledged by me, an instrument of writing, in the manner and form hereinafter set forth, and acknowledged by me.

I, Fred R. Bell, a Notary Public, do certify that I have subscribed to the said instrument, and acknowledged it to me that they executed the same.

In witness whereof, I have subscribed my name thereto and affixed my official seal at my office on the day and year first above written.

Fred R. Bell
Notary Public

Recorded at the request of N. Jefferson
Jan 25, 1832–at 1 o'clock PM

Recorder

George A. Riley

This instrument, made the
25th day of January in the
year eighteen hundred and
thirty-two, between George
A. Riley, of the county of Humboldt, State of
California, the party of the first part, and the
A. B. Riley & Wife, A. B. Riley & Co., of the
same county and state, the party of the second
part, Witnesseth, the party of the first part,
in consideration of One Dollar and Ten Cents, paid by the party of the second part, do grant
and convey to the party of second part, all
property.
that certain lot of land situate in the county of Humboldt state of California described as follows to wit: (Reference being had to the United States Survey):

A strip of land twenty (20) feet wide ran and marked the north half (½) of the north east quarter (¼) of section number sixteen (16) township six (6) north of range one (1) east of Humboldt Meridian; commencing at the county road on the south line of said described premises where the rail road of said company crosses the said county road; thence following a north easterly course over said described premises, where the rail road of said company party of the second part is now located and ending to the east line of said section number sixteen (16).

Together with the appurtenances thereunto belonging.

I do sell and do sell the said premises with the appurtenances unto part of second part forever.

In witness whereof the said part of the said part has hereunto set—hand and seal the day and year first above written.

Signed sealed and delivered in the presence of:

[Signature]

Yvon Dening

State of California On this 7th day of December in the year One Thousand Eight Hundred and Eighty

Before me, Yvon Dening, a Notary Public in and for the county of Humboldt, duly com
missioned and sworn personally appeared
George B. Willey, known to me to be the person
whence name is subscribed to the within instru-
ment, and acknowledged to me that he
executes the same.

In Witness Whereof I have hereunto
set my hand and affixed my material
seal as my Notary in Great Britain and
I have written, recorded in this Certificate first above written
By me during
Notary Public

Recorded at the Request of R. M. McDonald
January 18-788 at 2 o'clock Eleven A.M.
J. M. Kennedy.

Recorded

Acreata Transportation Co.

To

Acreata-Mad River. A.C.D.

This instrument was made the 29th day
of December in the
year Eight hundred
and Eighty and Eights between
The Acreata Transportation Company of the
County of Humboldt State of California, a cor-
poration formed and existing under the laws
of the State of California, the party of the 1st
and the Acreata Mad River Railroad
Company of the County of Humboldt State of
California, a corporation duly formed and
existing under the laws of the State of Cal-
ifornia, the party of the 2nd and
Whereas, at a meeting of the stock holders
of the Acreata Transportation Company held
on the 29th day of December 1878 the fac-
GRANT DEED

O. N. KUNTZ and GENEVIEVE KUNTZ, husband and wife, do hereby grant unto THE ARCATA AND MAD RIVER RAIL ROAD COMPANY, a corporation, all that certain real property situated in the County of Humboldt, State of California and more particularly described as follows:

COMMENCING at a point on the south line of the northwest quarter of the northeast quarter of Section 16, Township 6 North, Range 1 East, Humboldt Meridian which is on the east side of the rail road right of way of The Arcata and Mad River Rail Road Company and going thence northerly along said right of way line a distance of 140 feet;

thence southerly in a straight line to a point which is 40 feet east of the point of beginning on the section line;

thence westerly 40 feet to a point of beginning.

Dated: May 16th, 1968

[Signature]
O. N. Kuntz

[Signature]
Genevieve Kuntz

STATE OF CALIFORNIA

COUNTY OF HUMBOLDT

On this 16th day of May, 1968 before me, the undersigned notary public for the State of California, personally appeared O. N. KUNTZ and GENEVIEVE KUNTZ, husband and wife, known to me to be the persons whose names are subscribed to the within instrument, and they acknowledged to me that they executed the same.

[Signature]
Notary Public for the State of California

WITNESS MY HAND AND

[Signature]
Notary Public for the State of California

HARR... WYATT

By Commissioner of Wills
Deeds

(1881) Deed missing / AMRRC won court case / Court record is missing

Maps

14 RS 127

AP Map

Book 504, Page 20

Original Patent

Robert R. Roberts, 11/1/1860 (BLM# CACAAA 140103)
Deeds
(1881) No deed of record
(1895) Book 56 of Deeds, Page 42 - Anger (60’)
(1912) Book 120 of Deeds, Page 153 – Carlson (60’)

Maps
52 RS 126

AP Map
Book 504, Page 20

Original Patent
Alexander M. Preston, 12/1/1869 (BLM# CACAAA 140201)
This Indenture, Made the 13th day of April
in the year of our Lord one thousand eight hundred and ninety-four

Between: SHANNON S. CORREY, DOROTHY S. CORREY and CHILDREN of the County of Humboldt, State of California, the parties of the first part, and

FRED R. BOEHM and TRUSTEE TRUSTEES IN TRUST FOR A CORPORATION HAVING THE FOLLOWING TRUSTEES as TRUSTEES of the Trust, the parties of the second part,

Witnesseeth: That the said part(s) of the first part, for and in consideration of the sum of DOLLARS, TOGETHER with the transfer of the United States of America, the United States, and the right to pay the said part(s) of the second part, the receipt thereof being hereby acknowledged, do, by these presents grant, sell, convey and confirm unto the said part(s) of the second part, and to their heirs and assigns forever, all that certain lot, piece, or parcel of land situated, lying and being in the County of Humboldt, State of California, and bounded and particularly described as follows, to wit:

Beginning at a point near the south end of said road, said road 224 feet
East and 224 feet due South of the south end of said road, thence East one quarter of a mile, thence North one quarter of a mile, thence due East 739 feet, thence due North to the beginning, forming a square 224 feet by 224 feet.

Together with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof.

To have and to hold, all and singular the said premises, together with the appurtenances, unto the said part(s) of the second part, and to their heirs and assigns forever.

In Witness Whereof, the said part(s) of the first part have hereunto set their hands and seal(s) the day and year first above written.

State of California,
County of Humboldt.

On this 13th day of April, 1894, before me, a Notary Public in and for Humboldt County, personally appeared

In Witness Whereof, I have hereunto set my hand, and affixed my official seal
the day and year on the certificate first above written.

Notary Public.

Filed for record at the request of FRED R. BOEHM at 2:30 p.m., April 13, 1894.
This Indenture, Made this 22d day of October in the year of our Lord one thousand nine hundred Twelve, in the State of California, a corporation duly organized and existing under the laws of the State of California, of the same place, the party of the first part, and the party of the second part, a corporation duly organized and existing under the laws of the State of California, of the same place.

The said party of the first part hereby covenants and agrees that it will, and it hereby agrees, to convey to the said party of the second part, for and in consideration of the sum of Ten Dollars, the following described piece of land, situate in the County of Humboldt, State of California, and bounded and described as follows, to-wit:

Commencing at a point in the center of the Arcata and Mad River Railroad, 1339.8 feet North and 433.5 feet East of the quarter section post between sections 15 and 16 Township Six North of Range One East Humboldt Base and Meridian, the said point being on the North line of the Southwest quarter of the Northwest quarter of Section 15 and being a strip of land sixty feet in width, 30 feet on each side of the following described center line:

South 35° Degrees 45' Minutes East, 200.4 feet to curve to left.

- 37° - 36' - 90. - to end of curve.
- 39° - 28' - 370. - to beginning 1st curve left
- 46° - 28' - 100. -
- 60° - 28' - 100. -
- 74° - 28' - 300. -
- 85° - 06' - 109. - to end of curve

North 83° - 16' - 120.7 to the east line of the said Southwest quarter of the Northwest quarter of said Section 15.

Be it further covenanted and agreed that the said party of the first part does and hereby does convey, assign and transfer to the said party of the second part, all and singular the tenements, hereditaments and appurtenances thereunto belonging or in any wise appertaining, and all and singular the rents, issues and profits thereof.

In Witness whereof, the said party of the first part has hereunto set its hand and seal, the day and year first above written.

Louis Carlson
(SEAL)

T. R. Tomnarr

STATE OF CALIFORNIA

County of Humboldt

On this 22d day of October in the year A.D. 1912, before me, Thomas R. Emerson, a Notary Public in and for said County, duly commissioned and sworn, personally appeared Louis Carlson, known to me to be the person whose name is subscribed to the within instrument, and acknowledged that he executed the same.

WITNESS MY hand and official seal.

(SEAL) Thomas R. Emerson,
Notary Public in and for the County of Humboldt,
State of California.

Filed for Record at the Request of

T. W. Richmond, Recorder
[6]

Deeds
(1881) Book 4 of Deeds, Page 349 - Webster (10’)
(1888) Book 25 of Deeds, Page 218 - Webster (30’)

Maps
19 RS 88
10 PM 64

AP Map
Book 504, Page 20

Original Patent
Alexander M. Preston, 4/5/1871 (BLM# CACAAA 140253)
in and for said family of descendents therein,
mentioned and called, hereinabove
mentioned, whose names is subscribed to the within
instrument, heretofore given to me to both
individuals described in and who executed
the said annulled instrument, who acknowledge
the fact that he executed the same freely
and voluntarily, and for the need and pur
poses therein mentioned.

In Witness Whereof, he come
to my hand and approved my offici
real, the day and year in this last
written.

Alexander

Recorded at the request of J. A. Battey S.
1861 at 5 min past 10 A.M.

Alexander

Geo. Webster & Wife

To

Arcata, Mo. Rio Alto, Etc.

George Webster & Aline Webster, wife of said
George Webster, of the sum total of Humboldt City
of California, the parties of the first part and
the Arcata and Mad River Railroad Co.
of the same county and state of the
second part, Wittenoth, the parties of the sec
part in consideration of Three hundred and
twenty five dollars paid in hand, as
by part of the second part as a premium on

To the party of the second part, all that certain
lot of land situated in the County of Humboldt
State of California, and described as follows:

A right of way for a Railroad
pass and across the south East Quarter (½)
of the north West Quarter (¼) of section number
fifteen (15) Township Six (6) north of Range
One (1) East of Humboldt Meridian, said
right of way to be ten (10) feet wide and to be
located where the line of said is
respectively
and twenty (20) feet north from the line of
said parties of the first part, party of the sec-
and part not to be required to build any fence
along said line of road. Parties of the first
part to have the privilege at all times to pass
through between the piles at any place along
said line of road and to have the privilege
to cultivate up to and between the piles along
said road and privilege to build and maintain
a fence adjacent said road under the said at
or near the East and West lines of said party
acres. The party of the second part, all times
to have the privilege to pass through the gate
of parties of the first part leading from the
County road, with timber lumber, piles and ma-
terial for the construction and future repairs
of said Railroad, and to pass along the
line of said road for said purposes. The party
of the second part to have the right to cut
and remove from the said described party
(40) acres, all the timber now growing upon
said premises suitable for rails and masts.
Twenty (20) inches in diameter. This last prior
was not to extend beyond the 1st day of May. 10
Together with the appurtenances thereunto a

...nd to hold the said premises with
the appurtenances unto Party of second part for

...be fulfilled...nd the said premises
in the presence of... her husband.

...year next ab...n written
...nded and delivered.

...t the county of...in...h.

...s to me to be the persons who
ames are subscribed to the annexed instrument
and they generally duly acknowledged to me that
they executed the same; The said...beter,
being described as a married woman, hereby certify
that, upon an examination by me
without the hearing of her husband, I made ha
acquainted with the contents of the said instrument
and thereupon she acknowledged to me that she
executed the same, and that she does not wish to retract said execution.

In witness whereof, I have hereunto set
my hand and affixed my Official seal
at my Office in the said County of...
Dear Mr. Smith,

Your letter has just reached me, and I am very pleased to hear from you. I am writing to express my gratitude for your kind words and to confirm that I have received the book you mentioned. I am looking forward to reading it and hope to have an opportunity to discuss it with you in the near future.

With best regards,

[Signature]

[Address]

[Date]
Barnard, known to me to be the person described in whose name it is subscribed to, and who executed the within instrument, and acknowledged to me that he executed the same, was on the 1st day of January, A.D. 1886, before me, Peter Belcher, a Notary Public in and for said County, residing therein, duly commissioned and sworn, personally appeared, Ella P. Barnard, wife of the said Frederick T. Barnard, known to me to be the person described in, whose name is subscribed to, and who executed the within instrument, described therein as a married woman, and upon my examination without the hearing of her husand and I made her acquainted with the contents of the instrument, and declared she acknowledged to me that she executed the same, and that she did not wish to return such execution.

In consideration thereof, I do hereby set my hand and affix my official seal at my office in the County of San Mateo, this day and year, in this certificate first above written.

Peter Belcher
Notary Public

This certificate is recorded at the request of Wm. Randall, Pt. 3-4th 1886, at 10 o'clock 2 PM.

Geo. W. Strother
Recorder

This indenture-paide in the second day of January in the year of our Lord one thousand eight hundred and eighty-eight, between George W. Strother and Bertrum Nebles, his wife, of County of San Mateo, State of California, of first part, and a certain and Head River Rail Road Company, corporation existing under the name of above State, the second part, Witnesseth: That the said Bertrum Nebles, his wife, of County of San Mateo, State of California, of first part, and Head River Rail Road Company, corporation existing under the name of above State, the second part, for and in consideration of the sum of Four Hundred and Fifty Dollars, paid to him, of
the United States of America to them in hand paid by the said party of the second part. The receipt whereof is hereby acknowledged, and they hereby grant, sell, convey, and confirm unto the said party of the second part, and to their heirs and assigns forever, right of way for said Road clear and across the South East quarter of the South West quarter of section Fifteen, one Township, one Degree, six and one half miles on north of the South West quarter of section Fifteen, one Township, one Degree, six and one half miles on north of Range One, one Degree, six and one half miles west from the Meridian, and to follow the County Road as near as practicable southerly; and the said party of the second part hereby granted the privilege to make their Road clear and further South in front of said without further consideration, except it should become necessary to move the house or buildings of said part. Then in their care the parties of said part must compensate the parties of first part, as they may agree upon.

Be it further agreed, that the said party or parties, their heirs and assigns, shall and may enter, plough, plant, cut, fell, graze, cull, ride, travel on, cross, bruise, and otherwise make use of said premises, together with the appurtenances thereunto belonging, in any peaceable and quiet manner, free and without any hindrance or disturbance, and also that the same shall be free and clear of all incumbrances and charges whatsoever, except the incumbrances and charges existing at the time of the making and delivering of this instrument, and the same shall continue so long as there is any good reason and cause thereunto, and so long as the said premises shall continue to be held and occupied by the said party or parties.

In witness whereof, the said party of the first part has hereunto set his hand and seal, the day and year first above written.

[Signature]

[Signature]
State of California \n
County of Humboldt \n
On the second day of February in the year one thousand eight hundred and eighty-eight before me, the aforesaid Notary Public in and for said Humboldt County, and for the County of Humboldt, duly commissioned and sworn, personally appeared George Hopkins, known to me to be the person described in whose name is subscribed to and who executed the within instrument, and acknowledged to me that he executed the same.

Also on the second day of February, 1888, before me, George H. Hopkins, a Notary Public in and for said County, residing therein, duly commissioned and sworn, personally appeared Bertha Hopkins, wife of the said George Hopkins, known to me to be the person described in whose name is subscribed to and who executed the within instrument, and who is the aforesaid woman, and upon examination without the hearing of her husband, I made her acquainted with the contents of the instrument and then caused her to sign the same, and that she does not wish to retract such execution

In witness whereof, I have hereunto set my hand and affixed my official seal at my office in the said County of Humboldt, the day and year in this certificate first above written.

[Signature]

Notary Public

Counted at the request of Joe Kingston, Feb. 3, 1888, 10 minutes past 4 P.M.

[Signature]

Recorder

Peter Anderson

This instrument made the first day of February in the year of our Lord one thousand eight hundred and eighty-eight at Humboldt, County, between Peter Anderson of the County of Humboldt, State of California, the party of the first part, and
COUNTY SURVEYOR'S CERTIFICATE
This map has been examined by me for conformance with the requirements of Chapter 15 of Division 3 of the Business and Professions Code this day of October, A.D. 1927, at the request of _____

[Signature]

HUMBOLDT COUNTY SURVEYOR State of CALIFORNIA

COUNTY RECORDER'S CERTIFICATE
Filed for record the 24th day of October A.D. 1927, at 3:19 P.M., in Book 15 of SURVEYS, HUMBOLDT COUNTY RECORDS, at page 88, at the request of ________

[Signature]

HUMBOLDT COUNTY RECORDER
State of CALIFORNIA

RECORD of SURVEY
in SE² NW² Sec. 15
Twp. G.N.R.I. E.H.M.
for
Lee J. Rice
September, 1927
L.B. 5992

SURVEYOR'S CERTIFICATE
This map represents a survey by me or under my direction in conformance with the requirements of Chapter 15 of Division 3 of the Business and Professions Code of the state of California, during September, 1927.

[Signature]

Scale
1. Inch = 50 Feet

Legend
- Existing fence cap post
- Post or Solid Lin in RE 3062
- 1 inch sharpened pipe
- Location, parcel corner
- Subdivision corner

Base for bearings - most Ely line acquisition is N22°47'E.

EASEMENT NOTE: An easement for ingress and egress and public utilities and rights to dedicate same to public, 30 ft. wide, over parcels designated as EASEMENT.

ALIGNMENT NOTE: This acquisition was to and along "South fence line of the Warren Creek County Road." With the exception of Ely 3062, this fence continues along a road boundary and is the only true fence line along a road. Thus, such "alignments" are interpreted as "fence along same road fence westerly."
[ 7 ]

**Deeds**
(1881) Book 3 of Deeds, Page 319 - Warren (20’)
(1917) Book 137 of Deeds, Page 384 - Johnson ( irr. )

**Maps**
19 RS 80

**AP Map**
Book 516, Page 27

**Original Patent**
John P. Warren, 4/22/1874 (BLM# CACAAA 140313)
SW \( \frac{1}{4} \) OF NE \( \frac{1}{4} \) SEC 15, 6N 1E

516-27

1" = 200'

AERIAL PHOTO CDF2-16-179

NOTES: 516-271-02
SBE 803-12-12 P7

ENTIRE SW\( \frac{1}{4} \) OF SE\( \frac{1}{4} \) ASSESSED IN THIS DISTRICT
State of California. On this 7th day of July in the year One Thousand Eight Hundred and Eighty One, before me, Byron Deming, a Notary Public in and for the County of Humboldt, duly commissioned and sworn, personally appeared Martin H. Racker known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in witness thereof. I have, therefore, set my hand and affixed my Notarial Seal at my office in Arcata, the day and year in this certificate. 

Notary Public

Recorded at the request of A. D. Fajen
July 17, 1881, at 10 m, und page 11, R. M. W.

[Signature]

Record

John B. Warren to Arcata Salmon & Transportation Company

This indenture made the 7th day of July in the year Eighteen hundred and Eighty one between John Warren of the County of Humboldt State of California, the party of the first part and the Arcata Transportation Company of the same County and State, the party of the second part, witnesseth. The party of the first part in consideration of the sum of One hundred Dollars Gold Coin in hand paid by party of the second part does grant and convey to the party of second part...
all that certain lot of land situate in [illegible] Township, County of Humboldt, State of California, described as follows, to wit:

Commencing at a point on the West line of the South West Quarter of the North East Quarter of section number fifteen (15) Township number one (1) north of Range One (1) East of Humboldt Meridian, north of and near the present County Road, and running thence westerly along the north side of the said County Road twenty (20) feet wide as surveyed by A. F. Sherrick, for a railroad, to the place where said survey crosses the said County Road, and connects with the road herefore granted to [illegible] [illegible] and by the said party of the first part hereof

Together with all the appurtenances thereunto belonging, to have and to hold the said premises, with all the appurtenances unto the party of second part hereof.

In Witness Whereof the said party of the [illegible] has hereunto set his hand and seal, this day and year first above written.

[Signature]

[illegible] the presence of [illegible] Warren

[Seal]

[State of California]

[illegible] day of July in the year One thousand Eight hundred and Eighty one, before me, Byron Deming, a notary public in and for the County of Humboldt, duly commissioned and sworn, personally appeared John B. Warren known to me to be the person whose name is subscribed to the within in...
instrument, and acknowledged to me that he
executed the same

In witness whereof, I have hereunto
set my hand and affixed my notorial
seal, at my Office in Atwater, this
day and year in this certificate first
above written.

Byron Fleming
Notary Public

Recorded as the Request of Geo. B. Fenner
July 13, 1897, at 25 min. past 12 A.M.

Receiv'd

A. B. Gates

A. W. Hutchins

This indenture made the 7th day of July in the year
of our Lord One Thousand
Eight hundred and Eighty-

Between Alexander B. Gates of Atwater
County, State of California, the party of the first
and A. W. Hutchins of the above-
County and State, the party of the second
party; Witnesseth, that the said party of the
first part, for and in consideration of the
sum of One Dollar, paid by the United
States of America to him in hand paid by
the said party of the second part, the receipt
whereof is hereby acknowledged and conveyed
bargained and sold and conveyed, and by these
presents does grant, bargain, sell and convey
unto the said party of the second part
and to his heirs and assigns forever, and
undivided one half interest in and to the
following described piece or parcel of land:

[Description of land]
GUSTAV JOHNSON, resident of the County of Humboldt, State

of California, the grantor, in consideration of ten dol-

lars, the receipt whereof is hereby acknowledged, has sold, and BY THIS DEED does GRANT and

CONVEY unto THE ARACATA AND MAD RIVER RAILROAD COMPANY, a corporation organized and existing

under the laws of California, the grantee, all that real property situated in the County of

Humboldt, State of California, bounded and described as follows, to-wit:

BEGINNING at a point 821.2 feet North and 51.2 feet East of the quarter section cor-

ner in the center of Section 15, in Township 6 North of Range 1 East of Humboldt Meridian,

as said corner is established by F. Z. Herrick, Licensed Surveyor, in his Survey No. 66, re-

cord of which was filed in the Recorder's Office of Humboldt County August 26 1896; running

thence North 89 degrees East 46.1 feet, thence South 86 degrees 07 minutes East 73.2 feet,

thence South 84 degrees 18 minutes East 521.2 feet, thence South 81 degrees 48 minutes East

77.1 feet, thence South 77 degrees 56 minutes East 235.0 feet, thence North 15 degrees 37

minutes East 266.6 feet, thence North 76 degrees 02 minutes West 416.1 feet, thence North 68

degrees 10 minutes West 114.9 feet, thence North 80 degrees 50 minutes West 63.6 feet, thence

North 84 degrees 34 minutes West 76.0 feet thence South 89 degrees 30 minutes West 74.7 feet,

thence South 76 degrees 21 minutes West 236.2 feet, thence South 6 degrees 51 minutes East

29.6 feet to the point of beginning.

The above description is taken from Survey which was run by compass using an assumed

magnetic variation of 18 degrees 15 minutes East.

To have and to hold the above granted and described premises, with all the appurtenan-
ces thereof, unto the said grantee, its heirs, successors or assigns forever.

IN WITNESS WHEREOF, the grantor has hereunto subscribed his name this Twelfth day of

May, 1917.

Witness to signature:  )  

Frank H. Tooby.  )

State of California:  ) 88

County of Humboldt:  )

On this Twelfth day of May in the year 1917, before me, Frank H. Tooby, a notary

public in and for said County, personally appeared GUSTAV JOHNSON known to me to be the per-

son whose name is subscribed to the within instrument, and acknowledged to me that he executed

the same.

Witness my hand and official seal,  )  

(SEAL) Frank H. Tooby,

Notary Public in and for the County of

Humboldt, State of California.

Filed for record at the request of L. Eversding May 15th, 1917, at 10 o'clock A. M.

T. W. Richmond, Recorder.
Deeds
(1881) Book 3 of Deeds, Page 319 - Warren (20’)

Maps
20 RS 30

AP Map
Book 516, Page 26

Original Patent
John P. Warren, 4/22/1874 (BLM# CACAAA 140313)
Deeds
(1881) Book 3 of Deeds, Page 319 - Warren (20’)
(1883) Book 8 of Deeds, Page 444 - Warren (33’)
(1911) Book 115 of Deeds, Page 361 - Warren (33’)

Maps
20 RS 30

AP Map
Book 516, Page 26

Original Patent
John P. Warren, 4/22/1874 (BLM# CACAAA 140313)
one thousand eight hundred and eighty three

before me A H Randall a Notary Public in and
for said County of Humboldt duly commissioned
and sworn personally appeared Robert Murray
whose name is subscribed to the within
instrument personally known to me to be the
individual described in and who executed the
said instrument as instrument as acknowledged to
me that he executed the same freely and
voluntarily and for the use and purpose
therein mentioned

In presence whereof I have hereunto set my hand
and affixed my official seal the day and
year in the certificate first above written

A H Randall
Notary Public

Recorded at the request of J Black April 28th 1883
at 45 minutes past 1 PM

Geo A Kellogg
Recorder

John P Harris
Do
The Atteet and Mad River
Railroad company

This instrument made the 24th day of April
in the year of our Lord
one thousand eight

hundred and eighty three Between John P Harris of
the County of Humboldt State of California the party
of the first part and the Atteet and Mad River
Railroad company a corporation of the same County
and State the party of the second part Whereas

That the said party of the first part for and in
consideration of the sum of Three Hundred Dollars

owed due of the United States of America to him in
hand paid by the said party of the second part the
within whereas is hereby acknowledged due by three
publiclygrant,buyandconveyunto thesaidpartyofthesecondpartandsotothehir heirs andassigns forever all thatcertainlot or piece of land lying and being situated near Mad River in the County of Williamson, State of Tennessee and described as follows: one-fourth (1/4) and one-fifth (1/5) in Township number six (6), North of Range one (1), East of Main Meridian (Reference being had to the United States Survey). Commencing at the east end of the line near the east line of the Prince's Farm, near the Warren creek Mill on the north side of the county road and running thence in an easterly direction north of the county road, to the east side of Warren creek as now surveyed by parties of the second part for a railroad thence in an easterly direction on the south side of the county road to the east line of the land owned by party of the first part being a strip of land two rods wide from the starting point near the Prince's Farm to where the railroad is to cross the county road thence continuing from the south side of the county road to the east line of land of party of first part as aforesaid following as near as practicable the survey as made by parties of second part.

Together with all and singular the tenements hereditaments and appurtenances thereunto belonging or in anywise appertaining and the rents, dues and profits thereof.

To have and to hold all and singular the abovementioned and described premises together with the appurtenances unto the said party of the second part and to their heirs and assigns forever and the said party of the first part and his heirs the said premises in the quiet and peaceable possession of the said party of the second part.
their heirs and assigns against the said party of the first part and his heirs and assigns and every person and persons whatsoever lawfully claiming or to claim the same there and will warrant and by these presents forever
in witness whereof the said party of the first part has hereunto set his hand and seal the day and year first above written

[Signature]

Agam Deming

Notary Public

State of California

County of Humboldt

On the 24th day of April, one thousand eight hundred and eighty-three, before me, Agam Deming, a Notary Public in and for said County, residing therein duly commissioned and sworn personally, appeared John O'Hara, known to me to be the person described in and whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

In presence whereof I have hereunto set my hand and affixed my official seal at my office in the County of Humboldt, the day and year first above written.

[Signature]

Agam Deming

Notary Public

Recorded at the request of A. Cortell, April 25, 1883, at 5 minutes past 9 A.M.

Geo. A. Kellogg

Recorder

This Indenture made the twelfth day of September in the year of our Lord
This Indenture, made this 17th day of August, 1921, by and between ELIZABETH K. WARREN, of the County of Humboldt, State of California, the party of the first part, and the ARAPAHO AND MAD RIVER RAILROAD COMPANY, a corporation of the State of California, the party of the second part.

Whereas, the party of the first part, for and in consideration of the sum of $10.00 ( Ten dollars), shall be paid the said party of the second part, the receipt whereof is hereby acknowledged, said party of the first part has granted, bargained and sold, conveyed and confirmed and shall, by these presents, grant, bargain and sell, convey and confirm unto the said party of the second part and to its successors and assigns forever, all that certain lot, piece or parcel, of land situate, lying and being in the County of Humboldt, State of California, and more particularly described as follows:

A strip of land two rods in width, one rod on each side of the following described center line of track, Beginning at a point in the center of the present track of the ARAPAHO AND MAD RIVER RAILROAD COMPANY, on the East line of the property of the party of the first part, 2156.74' 100 feet North and 1314.32' 100 feet East of the South West corner of Section fourteen (14) Township Six (6) North of Range One (1) East Humboldt Base and Meridian, Thence by curve to right N 86° 07' W 26.10 feet to end of curve, Thence by tangent N 83° 07' E 288.94' to 10 feet, Thence by six degree curve to left N 83° 56' W 27.22/100 feet, E 87° 25' W 100 feet, S 83° 15' W 100 feet to end of curve, Thence by Tangent S 83° 15' W 607.6/10 feet to end of curve at a point 2121.45' 100 feet North and 195.15' 100 feet East of the South West corner of said Section Fourteen.

Also, the following described land, Beginning at a point in the center of the track on the west end of the above described right of way at a point 2121.45' 100 feet North and 195.15' 100 feet East of the South West corner of said Section Fourteen same Township and Range, Thence south 45° 45' East 16.5/10 feet to the South side of the right of way, Thence South 83° 15' West 64 feet South 86° 30' West 102.3/10 feet North 81° West 103 feet North 70° 25' West 104 feet North 65° 05' West 398.5 feet North 60° 25' West 102 feet North 51° 05' West 102 feet North 44° West 51.6/10 feet to point 16.5/10 feet at right angles from center of present track, Thence North 45° 36' East 53 feet to edge of right of way on North side of track, Thence South 45° 12' East 48.8/10 feet South 52° 37' E 97.2/10 feet South 67° 37' E 97.6/10 feet South 69° 07' East 539.4 feet South 76° 56' West 97.1/10 feet South 89° 04' East 97.5/10 feet North 89° 04' East 12.4/10 feet to West end of above right of way on South side of track, Thence South 6° 45' East 16.5/10 feet to the place of beginning. The within deed is made to correct errors in the deed given by the same party to the same party and dated the 20th day of May, 1907, and recorded in Book 100 of deeds at Page 101, records of Humboldt County, State of California.

To have and to hold, all and singular the above described, together with the appurtenances, unto the said party of the second part and to its successors and assigns forever.

In witness whereof, the said party of the first part have hereunto set their hand and seal the day and year first above written.

[Signature]

[Seal]

J. R. TILLEY

STATE OF CALIFORNIA

[Signature]

[Seal]

COUNTY OF Humboldt

On this 17th day of August in the year A.D. 1921, before me, J. Nouelle Tilley, a Notary Public in and for said County, duly commissioned and sworn, personally appeared Elizabeth K. Warren, known to me to be the person whose name is subscribed to the within instrument, and acknowledged that she executed the same.

Witness my hand and official seal,

(SEAL)

J. Nouelle Tilley,
Notary Public in and for the County of Humboldt, State of California.

[Seal]

T. W. RICHMOND, Recorder

[Seal]

By

T. W. RICHMOND, Recorder
Deeds
(1883) Book 8 of Deeds, Page 444 - Warren (33’)
(1907) Book 100 Deeds, Page 101 - Warren (33’)
(1911) Book 115 Deeds, Page 361 - Warren (33’, corr. of 1907)

Maps
2 PM 148

AP Map
Book 516, Page 35

Original Patent
John P. Warren, 4/22/1874 (BLM# CACAAA 140313)
This Indenture, made the 26th day of May, in the year of our Lord one thousand eight hundred and seven.

Between, Elizabeth K. Warren, of the County of Humboldt, State of California, the part of the first part, and, The Arata and Nagel Company, by

G. R. Arata, and S. Nagel, their attorneys, and authorized and existing under the laws of the State of California, of the said part of the second part.

Whereas, That the said part of the second part, for and in consideration of the sum of Ten Dollars, gold coin of the United States of America, in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged.

do... by these presents, grant, bargain, and sell, convey and confirm unto the said party of the second part and to her heirs and assigns, forever all that... pieces or parcels of land situate, lying and being in the County of Humboldt, State of California, and bounded and particularly described as follows, to wit:

One rod on each side of a line described as follows, to wit:

Beginning at a point N 17 deg 35 min W dist 853 feet from the N E cor of the S W 1/4 of S S 1/2 of Sec. 17 T 8 N R 1 E, M. M. Thence N 88 deg 35 min W dist 247 feet on chord of 11 1/2 deg curve (to R); N 90 deg 30 min W dist 825 feet on tangent; N 55 deg 40 min W dist 245 feet on chord 11 1/2 deg curve, to a point in the center of the track on the old right of way; the old right of way (which the party of the second part still owns) being one rod on each side of a line described as follows: Beginning at a point N 15 deg 55 min E dist 663 feet from the W E cor of the NE 1/4 of SE 1/4 sect. 18 T 8 N R 1 E, M. M. Thence N 88 deg 40 min W dist 68 feet on tangent (center of track); N 90 deg 30 min W dist 300 feet on chord 12 1/2 deg curve (to R); N 85 deg 35 min W dist 413 feet on tangent (long trestle); N 55 deg 40 min W dist 828 feet on chord of 11 1/2 deg curve (to R) to a point in the center of the track.

Together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in any wise appertaining, and the reversion and remainders, remainder and remainders, rents, issues and profits thereof.

In Witness Whereof, the said party of the first part has hereunto set... hand... seal... the day and year first above written.

Signed, Sealed and Delivered in the Presence of

[Seal]

J. Boutelle Tilley

[Seal]

State of California,

County of Humboldt,

On this 26th day of May in the year A.D. 1897 before me, J. Boutelle Tilley a Notary Public in and for said county, duly commissioned and sworn, personally appeared Elizabeth K. Warren known to me to be the person whose name is subscribed to the within instrument, and acknowledged that she executed the same.

Witness my hand and official seal.

( S E A L )

J. Boutelle Tilley Notary Public

in and for the County of Humboldt, State of California.

[Seal]

[Seal]

Robert M. Richmond

Recorder.

By: Deputy Recorder.
Deeds
(1883) Book 8 of Deeds, Page 433 - Vance (33’)
(1911) Book 115 Deeds, Page 184 - Vance (33’)

Maps
5 RS 55

AP Map
Book 516, Page 25

Original Patent
John Vance, 3/25/1871 (BLM# CACAAA 140251)
Recorded at the request of Wm. B. Ferger, 1883 at 18 min past 2 PM.

Recorded: Gerrells

John Vanez

To Arcata & Mad River

$18

Railroad Company. Do hereby grant and bargain an
desk unto the Arcata & Mad River Railroad
Company a corporation formed and existing
under the laws of the State of California a
right of way two rods in width situated in
County of Humboldt, and State of California,
boundary and described as follows:

A line running through the center thereof be
at a point 1320 feet East and 610 feet South
of the quarter section corner between Sections 14
15 Township 6 S. R. 1 & WM and then there
315 feet, thence 600 East 100 feet thence
185 East 100 feet thence 315 North 100 feet thence
315 North 100 feet thence 315 South 100 feet thence
610 South 610 East 956 feet thence 610 East.

The line being the center of the Arcata & Mad River
Railroad as the same is located upon the N
of the SW 1/4 and the NW 1/4 of the SE
of Section 15 Township 6 S. R. 1 & WM and as
granted by me for a

By

Wm. Ferger

Wm. Ferger

Witness:

[Signature]
Your said right of Ion, Witness my hand and seal this 25th day of A.
1883
Signed sealed and
relinued in the presence of

State of California
County of Kernouboth

On this County sixt day of April
one thousand eight hundred and eighty three
before me, J. H. Dolley, a Notary Public in me
for the County of Kernouboth, personally appear
John Banner known to me to be the person who
name is subscribed to the within instrument a
and who duly acknowledge to me that he
executed the same.

In witness whereof I have hereunto set my hand
and affixed my official seal at my office in
County of Kernouboth this day and year in the
Certificate just above written.

John Dolley
Notary Public

Recorded at the request of A. Koontz. Apr 26
A.D. 1883 at 20 minutes past 2 P.M.
Geo. A. Kellog
Recorder

Indenture made:

The Indenture made:

A day and date of this
in the year of our Lord
one thousand eight
hundred and eighty three between Charles H.
Banner and James H. Henderson of the County
Kernouboth, State of California the parties

banner and James H. Henderson

Geo. A. Kellog
Recorder
This Indenture, Made this 29th day of June, 1971, by and between the VANCOUVER LUMBER COMPANY, a New Jersey Corporation, the part X., of the first part, and the SALT LAKE AND MAD RIVER RAILWAY COMPANY, a California Corporation, the part X., of the second part, Witnesseth: That the said parties of the first part does hereby release, surrender, convey and assign to the said parties of the second part and to their successors and assigns forever, all the right, title, interest, property, free and clear of all encumbrances, liens, or other charges, existing or hereafter created, in the following described piece of land, viz.: a tract or parcel of land, lying and being in the County of Humboldt, State of California, the northern boundary of said tract or parcel being a certain line, or part of line, running in the direction of the true north, and being the center line of the said tract or parcel, as more fully described below, to wit:

A strip of land two rods in width lying on each side of the following described center line of the arc and arc river railroad as the same is now constructed, beginning at a point 2156.74 feet North and 1314.32 feet East of the south east corner of Section 14, Township six north of Range one east Humboldt base and Meridian, Thence by six degree curve to left, 186.8 degrees and 7 1/2 minutes East 197.4 feet, North 86.8 degrees 50 minutes East 68.33 feet, Thence by tangent North 86.8 degrees 47 minutes East 131.8 feet, Thence by six degree curve to right, North 86.8 degrees 47 minutes East 109.6 feet, South 86.8 degrees 13 minutes East 100 feet, South 78.3 degrees 13 minutes East 100 feet, South 66.6 degrees 13 minutes East 100 feet, South 60.9 degrees 28 minutes East 96.66 feet to end of curve, Thence by tangent South 57.7 degrees 43 minutes East 615.64 feet, Thence by 11 degree and 12 minute curve to right, South 52.7 degrees 7 minutes East 100 feet, South 47.7 degrees 55 minutes East 100 feet, South 29.67 degrees 9 minutes East 96.21 feet to end of curve, Thence by tangent South 28.6 degrees 19 minutes East 97.13 feet to the South line of the said VANCOUVER LUMBER COMPANY land.

Also the following described piece of land, lying and being on the south side of the County Road leading from Arcata to Blue Lake, where it intersects the north line of the south east quarter of the south east quarter of Section 14, Township six north of Range one east Humboldt base and Meridian, said point being South 86.8 degrees 47 minutes West 1015.65 feet from the northeast corner of the above described forty acre subdivision, Thence North 78.3 degrees West 225.5 feet to the southeast corner of the west place of land described to Leo Edwards by the VANCOUVER LUMBER COMPANY. Thence along the south line of said land North 78.3 degrees 56 minutes West 100 feet, South 86.8 degrees 55 minutes East 100 feet, South 60.9 degrees 28 minutes East 96.66 feet to the one eighth section line and south line of said land, Thence North 86.8 degrees 47 minutes East 607.6 feet to the place of beginning and containing one and 39/100 acres.

TOGETHER with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in any wise appertaining, and the reversion and remainder, remainder and reversion, rents, issues and profits thereof.

Above described premises sold.

The Buyer and the Seller, for themselves and their respective heirs and assigns forever.

IN WITNESS WHEREOF, the said party of the first part has caused these presents to be executed by its duly authorized officers, and its corporate name and seal to be hereunto affixed the day and year first above written.

Yanco Redwood Lumber Co.,

CORPORATE SEAL

By A. E. Hamond,

President.

ATTY. L. C. Hamond,

Secretary.

STATE OF CALIFORNIA

On this 29th day of June in the year one Thousand Nine Hundred and Eleven, before me, Obed de Zalco, a Notary Public in and for said City and County, residing therein, duly commissioned and sworn, personally appeared A. E. Hamond and L. C. Hamond known to me to be the President and Secretary, respectively, of Yanco Redwood Lumber Co., the Corporation that executed the within and foregoing instrument, and to be the officers who executed the said instrument, on behalf of said Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, at my office, in the said City and County of San Francisco, the day and year in this certificate last above written.

Obed de Zalco,

Notary Public in and for the City and County of San Francisco, State of California.

The recording of this deed was completed on the request of

A. E. Hamond, June 8, 1971

By T. W. Richmond, Recorder.
SURVEY NUMBER 141.

FANCIE REDWOOD LUMBER COMPANY,
TO THE

ACREATION AND WARDER R.R.
BEGINNING AT A POINT IN THE CENTER OF THE PRESENT TRACT OF THE
ACREATION AND WARDER R.R. ON THE WEST LINE OF THE FANCIE REDWOOD
LUMBER COMPANY PROPERTY, 813.17 FEET NORTH AND 1005.63 FEET EAST OF THE
SOUTH WEST CORNER OF SEC 13 T8N R15E M.T.
THEN NORTH 813.17 FEET TO
EASTBOUND FB R.R. PROPERTY ROAD 1005.63 FEET NORTH AND 813.17 FEET WEST OF
THENCE NORTH 1005.63 FEET AND WEST 813.17 FEET.
THENCE SOUTH 1005.63 FEET AND EAST 813.17 FEET.
THENCE WEST 813.17 FEET AND NORTH 1005.63 FEET.
THENCE SOUTH 813.17 FEET AND WEST 1005.63 FEET.
THENCE WEST 1005.63 FEET AND SOUTH 813.17 FEET.
THENCE SOUTH 813.17 FEET AND EAST 1005.63 FEET.
THENCE EAST 1005.63 FEET AND SOUTH 813.17 FEET.
THENCE SOUTH 813.17 FEET AND WEST 1005.63 FEET.
THENCE WEST 813.17 FEET AND NORTH 813.17 FEET.
THENCE NORTH 1005.63 FEET AND EAST 813.17 FEET TO
THENCE NORTH 813.17 FEET AND EAST
THE POINT OF BEGINNING.

LANDING RIGHTS:

COUNTY ROAD 83:
1000 FT SOUTH TO THE CENTER OF
COUNTY ROAD 83:
1000 FT NORTH TO THE CENTER OF
COUNTY ROAD 83:
1000 FT WEST TO THE CENTER OF
COUNTY ROAD 83:
1000 FT EAST TO THE CENTER OF

FLATLAND:

COUNTY ROAD 83:
1000 FT SOUTH TO THE CENTER OF
COUNTY ROAD 83:
1000 FT NORTH TO THE CENTER OF
COUNTY ROAD 83:
1000 FT WEST TO THE CENTER OF
COUNTY ROAD 83:
1000 FT EAST TO THE CENTER OF

TABLE OF SURVEY

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<th>Measurement</th>
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FRANK E. DERICK
November 20, 1986

5 OF 55 - PAGE 55
Deeds
(1883) Book 8 of Deeds, Page 433 - Vance (33’)
(1911) Book 115 Deeds, Page 184 - Vance (33’)
(1914) Book 125 of Deeds, Page 451 - Waggoner (irr.)

Maps
5 RS 55

AP Map
Book 516, Page 25
Book 504, Page 13

Original Patent
John Vance, 3/25/1871 (BLM# CACAAA 140251)
This Indenture, Made this ...th day of ...June... in the year of our Lord one thousand nine hundred and fourteen.

Between ...Lettie Waggoner... and the said... of Humboldt, State of California.

COMPANY of the First Part, and... Railroad...the party... of the Second Part.

Witnessesth: That the said party... of the Second Part, for and in consideration of the sum of... Dollars...

of the United States of America, to... Harr... in hand paid by the said party... of the Second Part, the receipt whereof is hereby acknowledged.

do... by these presents... grant, bargain... to... deed, covenant and warrant, unto the said party... of the Second Part and to... assigns forever, all that certain lot... certain line... or parcel... of land situate, lying and being in the... County of Humboldt, State of California, and bounded and particularly described as follows, to-wit:

Commencing at a point 1255.6 ft. West and 55.5 ft. North of the South East corner of the North East quarter of the South East quarter of section fourteen (14) Township six (6) North of Range One (1) East Humboldt Meridian. Said point being the intersection of the South-West line of the right of way, previously acquired from Lettie Waggoner, with the South line of the Lettie Waggoner property. Thence, Variation 16° 20' East, along the boundary of said property South 83° 51' West 194.6 ft., North 41° 10' West 97.4 ft. Thence East 115.7 ft. more or less to S. W. side of aforesaid right of way. Thence in a Southeasterly direction along edge of said right of way to place of beginning by curve radius 603.7 ft. Chord of said curve bears South 57° 07' East 97.4 ft. Said parcel of land contains 3/10 of an Acre.

Together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in any wise pertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof.

In Witness Whereof, the said party... of the First Part... hereunto set... Harr... hand... and seal... the day and year first above written.

J. E. Merriam

State of California,

County of Humboldt.

On this 15th day of June in the year A.D. 1914, before me, J. E. Merriam, a Notary Public in and for said County, duly commissioned and sworn, personally appeared Lettie Waggoner, personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged that she executed the same.

Witness my hand and official seal,

(SEAL) J. E. Merriam,
Notary Public in and for the County of Humboldt, State of California.

Filed for Record at the Request of...

T. W. RICHMOND, Recorder

at 3:45 o'clock P.M.

By: Deputy Recorder.
Deeds
(1883) Book 126 of Deeds, Page 303 - Murphy (var.)
(1914) Book 126 of Deeds, Page 327 - Wood (var.)
(1914) Book 128 of Deeds, Page 451 - Wood (irr.)
(1914) Book 125 of Deeds, Page 451 - Waggoner (irr.)

Maps
22 RS 85

AP Map
Book 516, Page 24

Original Patent
William Murphy, 4/5/1871 (BLM# CACAAA 140252)
diameter bears North 45° East 25 links, also a hemlock 12 inches in diameter bears North 70° 36' East 23 links; thence West (variation 19° 39' East) 37.46 chains to the point of beginning, and containing 73.59 acres, more or less. Being part of the Southwest quarter of Section Twenty-five (25), Township Eight (8) North, Range One (1) East, Humboldt Meridian.

AND BE IT FURTHER RESOLVED that the President and Secretary of this Corporation be and they are hereby authorized, empowered and directed, in the name of this corporation, and as its act and deed, to sign, execute and deliver a deed conveying the above described property to said Hammond Lumber Company, this corporation hereby ratifying, approving and confirming all that said officers may do in the premises.

I FURTHER CERTIFY that Charles Weston is the duly elected, qualified and acting President, and I, the undersigned, am the duly elected, qualified and acting Secretary of said Lagoon Lumber Company.

Dated, January 6, 1914.

{CORPORATE}                                      W. A. Dusenbury,  
{SEAL}                                          Secretary of the Lagoon Lumber Company.

Recorded at the request of W. L. Walden April 27th, 1914, at 12 minutes past 4 P.M.

T. W. Richmond, Recorder.

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IN THE SUPERIOR COURT OF THE COUNTY OF HUMBOLDT, 
STATE OF CALIFORNIA.

THE ARCATA AND MAD RIVER RAILROAD COMPANY, 
Pllf.

vs-

WILLIAM MURPHY AND 
ELIZABETH J. MURPHY, 
Defts.

This cause coming on regularly to be heard before said Court and a jury sworn to try said case, on the 5th day of June, A.D. 1883 and the said jury having upon the 6th day of June A.D. 1883 rendered their verdict wherein they found, that the value of the land actually taken from defendants, by plaintiff to be Ninety dollars— and that the damage to the remaining portion of defendants land by reason of the taking of the land sought to be condemned herein, to be Two Hundred dollars — and that the cost of constructing good and substantial fences, on both sides of the land sought to be taken, and necessary cattle guard to be Three Hundred dollars — and it appearing to the Court that all of the allegations of plaintiffs complaint are true and the said plaintiff having upon the 7th day of June A.D. 1883 paid into Court for the defendants the full sum of damages awarded by said verdict, to wit, the sum of Five Hundred and Ninety dollars, and the further sum of Thirty six dollars allowed to defendants as costs herein,

Therefore, by reason of law and the premises it is by the Court, at this time ordered and adjudged that the plaintiff is entitled to have use and enjoy as a right of way upon and over which to construct and operate a railroad both by steam and horse power for the transportation of freight and passengers, that strip or parcel of land particularly described as follows, to wit: that parcel of land lying on each side of the centre line of the Arcata and Mad River Railroad as located and surveyed — which centre line is described as follows, to wit: Entering the south half of the southeast quarter of Section Fourteen in Township Six North Range one East of Humboldt Meridian, at a point 1860 feet North, and 220 feet East of the
quarter section corner on the South line of said Section Fourteen, Township Six North, Range One East, Humboldt Meridian, running thence South 37° East 100 feet; thence South 53° East 100 feet; thence South 69° East 100 feet; thence South 85° East 100 feet; thence North 79° East 100 feet; thence North 68° East 300 feet; thence North 76° East 100 feet; thence North 82° East 100 feet; thence South 82° East 100 feet; thence South 76° East 100 feet; thence South 60° East 100 feet; thence South 52° East 300 feet; thence South 59° East 100 feet; thence South 66° East 100 feet; thence South 73° East 100 feet; thence South 60° East 100 feet; thence South 87° East 100 feet; thence North 86° East 100 feet; thence North 79° East 100 feet; thence North 71° East 200 feet.

Said strip of land to be in width two rods on each side of said line, except for a distance of one hundred feet on each bank of Mad River from where said line crosses said river, said strip of land in to be of the width of eight rods four rods on each side of said line - and the said parcel of land is hereby condemned for the use of the plaintiff, for the purposes aforesaid.

And the said defendants being represented in Court by their attorney J. D. M. Chamberlin, Esq.- And the said attorney for defendants consenting thereto, in open Court - it is further ordered that the plaintiff may take immediate possession of said above described property, for the purposes aforesaid, and continue in the use and possession of said premises.

Done in open Court
this 7th day of June, 1883.

J. T. NATHANES,
Judge of Superior Court.

(Endorsed)

Filed June 7th, 1883. L. T. Kinsey, Clerk.

State of California,
County of Humboldt.

I, GEO. W. COUSINS, County Clerk of the County of Humboldt, State of California, and ex-officio Clerk of the Superior Court in and for said Humboldt County (which is a Court of Record), do hereby certify that the foregoing is a full, true and correct copy of the original Judgment in the case of THE ARCATA AND MAD RIVER RAILROAD COMPANY, Plaintiff vs. WILLIAM MURPHY and ELIZABETH J. MURPHY, Defts. as the same now appears on file and of record in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the superior Court of Humboldt County this 27th day of April A.D. 1914.

(SEAL) GEO. W. COUSINS,
County Clerk and ex-officio Clerk of the Superior Court of Humboldt County.

By I. H. Cousins, Deputy.

Recorded at the request of Belcher & Crane Co. April 27th 1914, at 59 minutes past 4 P.M.

T. W. Richmond, Recorder.

By L. S. Richmond, Deputy.

In the superior Court of the State of California,
In and for the county of Humboldt.

In the matter of the estate of
James Edwin Rutledge,
Deceased.

The petition of J. H. O. Weaver as the Administrator of the estate of the said James Edwin Rutledge, deceased, praying that a decree be made and entered herein by this court assigning to Annie Rutledge, the widow of the said James Edwin Rutledge, deceased, the whole
This agreement, made this 7th day of April, in the year of our Lord one thousand nine hundred fourteen, between David Wood and Minnie Wood, his wife, of the County of Humboldt, State of California, the parties of the first part, and The Arcata and Red River Railroad Company, a corporation duly organized and existing under the laws of the State of California, or the same place, the party of the second part, WITNESSETH: That the said parties of the first part, for and in consideration of the sum of Ten Dollars, paid in lawful money of the United States of America, to them in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, do by these presents grant, bargain and sell, convey and enure unto the said party of the second part, and to its successors and assigns forever, all those certain lots, pieces or parcels of land situated, lying and being in the County of Humboldt, State of California, and bounded and particularly described as follows, to-wit:

Comencing at a point on the north line of the south half of Township Six (6) North of Range One (1) East, Humboldt Base and Meridian, one thousand and twenty (1020) feet west of the iron pin set in licensed survey number 64 for the southwest corner of the southeast quarter of said section 14, said point also being in the center of the present track of the Arcata and Red River Railroad, thence by tangents along the center of said track, south the degree 60 minutes east eighty two (82) feet, thence by 20 degree 10 minute curve to left 115.25 feet, north two hundred and sixty three and 5/10 (263.5/10) feet to the center of the first pier in the west end of the present rail-road bridge, thence by tangents to said curve, north 10 degrees 10 minutes east, two hundred and sixty four (264) feet to the west line of the property of the Arcata and Red River Railroad Company.

said right of way to be sixty (60) feet on the right or north and thirty (30) feet in width on the left or north of the above described center line the first four hundred (400) feet.

From this point the right of way is to be sixty six (66) feet in width on each side of the above described center line one hundred (100) feet to the top side of said bridge, and from the top of said bridge on the west side of said bridge to the property of the Arcata and Red River Railroad Company, the right of way to be sixty six (66) feet in width on the left or north and one hundred and sixty six (166) feet in width on the right or south of the above described center line.

The lands hereby conveyed are more particularly described and shown on the attached map which is made a part hereof, said lands hereby conveyed are bounded on said map by being colored green and purple.

Subject to all and singular the covenants, conditions and restrictions thereunto belonging, or to accompany appurtenant, and the revenue and revenues, remainder and remaindermen, rents, issues and profits thereof.

To rate and to kind, all and singular the said premises, together with the appurtenances, unto the said party of the second part, and to its successors and assigns forever.

In Witness Whereof, the said parties of the first part have hereunto set their hands and sealed this day and year first above written.

Signed, sealed and delivered in the presence of

[Signatures]

David Wood

Minnie Wood
State of California, County of Humboldt.

ON THE 30TH DAY OF APRIL A.D. ONE THOUSAND NINE HUNDRED AND SEVENTEEN, BEFORE ME, J. H. Childs, a Notary Public in and for said County, personally appeared David Wood and Minnie Wood, his wife, known to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same.

Witness my hand and official seal.

(SEAL) J. H. Childs,
Notary Public in and for the County of Humboldt, State of California.
State of California

H. D. Colyar

I HEREBY CERTIFY, that I have on this day of April 27, 1914, received from H. D. Colyar, a certificate of the Auditor of the County of Humboldt, dated April 23, 1914, containing said auditor's estimate of the amount (and specifying the several amounts thereof) necessary to be paid to redeem that certain tract of land situated in said county, assessed to John Colyar and described as follows, to wit:

70 acres off N end of 8 of NW Sec. 26, T. 6 N., R. 2 E. M.

Deeded to State. Said land was sold to the State July 3, 1895, for delinquent taxes for the year 1894, and included herein are delinquent taxes of 1895-1896-1897-1898-1899-1900-1901-1902-1903-1904-1905. Said certificate was made on the application of H. D. Colyar, the person desiring to redeem, and was properly indorsed, with the receipt of the Treasurer of said county, for the amount, to wit: $156.04, specified in said estimate, in accordance with section three thousand eight hundred and seventeen of the Political Code.

(SEAL) John S. Chambers, Controller.

Recorded at the request of County Auditor May 4th 1914, at 55 minutes past 9 o'clock A. M.

T. W. Richmond, Recorder.

Susan D. Lewis et al

H. T. Schwegler

THIS INDEBTURE, made this tenth day of April in the year of our Lord, one thousand nine hundred and fourteen, BETWEEN SUSAN D. LEWIS, formerly and who derived title to the land hereinafter described under the name of Susan D. Porter, of the County of Sonoma, State of California, and RICHARD CLIFFORD PORTER, her son, of the County of Alameda, State of California, the parties of the first part, and H. T. SCHWEGLER of the County of Sonoma, State of California, the party of the second part,

WITNESSETH, that the said parties of the first part, for and in consideration of the sum of Ten Dollars, cold coin of the United States of America, to them in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, have granted, bargained and sold, conveyed and confirmed, and by these presents do grant, bargain and sell, convey and confirm, unto the said party of the second part, and to his heirs and assigns forever, all that certain land situate, lying and being in the County of Humboldt, State of California, and bounded and particularly described as follows, to wit:

Beginning at a point Three Hundred seventy-six and thirty-two hundredths feet South of the Northeast corner of Souls and Lloyd Streets of the Second Enlargement of Sunnyvale Tract and running from thence South along the East line of Souls Street Two hundred eighty-six and sixty-eight hundredths feet; thence at right angles East Two hundred Thirty-one and one-half feet; thence at right angles North Two Hundred Eighty-six and sixty-eight hundredths feet; thence at right angles West along the South line of the land formerly owned by John Louis Broughton two hundred thirty-one and one-half feet to the place of beginning. BOUND a portion of the same property conveyed by Jacob McGlone to Susan D. Porter by deed dated January 2nd, 1902, and recorded January 3rd, 1902, in Book 76 of Deeds at page 97, Records of Humboldt County.
This Indenture, Made this _______ day of November in the year of our Lord one thousand nine hundred and ______ day of November, in the year of our Lord one thousand nine hundred and___________ in the year of our Lord one thousand nine hundred and_____________, and ____________...and ____________... and Covenants....

DAVID WOOD and MINNIE WOOD, his wife, of the County of Humboldt, State of California, the Writings, of the parties of the first part, and THE ARCATA AND MAD RIVER RAILROAD COMPANY, a corporation, duly organized and existing under the laws of the State of California, of the said State, of the said part, Writings... Of the parties of the second part Writings, That the said part, _______ of the first part, for and in consideration of the sum of _______ DOLLARS... of the United States of America, to-wit... in hand paid by the said part, _______ of the second part, the receipt whereof is hereby acknowledged, do... by these presents... grant, bargain, sell, convey and confirm unto the said part, _______ of the second part and to _______ and assigns forever, all that... certain lot... piece... of land situate, lying and being in the County of Humboldt, State of California, and bounded and described as follows, to-wit:...

Beginning at a point on the north line of the south-west quarter of the south-east quarter of Section number Fourteen (14) of Township Six (6) North of Range One (1) East of Humboldt Base and Meridian, distant four hundred forty-four (444') feet west of the northeast corner of the said south-west quarter of the south-east quarter of Section Fourteen, and running thence south forty-five degrees east sixty-four (64') feet, thence westerly and northerly along the north and east line of the Arcata and Mad River Railroad right of way to where the said right of way intersects the said north line of the south-west quarter of the south-east quarter of Section Fourteen, thence east along said line five hundred twenty-five (525') feet to place of beginning, containing one and seventy one hundredths (1.70) acres.

ALSO DESCRIBED as all land in said south-west quarter of the south-east quarter of Section Fourteen of Township Six (6) North of Range One (1) East of Humboldt Base and Meridian lying north of said Arcata and Mad River Railroad right of way.

Together with all and singular the tenements, hereditaments and appurtenances thereto belonging or in any wise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof.

To have and to hold all and singular the said premises, together with the appurtenances, unto the said part, _______ of the second part and to...<br>...and assigns forever, to-wit....

In Witness Whereof, the said part, _______ of the first part, has hereunto set their hands, and seal, the day and year first above written.

[Seal]

[Seal]

State of California, }
County of Humboldt, } SS

On this _______ day of November in the year A.D.1914, before me, J. E. Childs, a Notary Public in and for said County, duly commissioned and sworn, personally appeared David Wood and Minnie Wood, his wife, personally known to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same.

Witness my hand and official seal,

(SEAL) J. E. Childs,
Notary Public in and for the County of Humboldt,
State of California.

Filed for record at the request of...

Arcata and Mad River R.R. Co. December 12th, A.D.1914, at 11:46 o'clock A.M.

T. W. RICHMOND, Recorder

By __________________________ Deputy Recorder
This Indenture, Made this __________ day of __________ June __________ in the year __________ of our Lord one thousand nine hundred ... and fourteen.

Between ________________ of the County of Humboldt, State of California.

COMPANY OF THE E same place.

...the part y... of the first part, and ...The Arcata & Mad River Railroad...

...the party... of the second part.

Witnesseth: That the said part y... of the first part, for and in consideration of the sum of __________ DOLLARS __________ of the United States of America, to __________..

Do all by these presents, grant, bargain, sell, convey and confirm, unto the said part y... of the second part and to __________

...assigns forever, all that certain lot, piece, or parcel... of land situate, lying and being in the County of Humboldt, State of California, and bounded and particularly described as follows, to wit:

Comencing at a point 1255.6 ft West and 55.5 ft. North of the South East corner of the North East quarter of the South East quarter of section fourteen (14) Township six (6) North of Range one (1) East Humboldt Meridian. Said point being the intersection of the South-West side of the right of way, previously acquired from Lettle Wagonner, with the South line of the Lettle Wagonner property. Thence, Variation 18° 25' East, along the boundary of said property South 53° 51' West 194.6 ft., North 41° West 97.6 ft. Thence East 175.7 ft. more or less to S. W. side of aforesaid right of way. Thence in a Southeasterly direction along edge of said right of way to place of beginning by curve radius 603.7 ft. Chord of said curve bears South 57° 07' East 97.4 ft. Said parcel of land contains 3/10 of an Acre.

Together with all and singular the tenements, hereditaments and appurtenances thereto belonging or in any wise appertaining, and the reversion and reversions, remainder and remains, rents, issues and profits thereof.

Signed, sealed and delivered in the presence of ________________

J. E. Merriam, ________________

State of California,

County of Humboldt.

On this 15th day of June in the year A.D. 1914, before me, J. E. Merriam, a Notary Public in and for said County, duly commissioned and sworn, personally appeared Lettle Wagonner personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged that she executed the same.

Witnesse my hand and official seal,

(SEAL) J. E. Merriam,

Notary Public in and for the County of Humboldt,

State of California.

Filed for Record as per Request of ________________

T. W. RICHMOND, Recorder

at 3:45 o'clock P.M.

By ________________ Deputy Recorder.
NOTE
This Record of Survey is excluded from The Subdivision Map Act by Subparagraph 3 of Section 1139.

12239
Filed for record this 12 day of March, 1966, at 8:30 a.m. in Book 22 of Surveys of Page 86 Humboldt County Records, at the request of Hugh E. Kelly.

This map has been examined for conformance with the requirements of the Land Surveyor Act this 10 day of July, 1966.

Walter McArthur, Deputy
Humboldt County Recorder

Earle T. Johnson

Humboldt County Surveyor

MARCH 1966
Scale: 1" = 100'

This map correctly represents a survey made by me and under my direction in accordance with the Land Surveyors Act at the request of Earl Johnson in February 1966.

Earle T. Johnson

Humboldt County Surveyor

Book 22 of Surveys, Page 86
Deeds
(1883) Book 8 of Deeds, Page 433 - Vance (33’)
(1883) Book 126 of Deeds, Page 303 - Murphy (var.)
(1911) Book 115 Deeds, Page 184 - Vance (33’)
(1914) Book 125 of Deeds, Page 451 - Waggoner (irr.)

Maps
5 RS 55

AP Map
Book 504, Page 12

Original Patent
William R. Lindsey, 11/1/1860 (BLM# CACAAA 140087)
Deeds
(1883) Book 126 of Deeds, Page 303 - Murphy (var.)
(1891) Book 43 of Deeds, Page 562 - Zaruba (irr.)
(1914) Book 125 of Deeds, Page 451 - Waggoner (irr.)

Maps

AP Map
Book 504, Page 13

Original Patent
William Murphy, 8/10/1872 (BLM# CACAAA 140304)
This Indenture, made the 20th day of June in the year of our Lord, One thousand eight hundred and ninety-one, between Alcide Gerets, the party of the first part, and The Atchafalaya and Mad River Railroad Company, a corporation duly organized and existing under and by virtue of the laws of the State of California, the party of the second part.

Witnesseth:

That the said party of the first part for and in consideration of the sum of Two Hundred Dollars, new, coins of the United States of America, to him in hand paid, by the said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, sold, conveyed and confirmed to, and by these presents do grant, bargain, sell, convey and confirm unto the said party of the second part, and to his heirs and assigns forever, all that certain lot, piece or parcel of land, situated, lying and being in the County of Humboldt, State of California, and bounded and particularly described as follows to wit:

Commencing at the greatest (1/4) section point (point being taken as the United States Survey) in the center of section number Thirty Five (35) Township number Six (6) north of range one (1), east of Humboldt Meridian and running thence east Eight (8) chains and Thirteen (13) links to the center of Dutchess lough (acres) thence southerly following the meanderings of said Dutchess lough at its center Thirty Five (35) chains and Eight (8) links to Humboldt Bay, thence on northerly course following the meanderings of said Humboldt Bay Thirty Thirty Five (33 1/2) chains and Eighty (80) links to subdivision line, thence north Eight (8) chains and Forty (40) links; thence east to
place of beginning containing Forty acres and there more or less.

Also all that other certain lot, piece or parcel of land situate, lying and being in the County of Humboldt, State of California and bounded and particularly described as follows to wit:

Beginning at the corner to section number Twenty One (21), Twenty Two (22) and Twenty Four (24), in Township number six (6), North of Range one (11) East of Humboldt base and Meridian, running there north Forty (40) Chains thence west Twenty six (26) and seventy three one hundredth (1/100) Chain to the bank of Mad River, thence along high bank south Forty Five (45) degrees east One and Eighty seven one hundredths (87 7/100) Chains; thence south Fifty eight one and one half (11/2) degrees east one and ninety six one hundredths (96 1/100) Chains; thence south Twenty six (26) and three fourths (3/4) degrees east Twenty Two (22) Chains to the corner to section number Twenty One (21), Twenty Two (22) and Twenty Four (24), in Township number six (6), North of Range one (11) East of Humboldt base and Meridian, running there north Forty (40) Chains thence west Twenty six (26) and seventy three one hundredth (1/100) Chain to the bank of Mad River, thence along high bank south Forty Five (45) degrees east One and Eighty seven one hundredths (87 7/100) Chains; thence south Fifty eight one and one half (11/2) degrees east one and ninety six one hundredths (96 1/100) Chains; thence south Twenty six (26) and three fourths (3/4) degrees east Twenty Two (22) Chains.

Together with all and singular the tenements, terms, determinations and appurtenances thereunto belonging or in any wise affecting, and the rents and revenues, remainder and reversion, rents, issues and profits thereof.

And also all the...
estate, right, title, interest, property, possession, dominion and demand whatever as well in law as in equity of the said part of the first part, of, in or to the above described premises and every part and parcel thereof, with the appurtenances.

To have and to hold all and singular the above mentioned and described premises, together with the appurtenances unto the said party of the second part, its heirs and assigns forever.

In Witness Whereof, the said party of the first part has hereunto set his hand and seal the day and year first above written.

[Signature]

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**Deeds**
(1883) Book 8 of Deeds, Page 699 - Norton (25’)
(1926) Book 175 of Deeds, Page 455 - Swanson (12’)

**Maps**
27 RS 55

**AP Map**
Book 516, Page 10

**Original Patent**
George H. Hall, 11/10/1860 (BLM# CACAAA 140105)
said party of the second part and to their heirs
and assigns forever.
In consideration of the said party of the first part
hereunto set his hand and seal the day and
year first above written
Said sealed and delivered in the \\

Before

in the presence of Byrn Deming

State of California           \\
County of Humboldt

This 28th day of May one thousand
eight hundred and eighty three before me Byrn Deming
a Notary Public in and for said County residing
therein duly commissioned and sworn personally
appeared A. Boston known to me to be the person
described in and whose name is subscribed to the
within instrument and acknowledged to me that
she executed the same

In consideration whereof I have hereunto set my hand and
affixed my official seal at my office in the County of
Humboldt the day and year first above written

Byrn Deming
Notary Public

Recorded at the request of A. Boston May 21st, 1883
at 4:50 minutes past 10 A.M.

Geo. Kellogg
Recorded

Samuel Dowd
P. J. Dowd by
P. A. Dowd First hand

H. S. Lampl

This Indenture made the twenty-eighth day
of October in the year
of our Lord one thousand
eight hundred and eighty

Between Samuel Dowd and Pomeroy Down
of the County of Trempealeau State of Wisconsin by
This Indenture, made this first day of June in the year of our Lord one thousand nine hundred and twenty-six

Between Lucy J. Swanson and Peter Swanson, her husband, of the County of Humboldt,
State of California, the party of the first part,
and The Arcata and Mad River Railroad Company, a corporation, of the same place, the party of the second part,

Witneseeth: That the said part y of the first part, for and in consideration of the sum of Ten Dollars, of the United States of America to her in hand paid by the said part y of the second part, the receipt whereof is hereby acknowledged,

do by these presents, grant, bargain, sell, convey and confirm unto the said party of the second part and to their heirs and assigns forever, all that certain lot, piece, or parcel of land situate, lying and being in the
said County of Humboldt, State of California, bounded and particularly described as follows, to wit:

A strip of land twelve (12) feet wide and seven hundred twenty (720) feet long, parallel to Arcata and Mad River Railroad tracks, commencing at a point 179.4 feet South and 701.9 feet East of the Northeast corner, of the Southwest quarter of the Southwest quarter Sec. 13 T 3 N R 2 E H M and running thence N 4° 25' E 12 feet, thence S 85° 35' E, 720 feet, thence 8° 4° 25' W 12 feet, thence N 85° 35' W 720 feet, to the point of beginning, being 2/10 acres more or less.

Together with all and singular the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof.

To have and to hold, all and singular the said premises, together with the appurtenances, unto the said part y of the second part and to their heirs and assigns forever.

In Witness Whereof the said part y of the first part have hereunto set their hand and seal the day and year first above written.

Signed, sealed and delivered in the Presence of

J. E. Merriam

Peter Swanson

State of California,
COUNTY OF HUMBOLDT.

On this first day of June in the year A.D. 1926, before me, J. E. Merriam, a Notary Public in and for said County, duly commissioned and sworn, personally appeared Lucy J. Swanson and Peter Swanson, her husband, personally known to me to be the persons whose names are subscribed to the within instrument, and acknowledged that they executed the same.

WITNESS my hand and official seal,

(SIGNATURE)

J. E. Merriam,
Notary Public in and for the County of Humboldt,
State of California.

2215 FILED for Record at the Request of H. A. Baldwin June 2nd A.D. 1926 at 12:01 o'clock P.M., in Book 175 of Deeds, page 455, Records of Humboldt County.

A. E. Torrey, Recorder.

By A. T. Smith, Deputy Recorder.
[ 17 ]

Deeds
(1883) Book 8 of Deeds, Page 699 - Norton (25’)

Maps
11 RS 176
39 RS 13

AP Map
Book 516, Pages 11 & 15

Original Patent
George H. Hall, 11/1/1860 (BLM# CACAAA 140350)
PTN S½ SEC 13, 6N1E

NOTE:

VERY LITTLE ON THIS PAGE FITS,
DISTANCES ON GROUND DO NOT MATCH DEED DESCRIPTIONS.
S16-151-07 / PART SBE 803-12-3B P3

GLENDALE DR. (OLD 299)

FLOOD ZONE NO. 3

NOTE S16-151-07 / PART SBE 803-12-3B P3
Deeds
(1883) Book 8 of Deeds, Page 699 - Norton (25’)

Maps
39 RS 13

AP Map
Book 516, Pages 15 & 12

Original Patent
Hannah J. Lutz, 8/1/1872 (BLM# CACAAA 140302)
NOTE:
VEE LITTLE ON THIS PAGE FITS.
DISTANCES ON GROUND DO NOT MATCH DEED DESCRIPTIONS.
516-151-C7 / PART 5BE 603-12-158 P3

PTN S½ SEC 13, 6N1E

GLendale Dr. OLD 299

FLOOD ZONE NO. 1

ARMA T.P.R.
Deeds
(1883) Book 8 of Deeds, Page 699 - Norton (25’)
(1906) Book 96 of Deeds, Page 5 - Lugeneel (25’)
(1906) Book 96 of Deeds, Page 4 - Kern (25’)

Maps
30 RS 136
27 PM 84
54 RS 13
16 PM 88

AP Map
Book 516, Pages 12 & 13

Original Patent
Hannah J. Lutz, 8/1/1872 (BLM# CACAAA 140302)
GEORGE W. LUGENBEUL

TO

AROATA & MAD RIVER
RAILROAD

This Indenture, made this 28th. day of February A.D.1906.

Between George W. Lugenbeul, of the County of Humboldt, State of California
the party of the first part, and the Aroata & Mad River Railroad Company
a Corporation of the same place, the party of the second part.

Witnessesthat the said party of the first part, for and in consideration of the covenants
and agreements herein contained, do by these presents, grant, bargain, sell, convey and confirm
unto the said party of the second part and to its assigns a Right of Way twenty-five (25) feet
in width for a Railroad, commencing at a point on S.E. side of the land conveyed by A. Merrian to
Iseus Minor, deceased June 1st, 1895, and recorded in the office of the County Recorder of said
Humboldt County in Book 18 of Deeds Page 380 Records of Humboldt County, and running in a South-
-easterly direction across the lands owned by the said party of the first part to the land of
William Kern.

In consideration for the said Right of Way the said party of the second part does by this
instrument convey to said party of the first part, all former Rights of Way owned by said party
of the second part across the said premises herein described. Also, said party of the second
is to remove or cause to be removed within a reasonable time all telephone poles and snadilla
timber, and building from the said Right of Way to a depth below the surface of the ground so that
said land can be cultivated with a plow.

The said party of the first party reserves the Right to a road across the said new Right of
Way, sufficient width and height to haul hay or other material across the same.

Also; the said party of the first party reserves on said new right of way the right to cut a
ditch of sufficient width and depth to carry the water of the creek that now passes through said
property.

This instrument of Agreement of Right of Way is executed in duplicate.

In witness whereof, the said parties herein have hereunto set their hands and seals.

Signed, sealed and delivered in the presence of J.E. Merrian
State of California)
County of Humboldt)

George W. Lugeneuel

(Seal)

Aroata & Mad River R.R. Co.

(Seal)

H.W. Jackson, Supt.

(Seal)

On this 27th day of February in the year one thousand nine hundred
and six, before me, J.E. Merrian, a Notary Public in and for said Humboldt County, residing
therein, duly commissioned and sworn, personally appeared George W. Lugeneuel known to me to be
the person whose name is subscribed to the within instrument, and acknowledged to me that he
executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official Seal, at my office
in the said county of Humboldt, the day and year in this Certificate first above written.

J.E. Merrian, Notary Public in and for said Humboldt
County, State of California.

( Seal )

On this 27th day of February in the year one thousand nine hundred
and six, before me, J.E. Merrian, a Notary Public in and for said county, of Humboldt, personally
appeared H.W. Jackson known to me to be the Superintendent of the Corporation that executed
the within instrument, and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official Seal, at my office
in the said county of Humboldt, the day and year in this Certificate first above written.

J.E. Merrian, Notary Public in and for said Humboldt
County, State of California.

( Seal )

Recorded at the request of H.W. Jackson June 6th, 1906, at 35 minutes past 10 A.M.

Fred Robinson, Recorder.
WILLIAM KERN

TO

ARORA & MAD RIVER RAILROAD


IN CONSIDERATION FOR THE SAID RIGHT OF WAY THE SAID PARTY OF THE SECOND PART DOES BY THIS INSTRUMENT CONVEY TO SAID PARTY OF THE FIRST PART, THE OLD ABANDONED RIGHT OF WAY ACROSS SAID LAND; ALSO THE RIGHT TO A WATER DRAIN OR DITCH TO RUN PARALLEL AND ON THE RIGHT OF WAY OF THE SAID PARTY OF THE SECOND PART TO THE MAIN CREEK LEADING TO THE COUNTY WAGON ROAD.

THIS INSTRUMENT OF AGREEMENT OF RIGHT OF WAY IS EXECUTED IN DUPLICATE.

IN WITNESS WHEREOF, THE SAID PARTIES HERIN HAVE HEREUNTO SET THEIR HANDS AND SEALS.

SIGNED, SEALED AND DELIVERED IN THE PRESENCE OF J.E. WERRIER

WILLIAM KERN

ARORA & MAD RIVER R.R. CO.

J.E. WERRIER, NOTARY PUBLIC IN AND FOR SAID HUMBOLDT COUNTY, STATE OF CALIFORNIA.

STATE OF CALIFORNIA

COUNTY OF HUMBOLDT

ON THIS 37TH DAY OF FEBRUARY, IN THE YEAR ONE THOUSAND NINE HUNDRED AND SIX, BEFORE ME, J.E. WERRIER, A NOTARY PUBLIC IN AND FOR SAID HUMBOLDT COUNTY, PERSONALLY APPEARED W.E. JACKSON, KNOWN TO ME TO BE THE SUPERINTENDENT OF THE CORPORATION THAT EXECUTED THE WITHIN INSTRUMENT, AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HERETO SET MY HAND AND AFFIXED MY OFFICIAL SEAL, AT MY OFFICE IN THE COUNTY OF HUMBOLDT, THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

J.E. WERRIER, NOTARY PUBLIC IN AND FOR SAID HUMBOLDT COUNTY, STATE OF CALIFORNIA.

STATE OF CALIFORNIA

COUNTY OF HUMBOLDT

ON THIS 37TH DAY OF FEBRUARY, IN THE YEAR ONE THOUSAND NINE HUNDRED AND SIX, BEFORE ME, J.E. WERRIER, A NOTARY PUBLIC IN AND FOR SAID HUMBOLDT COUNTY, PERSONALLY APPEARED WILLIAM KERN, KNOWN TO ME TO BE THE PERSON Whose NAME IS SUBSCRIBED TO THE WITHIN INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HERETO SET MY HAND AND AFFIXED MY OFFICIAL SEAL, AT MY OFFICE IN THE COUNTY OF HUMBOLDT, THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

J.E. WERRIER, NOTARY PUBLIC IN AND FOR SAID HUMBOLDT COUNTY, STATE OF CALIFORNIA.

RECORDED AT THE REQUEST OF W.E. JACKSON, JUNE 8TH, 1906, AT 10 MINUTES PAST 10 A.M.

FRED ROBINSON, RECORDER.
Record of Survey

For

M&O Timber Company

In Sec. 13, T. 6N, R. 18E, H. M.

Scale 1" = 200'

Nov. 1974

Oscar LaRoe & Associates
Brek, CA

Sheet E of 4 sheets

Indicates corner found as noted.

Indicates iron pipe with plug stamped L5 3115 set on this survey.
[ 20 ]

Deeds
(1883) Book 8 of Deeds, Page 699 - Norton (25’)

Maps
39 RS 12

AP Map
Book 516, Page 14

Original Patent
Samuel G. Robinson, 11/1/1860 (BLM# CACAAA 140362)
Deeds
(1883) Book 8 of Deeds, Page 697 - Stewart (30')

Maps

AP Map
Book 312, Page 8

Original Patent
Samuel Boman, 6/15/1877 (BLM# CACAAA 141275)
Recorded at the request of W.H. Cowie on May 3rd, 1888 at 50 minutes past 10 AM.

Sd. Allen.

Recorder.

Lot Stewart

To

The Arcata & Mad River Railroad Company

This instrument made the 24th day of May in the year of our Lord one thousand eight hundred and eighty-three between W.H. Stewart of the County of Humboldt, State of California, the party of the first part and the Arcata & Mad River Railroad Company of the same County and State, the party of the second part, Witnesseth that the said party of the first part for and in consideration of the sum of Two Hundred Dollars paid to me, the said party of the second part, the receipt whereof is hereby acknowledged due by these presents, grant, bargain, sell, convey and confirm unto the said party of the second part and to their heirs and assigns forever all that certain lot, piece or parcel of land situate, lying and being in the County of Humboldt, State of California and bounded and particularly described as follows: Third Reference being had to the United States Survey, a strip of land thirty (30) feet wide on and over the north west quarter (4%) of the north west quarter (4%) of Section number nineteen (19) Township number six (6) North of Range two (2) East Humboldt Meridian on the south west side of the County Road and as near as practicable where the survey for a Railroad made by the party of the second part now runs.

It is agreed and understood that the party of the second part will make necessary easements for the use of party of first part.
Together with all and singular the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining and the possession and receipts, remainders and reversion, issue and profits thereof
Do have and to have all and singular the said premises together with the appurtenances unto the said party of the second part and to their heirs and assigns forever.
In witness whereof the said party of the first part hath hereunto set his hand and seal the day and year first above written.

Signed, sealed and delivered in the presence of Byron Deming

[Seal]

State of California
County of Humboldt

On the 28th day of May, one thousand eight hundred and eighty three, before me, Byron Deming a Notary Public in and for said County, legally commissioned and sworn personally appeared

W. Stewart, known to me to be the person described in and whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

In witness whereof I have hereunto set my hand and affixed my official seal at my office in the County of Humboldt the day and year first above written.

Byron Deming
Notary Public

Recorded at the request of W. C. Cowan, May 31st, 1883 at 10 a.m.

Geo. Kellogg
Recorder
Deeds
(1883) Book 8 of Deeds, Page 699 - Norton (25’)

Maps

AP Map
Book 312, Page 8

Original Patent
Almonzo Norton, 8/30/1875 (BLM# CACAAA 140970)
Deeds
(1883) Book 8 of Deeds, Page 699 - Norton (25’)

Maps

AP Map
Book 312, Page 9

Original Patent
Almonzo Norton, 8/30/1875 (BLM# CACAAA 140970)
DIRECTOR'S DEED

KNOW ALL MEN BY THESE PRESENTS:

That the STATE OF CALIFORNIA, acting by and through its Director of Public Works, does hereby grant to
THE ARCATA AND MAD RIVER RAIL ROAD COMPANY, a corporation,

all that certain real property situate, lying and being in the

County of Humboldt, State of California, described as follows, to-wit:

Those portions of the west half of Section 19, Township 6 North, Range 2 East, Humboldt Base and Meridian, described as follows:

PARCEL 1

Beginning at a point from which the northeast corner of the southwest quarter of Section 19, Township 6 North, Range 2 East, Humboldt Base and Meridian, bears S. 78° 33' 48" E., 1276.62 feet, and from which point of beginning Engineer's Station "A" 293+28.27 P.O.T. of the Department of Public Works' survey between Mad River and the North Fork of Mad River (State highway I-Hum-20-A,B) bears S. 13° 40' W., 832.14 feet;

(1) Thence, from a tangent that bears S. 55° 55' E., along a curve to the right having a radius of 525 feet, through an angle of 11° 14' 27", a distance of 103 feet, more or less, to the easterly line of The Arcata and Mad River Rail Road Company right of way;

(2) Thence, northerly, along said easterly line, 100 feet, more or less, to a point that bears S. 78° 05' W., from the point of beginning;

(3) Thence, N. 78° 05' E., 12.5 feet, more or less, to the point of beginning.

Containing 0.01 of an acre, more or less.
PARCEL 2

Commencing at a point from which the northeast corner of the southwest quarter of Section 19, Township 6 North, Range 2 East, Humboldt Base and Meridian, bears S. 78° 33' 48" E., 1276.62 feet, and from which point Engineer's Station "A" 293+28.27 P.O.T. of the Department of Public Works' survey between Mad River and the North Fork of Mad River (State highway I-Hum-20-A,B) bears S. 13° 40' W., 832.14 feet; thence, S. 78° 05' W., 50.00 feet to the TRUE POINT OF BEGINNING;

(1) Thence, from a tangent that bears S. 11° 55' E., along a curve to the right having a radius of 475 feet, through an angle of 41° 55', a distance of 347.50 feet;

(2) Thence, S. 30° 00' W., 116.48 feet;

(3) Thence, tangent to last mentioned course, along a curve to the left having a radius of 525 feet, through an angle of 17° 25' 51", a distance of 159.72 feet;

(4) Thence, S. 80° 55' 28" E., 50.10 feet, to a curve that is concentric with and 50.00 feet easterly, measured radially from course (3);

(5) Thence, from a tangent that bears N. 12° 56' 15" E., along said concentric curve, with a radius of 475 feet, through an angle of 17° 03' 45", a distance of 141.45 feet to a point that bears S. 80° 00' E., 50.00 feet from the southwesterly terminus of course (2);

(6) Thence, N. 30° 00' E., 116.48 feet;

(7) Thence, tangent to the last mentioned course, along a curve to the left having a radius of 525 feet, a distance of 195 feet, more or less, to the westerly line of The Arcata and Mad River Railroad Company right of way;

(8) Thence, northerly, along said westerly line, 180 feet, more or less, to an intersection with the course described above as S. 78° 05' W., 50.00 feet;

(9) Thence, along said course, S. 78° 05' W., 12.5 feet, more or less, to the TRUE POINT OF BEGINNING.

Containing 0.61 of an acre, more or less.

PARCEL 3

Beginning at a point from which the northeast corner of the southwest quarter of Section 19, Township 6 North, Range 2 East, Humboldt Base and Meridian, bears N. 62° 01' 36" E., 1532.06 feet, and from which point of beginning Engineer's Station "A" 294+58.96 P.O.T. of the Department of Public Works' survey between Mad River and the North Fork of Mad River (State highway I-Hum-20-A,B) bears N. 13° 40' E., 136.17 feet;

(1) Thence, S. 56° 27' 20" W., 50.00 feet;

(2) Thence, from a tangent that bears N. 38° 32' 40" W., along a curve to the right having a radius of 525 feet, through an angle of 46° 06' 49", a distance of 422.54 feet;

(3) Thence, S. 80° 55' 28" E., 50.10 feet;
(4) Thence, from a tangent that bears S. 12° 56' 15" W., along a curve to the left having a radius of 475 feet, through an angle of 46° 28' 55", a distance of 385.35 feet to the point of beginning.

Containing 0.46 of an acre, more or less.

Reserving unto the State of California, an easement for highway purposes over and across the above described Parcel 3.

PARCEL 4

Beginning at a point from which the northeast corner of the southwest quarter of Section 19, Township 6 North, Range 2 East, Humboldt Base and Meridian, bears N. 62° 01' 36" E., 1532.06 feet, and from which point of beginning Engineer's Station "a" 294+58.96 P.O.T. of the Department of Public Works' survey between Mad River and the North Fork of Mad River (State highway I-Hum-20-A,B) bears N. 13° 40' E., 136.17 feet;

(1) Thence, from a tangent that bears S. 33° 32' 40" E., along a curve to the left having a radius of 475 feet, through an angle of 33° 45' 20", a distance of 263.26 feet;

(2) Thence, S. 65° 18' E., 215.22 feet;

(3) Thence, tangent to the last mentioned course, along a curve to the right having a radius of 2225 feet, through an angle of 13° 51' 55", a distance of 538.44 feet;

(4) Thence, S. 51° 26' 05" E., 182.71 feet;

(5) Thence, tangent to the last mentioned course, along a curve to the right having a radius of 1025 feet through an angle of 3° 13' 00", a distance of 57.55 feet to the westerly line of the Grata and Mad River Railroad Company right of way;

(6) Thence, along said westerly line, S. 33° 16' 08" E., 325.10 feet to the northwesterly line of the County road (known as Martin Road);

(7) Thence, along said northwesterly line, S. 46° 17' 11" W., 16.26 feet to a curve that is concentric with and 50.00 feet southwesterly, measured radially from the southerly continuation of course (5);

(8) Thence, northwesterly, along said concentric curve with a radius of 975 feet, through an angle of 16° 01' 42", a distance of 272.75 feet to a point that bears S. 38° 33' 55" W., 50.00 feet from the southeasterly terminus of course (4);

(9) Thence, N. 51° 26' 05" W., 182.71 feet;

(10) Thence, tangent to the last mentioned course, along a curve to the left having a radius of 2175 feet, through an angle of 13° 51' 55", a distance of 526.34 feet;

(11) Thence, N. 65° 18' W., 215.22 feet;

(12) Thence, tangent to the last mentioned course, along a curve to the right having a radius of 525 feet, through an angle of 31° 45' 20", a distance of 290.98 feet to a point that bears S. 56° 27' 20" W., from the point of beginning;

(13) Thence, N. 56° 27' 20" E., 50.00 feet, to the point of beginning.

Containing 1.65 acres, more or less.
Excepting and reserving unto the State of California any and all rights of ingress to or egress from the land herein conveyed over and across course (4) of PARCEL 2 and courses (1), (2), (3), (13) and the northwesterly 133.00 feet of course (4) of PARCEL 4.

It is the purpose of the foregoing exception and reservation to provide that no easement of access shall attach or be appurtenant to PARCELS 2, 3 and 4 hereby conveyed by reason of the fact that the same abuts upon a freeway, provided, however, that said parcels shall have continuity by passage under said freeway at Engineer's Station 293+29.00 P.O.T. with no right of access to the surface of the travelled way on said freeway.

The bearings and distances used in the above description are on the California Co-ordinate System, Zone 1. Multiply distances shown by 1.0001048 to obtain ground distances.
Subject to special assessments if any, restrictions, reservations, and easements of record.

AND BE IT FURTHER KNOWN:

FIRST, the Director of Public Works has heretofore found and determined and does hereby find and determine, that the said lands were acquired for State Highway purposes and are no longer necessary, and are not now being used for highway uses or purposes;

SECOND, that this conveyance is executed pursuant to the authority vested in the Director of Public Works by law and, in particular, by the Streets and Highways Code.

WITNESS the hand of the Director of Public Works, and the seal of the Department of Public Works of the State of California, this ______ day of April, 1944.

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

JOHN D. BECK
DIRECTOR OF PUBLIC WORKS

BY
RUSSELL J. COONEY
Deputy Director (Management)

APPROVED AS TO FORM AND PROCEDURE

DEPARTMENT OF PUBLIC WORKS

STATE OF CALIFORNIA
COUNTY OF SACRAMENTO

On this ______ day of ______, in the year 19____, before me, a Notary Public in and for the County of Sacramento, State of California, residing therein, duly commissioned and sworn, personally appeared RUSSELL J. COONEY, known to me to be the Deputy Director of the Department of Public Works of the State of California, described in and that executed the within instrument, and also known to me to be the person who executed the same on behalf of the State of California therein named and he acknowledged to me that the State of California executed the same.

WITNESS my hand and official seal.

CARLA M. REMICK
NOTARY PUBLIC
COUNTY OF SACRAMENTO
My commission Expires: Nov. 9, 1966
RESOLUTION

RESOLVED by the California Highway Commission that, it having approved the manner and terms and conditions of the transaction, the execution by the Director of Public Works on behalf of the State of California of a deed conveying to THE ARCATA AND MAD RIVER RAIL ROAD COMPANY, a corporation, portions of the west half of Section 19, Township 6 North, Range 2 East, Humboldt Base and Meridian, containing 2.73 acres, more or less,

in the ___________________, County of Humboldt, State of California,
is hereby authorized and approved.

THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution passed by the California Highway Commission at its meeting regularly called and held on the _______ day of April ________, 1964, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this _______ day of ___________ April ________, 1964.

[Signature]

ROBERT T. MARTIN
Assistant Secretary of the
California Highway Commission
Deeds
(1883) Book 8 of Deeds, Page 699 - Norton (25’)

Maps
42 RS 97

AP Map
Book 312, Page 10

Original Patent
Almonzo Norton, 8/30/1875 (BLM# CACAAA 140970)
The diagram represents a survey for the City of Blue Lake. It includes various survey monuments, pipeline details, and bearings. The legend provides information on how to interpret the symbols and lines on the map. The survey was conducted by Oscar Larson & Associates and is referenced to the U.S. Geological Survey's National Grid System.
[ 25 ]

Deeds
(1883) Book 8 of Deeds, Page 699 - Norton (25’)

Maps

AP Map
Book 312, Page 10

Original Patent
Almonzo Norton, 8/30/1875 (BLM# CACAAA 140970)
Deeds
(1883) Book 8 of Deeds, Page 693 - Chartin (30’)

Maps
62 RS 56

AP Map
Book 312, Page 11

Original Patent
Clement Chartin, 10/19/1881 (BLM# CACAAA 141395)
NOTE - Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles.

Assessor's Map Bk. 312, Pg.11
County of Humboldt, CA.

Jul 20, 2007
of May in the year one thousand eight hundred and eighty-three before me, B. Coulter, as Justice of the Peace in and for the County of Humboldt, personally appeared, W. Burg and M. Burg, his wife, known to be the parties described in and whose names are subscribed to the within instrument and acknowledging to me that they executed the same.

In witness whereof I have hereunto set my hand at my office in the County of Humboldt, the day and year in this certificate first above written.

B. Coulter
Justice of the Peace

Recorded at the request of W. Burg, May 19th, 1883, at 9 o'clock, A.M.

[Signature]

To the Grantor,

This Indenture made the 24th day of May m
the year of our Lord
one thousand eight
hundred and eighty-three between W. Grantor,

The Areta & Mad River
Rail Road Company,

hundred and eighty-three Believers, W. Grantor, of the
County of Humboldt State of California, the party of
the first part and the Areta and Mad River Railroad
Company of the same County and State, party of the
second part Witnesseth That the said party of the first
part for and on consideration of the sum of one dollar
and fifty cents of the United States of America, to have and hold
paid by the said party of the second part the tract
of land is hereby acknowledged due by these premises
and being situate and bounded unto the said
party of the second part and to their heirs and assigns
forever all that certain lot, piece or parcel of land
lying and being in the County of Humboldt,
State of California, and bounded and particularly,
described as follows: to wit,
A strip of land thirty (30) feet wide, on and over
the farm and land of the party of the first part, when
on the north east side of Mad River and known
as the Blue Lake Ranch, this being a grant for
a right of way for a rail road and to be located on
or as near as practicable the present line of travel
as now located by party of the second part from
Hartlie Ranch on the north west to McComb
Ranch on the south east.
Together with all and singular the tenements,
hereditaments and appurtenances thereto belonging
or in any wise appertaining and the possession and
enjoyment thereof and remainder and reversion into said
land and premises therein.
Did have and be held all and singular the said
premises together with the appurtenances unto the
said party of the second part and to their heirs
and assigns forever.
In witness whereof the said party of the first part has
hereunto set his hand and seal the day and year
first above written.
Signed, sealed and delivered in the presence of Byron Monnin,

State of California
County of Humboldt

in the 58th day of May, one thousand
eight hundred and eighty-three, before me, Byron Monnin,
Notary Public in and for said County residing.
Hereby duly commissioned and sworn personally
appearing to be herein known to me to be the person
above described and whose name is subscribed to this.
## ATTACHMENT 2

### Historical Maps

**Preliminary Surveying Analysis of Railroad Right-of-Way**

**Arcata & Mad River Railroad Co.**

**Arcata to Blue Lake**

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<th>Source</th>
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<th>Map Reference</th>
<th>Description</th>
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<td>Stanley Forbes</td>
<td>1886</td>
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<td>Official map of Humboldt County</td>
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<td>Belcher and Crane</td>
<td>1895</td>
<td>Belcher &amp; Crane Examination of Title No. 479</td>
<td>Map showing right of way for John Vance’s Mad River Railroad, A-803</td>
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<td>Map of Humboldt County</td>
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<td>Belcher</td>
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<td>Map showing property and line of the Arcata &amp; Mad River Railroad</td>
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<td>Denny</td>
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<td>US Army Corps. of Engineers</td>
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<td>California Eureka Quadrangle</td>
<td>Controlled Reconnaissance Map</td>
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<td>Atlas of Humboldt County (Sheet 7)</td>
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<td>Borden, in Western Railroader</td>
<td>1954</td>
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<td>Map of Arcata &amp; Mad River Railroad</td>
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<td>Borden, in Western Railroader</td>
<td>1965</td>
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<td>Map of Arcata &amp; Mad River Railroad</td>
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<td>State Board of Equalization</td>
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<td>V-4, sheet 13</td>
<td>Land Identification Map Right of Way and Track Map, Northwestern Pacific Railroad Company</td>
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<td>803-12-12</td>
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<td>Record of Survey</td>
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<td>California State Highway Control Map</td>
<td>1964</td>
<td>Book 21 of Surveys, Pages 70 &amp; 71</td>
<td>Control Line Survey Between Mad River and Blue Lake</td>
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MAP
SHOWING RIGHT OF WAY FOR
JOHN VANCE'S MAD RIVER RAILROAD
Copied from Examination of Title No. 479, Belcher & Crane.
From map published in "The Western Railroader" circa 1965.
<table>
<thead>
<tr>
<th>#:</th>
<th>GRANTOR</th>
<th>INST. REF.</th>
<th>GRANTEE</th>
<th>RECORDED</th>
<th>BOOK</th>
<th>PAGE</th>
<th>AREA</th>
<th>WIDTH</th>
<th>LENGTH</th>
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<tr>
<td>1</td>
<td>J. RAYCE</td>
<td>LNSK 67</td>
<td>MERM &amp; RR.</td>
<td>8</td>
<td>479</td>
<td>142.6 35' 1894</td>
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<td>1</td>
<td>D. W. HORTZ</td>
<td>1</td>
<td>-</td>
<td>1127</td>
<td>47</td>
<td>2,70'</td>
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<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1263</td>
<td>G37</td>
<td>2.75'</td>
<td>Rmn.</td>
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<td>2</td>
<td>J. RAYCE</td>
<td>47</td>
<td>-</td>
<td>36</td>
<td>43</td>
<td>0.15' 35' 198</td>
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<td>3</td>
<td>HORTZ et al</td>
<td>1</td>
<td>-</td>
<td>116</td>
<td>184</td>
<td>1.34'</td>
<td></td>
<td></td>
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<tr>
<td>2</td>
<td>V. ZAKOUSKA</td>
<td>69</td>
<td>-</td>
<td>116</td>
<td>57.12'</td>
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STATE BOARD OF EQUALIZATION
LAND IDENTIFICATION MAP
103-12-13 A
THE ARCATA and MAD RIVER RAILROAD
SCALE: 1"=200'-1
NOV 1967
H. N. E.
<table>
<thead>
<tr>
<th>Parcel</th>
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<th>Inst Ref</th>
<th>Grantor</th>
<th>Recorded Book</th>
<th>Page</th>
<th>Area</th>
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<th>Long</th>
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</thead>
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<tr>
<td>1</td>
<td>Ray D. Wolf</td>
<td></td>
<td>A&amp;MRR</td>
<td>931</td>
<td>58</td>
<td>4.37A</td>
<td></td>
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<tr>
<td>2</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>30' 208.5</td>
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<tr>
<td>1</td>
<td>Leonard F. Wolf</td>
<td></td>
<td>Dead</td>
<td>931</td>
<td>60</td>
<td>4.37A</td>
<td></td>
<td></td>
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<tr>
<td>2</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>30' 208.5</td>
<td></td>
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</tbody>
</table>

STATE BOARD OF EQUALIZATION
LAND IDENTIFICATION MAP
803-12-13D
THE ARCATA & MAD RIVER RAILROAD
Scale 1" = 200'
November 1967

T6N, R6E H.B.M.
HUMBOLDT COUNTY

803-12-13D
## ATTACHMENT 3

### Other Reference Documents

Preliminary Surveying Analysis of Railroad Right-of-Way

Arcata & Mad River Railroad Co.
Arcata to Blue Lake

<table>
<thead>
<tr>
<th>Source</th>
<th>Date</th>
<th>Reference</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>F.E. Herrick (Humboldt County Surveyor Office)</td>
<td>1881</td>
<td>Book 28</td>
<td>Cover and sample page from County Surveyor’s collection of Herrick field books</td>
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<tr>
<td>Daily Humboldt Times</td>
<td>December 20, 1881</td>
<td>-</td>
<td>Report of judge’s decision in right-of-way dispute between Arcata and Mad River Railroad Company and John Vance</td>
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<tr>
<td>Humboldt County Courthouse, Plaintiff’s General Index, Microfilm Reel</td>
<td>May 15, 1956</td>
<td>Civil Index Microfilm Reel 1 (Index)</td>
<td>Index of Civil cases by date (use to find case numbers)</td>
</tr>
<tr>
<td>Humboldt County Courthouse</td>
<td>May 15, 1956</td>
<td>Civil Index, Microfilm Reel 9 (Cases 207-233)</td>
<td>Entry for Case #225 (“missing”)</td>
</tr>
<tr>
<td>North Coast Railroad Authority</td>
<td>August 13, 2008</td>
<td>Resolution 2008-11</td>
<td>Resolution of the NCRA Board in the matter of recognizing the Arcata and Mad River Railroad as being appropriate for multi-modal transportation use</td>
</tr>
</tbody>
</table>
Arcata Transportation Co
across ferry field N1/2 E 660 ft across

N 89° 38' W 660 ft
1057 ft from verve to upper house
90° F around Bridge site
654 3/8 ft across hole
at 3 loci, 104 ft each curve 150 ft 250 on 4 in.
350 ft 10 curve then Strike 200 ft
Come to Right 6 150 ft Strike 200 ft
Turn 7 200 ft to western barn then Strike
550 ft then curve 8 300 ft then Strike
1/2 to Rocky Road then 5 curve 600 ft
Then curve 3 300 ft then 2 300 ft
Then curve 10 700 ft 1000 ft beyond the road

535 ft each way from angle

N 0° 44'

from N 0° 44' curve 8 Strike 600 ft
Line 8 700 ft at 8 50 Strike 6 ft in at 910
Strike 12 ft Out
Begin 5 10 from point A at 700 into east.

Then curve 3 300 ft Then
9 curve

9 curve
LOCAL MATTERS

More new Christmas gifts at A. B. Smith’s.

Choice new current at SPEECHES & ARMAMENTS. At the last New York store offers advantages, worthy of the attention of all purchasers.

The festival in the Methodists church includes a Thanksgiving dinner to be given by over 100 people, Saturday evening, December 24th.

For the latest sty in millinery and millinery at the New York store. Miss Mollie Brown, a milliner of experience who has just arrived from Philadelphia, has charge of this department.

Alton News.—Carroll Moore, the well-known attorney of Oakland, son of the late Elijah Moore and son-in-law of W. W. Shocry, arrived in this city on Sunday, after an overland trip by rail, stage and horseback. The trip occupied six days.

CULMUS OF PLACE OF TELLS GRANTED.—Defendants motion for a change of place of trial in the case of Conner & Stone v. W. L. Johnston et al., to the superior court of San Francisco county was granted by Judge Hayes yesterday.

THE RAILWAY.—The Southern Pacific arrived, yesterday morning at 7 o’clock, 49 hours from San Francisco. The passenger was detained outside all night, the tide not serving for her enter. The sailing time is Tuesday at 5 a.m.

The Humboldt could not cross the bar yesterday and the time for her departure has been postponed to to-morv morning at 10 a.m.

THE STEAMER.—Judge Hayes, presiding in the superior court, ordered judgment yesterday in the case of the Atascadero and McFadden railroad company against John Young, an action to find and pay all taxes collected and assessed on the land of the defendant, to favor the plaintiff, for the condemnation of the land described in the complaint and that defendant paid the sum of $94.

THE COLLEGE’S BAPTISMS.—The baptism of little children in the college is a great favorite with the county treasurer yesterday. The taxes collected and apportioned thus far amount to $32,028, of which $26,095.65 was for state and county taxes of 1881, and $119.47 for special school tax.

Continuity of prominent merchant on Market street.

Miss Jane F. Black, the popular and efficient head of the Market street office of the Bank of Humboldt, is the lady of the hour. She was recently married to Mr. Black, and is now the proud mother of a little boy, born just a few weeks ago. The family is well known in the city, and the addition of a new member to it is welcomed by all who know them.

The family is well known in the city, and the addition of a new member to it is welcomed by all who know them.

The family is well known in the city, and the addition of a new member to it is welcomed by all who know them.

Another large line of articles is now available for sale in the store.

DAMAGES FOR A GUN SHOT WOUND.

Mr. J. B. Smith was shot in the hand by a colored man, who had entered the store and asked for a gun. The man was arrested and fined $100, to be paid in court.

A large line of articles is now available for sale in the store.

To Jacob's ready made clothing and custom work.

For all kinds of fine, fancy and unusual gifts.

Humboldt Block, Humboldt, Cal.

A large line of articles is now available for sale in the store.

To Jacob's ready made clothing and custom work.

For all kinds of fine, fancy and unusual gifts.

Humboldt Block, Humboldt, Cal.
<table>
<thead>
<tr>
<th>Number of Suit</th>
<th>Plaintiff's Title</th>
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<tbody>
<tr>
<td>225 Areata x 1 M</td>
<td></td>
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<tr>
<td>2*8 Anniversary</td>
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<tr>
<td>215 Areata x 1 W</td>
<td></td>
</tr>
<tr>
<td>1*0 Areata x 1 W</td>
<td></td>
</tr>
<tr>
<td>1*6 Areata x 1 M</td>
<td></td>
</tr>
<tr>
<td>4<em>7</em>1 Ackerson JAC</td>
<td></td>
</tr>
<tr>
<td>4<em>8</em>8 Ackerson JAC</td>
<td></td>
</tr>
<tr>
<td>8*0 Ackerson JAC</td>
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# 225

Missing

5-15-56
RESOLUTION

Of the

BOARD OF DIRECTORS

Of

NORTH COAST RAILROAD AUTHORITY

IN THE MATTER OF:

Recognizing the Arcata and Mad River Railroad as Being Appropriate for Multi-Modal Transportation Use.

WHEREAS; The Arcata and Mad River Railroad's predecessor, the Union Wharf and Plankwalk Company, was incorporated on December 15, 1854, and operated a horse-drawn railroad, generally considered to be the first railroad in California; and

WHEREAS; the next operator, the Arcata Transportation Company, was incorporated on June 14, 1875, and converted the railroad to steam; and

WHEREAS; on July 29, 1881, the Arcata and Mad River Railroad (A&M) was incorporated; and

WHEREAS; in 1914, with the coming of the Northwestern Pacific Railroad (NWP) and the connection to the rest of the nation, the Arcata and Mad River Railroad agreed to the junction at Korbler, NWP post mile 295.57 (the north side of West End Road), as the division between the A&M and NWP; and

WHEREAS; the Eureka Southern Railroad had purchased the NWP and in September 1988 also purchased the A&M; and

WHEREAS; the Eureka Southern Railroad continued to operate trains on both systems but was forced into bankruptcy due to numerous factors; and

WHEREAS; the North Coast Railroad Authority (NCRA) was formed by the State of California; and

WHEREAS; after NCRA acquired the A&M Line it continued to run trains thereon until the A&M Line shut down due to safety concerns; and
WHEREAS; the NCRA acquired the A&M Line as an operating Rail Road and continued to operate the A&M Line and never took formal action to abandon the A&M Line even during the period of non-use, nor does the NCRA consider the A&M Line abandoned; and

WHEREAS; the A&M roadbed is outside of the prospective contract limits of the NCRA agreement with the Northwestern Pacific Company; and

WHEREAS; it is unlikely and infeasible that the NCRA will operate trains on the A&M roadbed in the near future; and

WHEREAS; it is appropriate that NCRA retain the right to resume rail freight service on the A&M route, if possible, should the need for such service arise; and

WHEREAS; the cities of Arcata and Blue Lake and the County of Humboldt have expressed an interest in utilizing the A&M roadbed for a multi-modal transportation use.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE NORTH COAST RAILROAD AUTHORITY as follows:

1. NCRA expresses its willingness to cooperate with the City of Blue Lake and others in railbanking, and/or other appropriate means of effectuating multi-modal transportation use of the A&M Line in its entirety from NWP mile post 295.57 (the north side of West End Road) to just east of Blue Lake and will cooperate with such process, including filing an appropriate application with the Surface Transportation Board, at such time as a local entity enters into an agreement with the NCRA to assume the duties of Trail Manager as required by federal law, or a local or non-profit entity assumes responsibility equivalent to that of Trail Manager, as required by federal law and NCRA's Guidelines for Trail Projects.

2. This Resolution will remain in effect unless rescinded. The Board, in or after September 2009, may review this Resolution.

3. The Executive Director of NCRA or the designee thereof, is NCRA's sole spokesman to any public agency regarding the subject matter of this Resolution, including, but not limited to the City of Blue Lake, the City of Arcata, the County of Humboldt, the
Surface Transportation Board, the Department of Transportation, and/or the California Transportation Commission.

Introduced and adopted this 13th day of August 2008 at a regular meeting of the Board of Directors of North Coast Railroad Authority by the following vote:

AYES:
NOES:
ABSENT:

ATTEST:

ALLAN HEMPHILL
Chairman of the Board

MITCH STOGNER, Secretary