

BEFORE THE SURFACE TRANSPORTATION BOARD

North Coast Railroad Authority –)
Abandonment Exemption –) AB 1305X
in Humboldt, Trinity and Mendocino)
Counties, CA)

COMBINED ENVIRONMENTAL AND HISTORY REPORT
(for circulation on or after 9 March 2021)

ENVIRONMENTAL REPORT

1. 49 CFR 1105.7(e)(1): Proposed Action and Alternatives.

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action including a readable, detailed map and drawings clearly delineating the project.

Response: NCRA proposes to abandon (and railbank) an approximately 144.6-mile-long rail line extending from Milepost (MP) 139.5 at Willits in the south, and MP 284.1 near Eureka in the north, all in the State of California. In addition, NCRA proposes to abandon (and railbank) three branch lines (all in the State of California) intersecting the above-mentioned main line. These branch lines include the entirety of the Carlotta Branch (MP 262.74 near Alton to MP 267.72 near Carlotta, approximately 4.98 miles long); the Korblex Branch (MP 284.1 near

Eureka to MP 295.57 near Korblex, approximately 11.47 miles long); and the Samoa Branch (MP 292.84 near Arcata to MP 300.50 near Samoa, approximately 7.66 miles long). Inclusive of the three Branches, the total mileage is 168.71 miles.

To the extent STB still has jurisdiction over NCRA's Arcata & Mad River (or "Annie and Mary") "subsidiary", MP 295.57 near Korblex for approximately 6.23 miles to MP 301.8 near Korbel,¹ NCRA also proposes to encompass that subsidiary in the abandonment (and railbanking). Key facts relating to STB jurisdiction (i.e., whether it is spur or track subject to agency abandonment jurisdiction) over Annie and Mary are set forth in Exhibit B. NCRA believes that this Board has jurisdiction over the Annie and Mary for the reasons stated in Exhibit B. Inclusive of Annie and Mary, the total mileage proposed for abandonment and railbanking) is approximately 175.

NCRA further intends to preserve all lines and branches above referenced for interim trail use and possible future rail reactivation ("railbanking") pursuant to 16 U.S.C. 1247(d). Pursuant to newly adopted California legislation and the authorization of this Board, NCRA expects either to retain ownership of the above

¹ Different sources give different numbers for the end of line at Korbel. The relevant timetables for NCRA (North Coast Railroad in 1993 and Northwestern Pacific Railroad in 1996, both for NCRA) indicate the line ended in Korbel at MP 301.8. See Exhibit B.

referenced rail lines and become the interim trail manager of the lines² or transfer the property to a new agency of the State of California for that purpose. The entire system will hereinafter be referred to as “the Line.”³ The Line is located in Humboldt, Trinity and Mendocino Counties, CA.⁴

Embargo and non-use. The Federal Railroad Administration (FRA) issued an emergency embargo barring operation of trains on the line north of MP 63.4 between Schellville and Napa Junction. See 63 Fed. Reg. 67976 (Dec. 9, 1998). FRA modified the emergency embargo to allow California Western Railroad (CWR) to operate its tourist excursion trains on approximately 1.5 miles of NCRA’s line between junction with CWR and CWR’s passenger excursion depot in NCRA’s Willits yard, including certain tracks in the Willits Yard used to turn equipment. See 64 Fed. Reg. 30557 (June 8, 1999). However, as a result of the

² Governmental entities which are also railroads are allowed to railbank their lines provided they comply with the requirements of 49 C.F.R. 1152.29. See City of Temple, Tex. – Abandonment Exemption – in Bell County, Tex., AB 1302X, served Jan. 26, 2021, slip op. at 3 n.3.

³ NCRA also owns trackage or freight easements on trackage south of Willits through Cloverdale and Petaluma to Ignacio and on to Schellville and Lombard. NCRA does not propose abandonment of its common carrier obligations on trackage or easements south of Willits at this time. NCRA expects to transfer all of its trackage and freight easements south of the Mendocino/Sonoma County line to Sonoma-Marin Area Rail Transit District (“SMART”) pursuant to SMART – Acq. and Op. Exemption – North Coast Railroad Authority, F.D. 36481, served Feb. 18, 2010.

⁴ NCRA’s trackage and interests south of Cloverdale are located in Sonoma and Marin Counties, CA.

embargo, there has been no freight rail traffic on any portion of the NCRA system north of MP 62.9 since 1998.⁵ The only rail traffic has been excursion (tourist) train use of a small portion of NCRA's line at Willits, by CWR's so-called "Skunk" train. There has thus been no freight rail traffic on any portion of the Line at issue in this proceeding since at least 1998.

At the time of the embargo, Northwestern Pacific Railway Co., LLC (NWPY) operated the line for NCRA. Subsequent to the embargo, NWPY entered into a lease and operating agreement with NCRA for the line,⁶ but due to the embargo, NWPY did not provide freight rail service on the Line.⁷ NWPY's lease terminated on October 31, 2005, pursuant to an agreement dated June 23, 2005. NWPY is defunct.⁸

⁵ In May 2011, FRA lifted the embargo from Windsor (MP 62.9) south to interchange at Lombard/Napa Junction. Because interchange is located on a branch, which has a similar MP number to Windsor (interchange is at MP 63.4), this can create confusion. This portion of the NCRA system is owned by SMART, with NCRA having a freight easement over the line. NWPCo operates the freight easement pursuant to a lease agreement with NCRA. Freight service on the Windsor to interchange portion of NCRA's system re-commenced in or about July 2011.

⁶ NWPY – Lease and Op. Exemption, F.D. 33998, served Feb. 6, 2001.

⁷ NWPY did provide service on a portion of NCRA's system south of Windsor, for a period of eight months.

⁸ NWPY is a defunct LLC in the State of California for failure to pay taxes. Its last stated agent for service of process with the Office of the California Secretary of State was John Darling, who passed away on June 27, 2010. <https://www.legacy.com/obituaries/elgin-courier-news/obituary.aspx?n=john-albert-darling&pid=143894313>

NCRA entered into a new lease for the entire line at issue with Northwestern Pacific Railroad Company (NWPCO), which assumed responsibility for rail operations pursuant to a change of operator's exemption in 2007.⁹ Because of the embargo, NWPCO has had no rail operations on the small portion of the Line at issue in this proceeding (i.e., Willits MP 139.5 north to Outlet MP 142.5) which is covered by its lease since becoming operator pursuant to that lease in 2007.

Other related proceedings. (a) NCRA currently (March 9) expects to transfer all of its property and common carrier obligations from MP 89 (Mendocino/Sonoma County line near Cloverdale) to SMART pursuant to this Board's authorization at Sonoma-Marin Area Rail Transit District – Acquisition and Operation Exemption – North Coast Railroad Authority, FD 36481, served

⁹ NWPCO – Change in Operators Exemption – NCRA, et al, F.D. 35073, served August 30, 2007. While the lease broadly encompassed the entire line, it emphasizes the portion south of Outlet Station. The Change of Operators exemption in turn encompasses only Outlet Station (approximately MP 142.5) south. Because the operator exemption did not encompass the entire line, NWPY still has an apparent STB lease common carrier authorization from Outlet Station north. NWPCo has an STB lease common carrier authorization from Outlet Station south. NCRA has no record that either NWPCo or (now defunct) NWPY ever provided freight rail service on NCRA's line north of Willits. The NCRA/NWPY agreement dated June 23, 2005, at para. 3 requires NWPY (now defunct) to seek termination of its STB common carrier obligation. NWPY failed to do so north of Outlet Station before going defunct. As part of the process to ensure railbanking of the NCRA line from Willits north, NCRA plans to file an adverse discontinuance proceeding to remove defunct NWPY's common carrier obligation from the Line.

Feb. 18, 2021. NWPCo has recently filed a petition for exemption for discontinuance of its operating rights from MP 89 south to end of line.

(b) NCRA currently (March 9) expects to initiate adverse (third party) discontinuance proceedings to terminate defunct NWPY's operating rights before NCRA files its actual Notice of Exemption in this proceeding.

(c) NCRA currently (March 9) expects NWPCo to file a two-year out-of-service notice of exemption to discontinue its common carrier obligation for additional trackage in the Line encompassing the line from Commercial Street in Willits (MP 139.5) to end of NWPCo's leased line at Outlet Station, MP 142.5.

Skunk Railroad not impacted. The assets of California Western Railroad were acquired by Mendocino Railway out of bankruptcy pursuant to this Board's authorization in Mendocino Railway – Ab. Ex. – Assets of the The California Western Railroad, F.D. 34465, served April 9, 2004. Mendocino Railway has not operated its line for freight purposes. An affiliated entity known as Skunk Railway from time to time operates a tourist train and railbikes on a short segment at Fort Bragg, and a seasonal tourist train on a somewhat longer segment from the depot adjacent to NCRA's Willits Yard. There is no through service on the Mendocino Railway due to a collapsed tunnel which Mendocino has left unrepaired. Mendocino Railway has been effectively isolated from the interstate rail network due to the 1998 FRA embargo. However, Mendocino Railroad from Fort Bragg

(MP 0 on the old California Western system) to intersection with NCRA near Willits (MP 40 on the old California Western system) appears to remain under STB jurisdiction. NCRA has determined that abandonment and railbanking of its line north MP 139.5 (East Commercial Street) in Willits will not sever Mendocino Railroad from the interstate rail network inasmuch as the Mendocino line intersects and runs parallel to NCRA's line for approximately one mile to the south.

Future of the Line. Following abandonment, NCRA expects to retain ownership and become the interim trail manager for the railbanked lines – or transfer ownership to a new entity which will be interim trail manager for the railbanked lines. NCRA is prepared to continue the arrangement for Mendocino Railway's Skunk affiliate to continue to use approximately 1.5 miles of trackage to access and to turn excursion trains in the Willits Yard. NCRA otherwise expects to cooperate with the various counties and communities traversed by the Line to convert it into a railbanked rail trail. NCRA currently plans to preserve and to conserve all remaining bridges, tunnels, and depots still owned by NCRA on the line. NCRA has no plans at this time to conduct any salvage operations relating to rail and ties on the Line.

Alternatives. The alternative to abandonment is to not abandon the Line and to continue to retain it. This alternative is not satisfactory. NCRA has no operations on the Line, but will continue to incur managerial and opportunity costs that would

need to be covered by non-existent shippers, were the Line to be retained for rail purposes. According to dated estimates, the Line would cost at least \$100,000,000 to rehabilitate (e.g., repair bridges, repair tunnels, fix crossings, replace ties, restore gauge, fix drainage issues and wash-outs, and remove brush, rock debris, and vegetation so it can be accessed for these purposes). Independent estimates indicate NCRA's entire line would require \$600,000,000 to rehabilitate to competitive standards. Because of the location and geology of the area traversed, the line is subject to failure due to continued slides, wash-outs, and weather-related events requiring costly repairs to maintain rail service. Even if rehabilitated, the history of the Line (see History Report) indicates that these costs would likely recur at regular intervals rendering the expense of maintaining and operating a railroad on the Line at least as infeasible for private enterprise (as found by NWP, SP, and Eureka Southern) as it has turned out for the State of California.

Map. A map depicting the Line is attached as Exhibit A.

Additional information. Prior to completing this ER, NCRA consulted with the California State Transportation Agency (CalSTA) (which includes CalTrans) and the California Natural Resources Agency, and more specifically with consultants working for those agencies in the preparation of a state report (Assessment of the North Coast Railroad Authority and Viability of a Great Redwood Trail: Report to the Legislature, 2020) ("State Report") on this line required under SB 1029.

Copies of the State Report and its appendices may be found at

<https://calsta.ca.gov/subject-areas/reports>. The State Report focuses on issues relevant to the State of California should the property be converted into a trail. It also discusses portions of the NCRA system (in particular, MP 139.5 in Willits south to end of line) that are not part of this proceeding. NCRA accordingly regards the bulk of the report as beyond the scope of this ER/HR.¹⁰ However, the report does have some areas of overlap. For purposes of efficiency and because State officials asked NCRA (itself an agency of the State) to avoid duplication, NCRA defers to and incorporates certain portions of the State Report where relevant to information required in this ER/HR.¹¹ NCRA has also sought information on historic sites along the rail line from the California State Historic Preservation Office (CalSHPO), but has not yet received any substantive response. See email correspondence attached as Exhibit C. The State Report covers historic sites and appropriate reference is contained herein.

As part of the consultation process, NCRA is circulating this ER/HR and inviting comments thereon to all officials and agencies listed in Exhibit D

¹⁰ The State Report accordingly discusses many matters on which NCRA has not developed facts, evidence, positions, and conclusions. Any citation to the report should not be construed as agreement with any particular statement or opinion in the State Report, except to the extent expressly so stated herein.

¹¹ NCRA feels that the most relevant areas of potential overlap are in response to items 7(iii) and 8 in the ER, and items 2, 6 and 7 in the HR.

approximately 60 days in advance of when NCRA expects to file its Notice of Exemption for a two-year out-of-service abandonment (49 C.F.R. 1152.50) with the STB. NCRA intends to file a copy of this ER/HR as part of that NOE, and will attach all comments received by NCRA prior to said filing in Exhibit E to this ER/HR. Starting Tuesday, March 17, 2020, the Board provides that all filings and other submissions with the Board should be made electronically. For further information on electronic filing, please see the Board's webpage at <https://prod.stb.gov/proceedings-actions/e-filing/>

NCRA supplies a list of bridges, tunnels, and other structures (e.g., actual depots) for the Line (believed 50 years old or older) as Exhibits F, G, and H respectively. NCRA furnishes photos of same in Exhibits I, J and K respectively. NCRA attaches additional discussion of historic sites from the State Report as Exhibit L.

2. 49 C.F.R. 1105.7(e)(2): Transportation System.

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response: NCRA expects no impact on regional or local transportation systems and patterns, and no diversion of traffic. This Line has been embargoed since

1998 and the only rail operation upon it (about 1.5 miles of seasonal excursion train use in connection with the Willits depot) is expected to continue.

3. 49 C.F.R. 1105.7(e)(3): Land Use.

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

Response: NCRA is not aware of any inconsistency. All comments received from local governments to date are included in Exhibit E.

(ii) Based on consultation with the U.S. Soil and Conservation Service, state the effect of the proposed action on any prime agricultural land.

Response: NCRA is unaware of any adverse impact on any prime agricultural land. Table C-10 at p. C-30 of Appendix C to the State Report sets forth acreages for various habitats traversed by the Line at issue in this proceeding. The vineyard areas are all understood to be located south of MP 139.5, and in any event would not be adversely impacted. All comments received from U.S. S.C.S. to date are found in Exhibit E.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by Sec. 1105.9.

Response: NCRA does not believe the proposed abandonment will have any adverse impact on land or water uses within the designated coastal zones. All comments received the relevant coastal zone management agency to date are found in Exhibit E.

(iv) If the proposed action is an abandonment, state whether or not the right of way is suitable for alternative public use under 49 U.S.C. 10905 and explain why.

Response: The right of way is suitable for alternative public use under 49 U.S.C. 10905. The right of way traverses areas of great natural beauty and if converted to interim trail use would provide excellent hiking and back country experiences which would stimulate Northern California's tourist industry. The line has been proposed for conversion into "The Great Redwood Trail." The recent State Report acknowledges it "would provide a tourist attraction and active transportation commuter route." State Report at p. 6. "Railbanking the corridor would allow for interim trail use, preserve the corridor for future railroad use, and create an attractive tourist destination as well as scenic non-motorized commuter route." Id. at 11. For this and allied reasons, NCRA is supporting railbanking and interim trail use for the right of way.

4. 49 C.F.R. 1105.7(e)(4): Energy.

(i) *Describe the effect of the proposed action on transportation of energy resources.*

Response: None. The Line has been embargoed with no service since 1998.

(ii) *Describe the effect of the proposed action on recyclable commodities.*

Response: None. See Response to (i) above.

(iii) *State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.*

Response: The proposed action will have no effect on overall energy efficiency.

The line has been without service due to an embargo since 1998. The energy balance therefore cannot be impacted.

(iv) *If the proposed action will cause diversions from rail to motor carriage [above specified thresholds] quantify the net change in energy consumption and show the data and methodology used to arrive at the number given.*

Response: Given the embargo since 1998, there can be no possible diversion from rail to motor carriage. Thus, no further response is required.

5. 49 CFR 1105.7(e)(5): Air.

(i) *This subsection requests “anticipated effect on air emissions” if the proposed action will result in increases in rail, yard, or truck traffic above certain thresholds.*

Response: Due to the embargo since 1998, the proposed action will not result in any increases in rail, yard or truck traffic, certainly none that exceed the thresholds. Therefore, anticipated effect on air emissions is effectively none.

(ii) In the event the proposed action is within a Clean Air Act class I or non-attainment area and rail, yard or truck traffic exceed certain thresholds, this subsection asks if expected increased emissions are within parameters established by the State Implementation Plan.

Response: NCRA incorporates the first sentence of the Response to subsection (i) above, which renders this subsection moot.

(iii) This subsection asks for information in the event the proposed action contemplates transportation of ozone depleting materials.

Response: The proposed abandonment does not contemplate any transportation of ozone-depleting materials and this subsection is therefore not applicable.

6. 49 CFR 1105.7(e)(6): Noise.

In the event that the proposed action will exceed the air thresholds set forth in (5)(i), this subsection asks if certain noise thresholds will be exceeded and for related information.

Response: The thresholds set forth in (5)(i) will not be exceeded; therefore, this subsection is not applicable.

7. 49 CFR 1105.7(e)(7): Safety.

(i) *Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).*

Response: Abandonment of the line will have no adverse impact on public health and safety.

(ii) *In the event transportation of hazardous materials is expected, this subsection asks for germane information.*

Response: Abandonment of an embargoed line will not result in any expected transportation of hazardous materials so this subsection is not applicable.

(iii) *If there are any known hazardous waste sites or sites where there have been known hazardous waste spills on the right of way, identify the location of those sites and the types of hazardous materials involved.*

Response: There have been potentially hazardous waste spill sites. NCRA's outside engineering firm (ARE Corp., per David Anderson) has supplied the following link describing potential spill sites:

https://www.dropbox.com/s/it3r2dco5waazny/Waste%20Site%20Summary%20with%20Site%20layouts_reduced.pdf?dl=0

A summary of those sites is set forth in Exhibit M. In addition, Table C-9 at pp. C-26 to C-29, in Appendix C to the State Report summarizes the State's findings on possible current or former remediated hazardous waste sites. In addition, Table C-7 at pp. C-15 to C-23, in Appendix C to the State Report, contains a list of abandoned rail equipment, structures, and rail debris within the corridor. It is possible that some of these items may be associated with hazardous waste. For

the convenience of reviewers, hard copy of the pages from Appendix C to the State Report referenced above are also included in Exhibit M.

8. 49 CFR 1105.7(e)(8): Biological Resources.

(i) *Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as critical habitat, and, if so, describe the effects.*

Response: No construction or removal activities will occur in or around the right of way to achieve this abandonment. NCRA accordingly does not believe the abandonment will have any adverse impact on surrounding habitat or species. However, NCRA has determined that there are protected species in the three counties involved.¹² By provision of this ER/HR, NCRA is consulting with U.S. Fish and Wildlife Service and all responses to date are in Exhibit E.

¹² Per the relevant Fish and Wildlife website, the listed or threatened species for each county are as follows:

Mendocino County: <https://ecos.fws.gov/ecp0/reports/species-by-current-range-county?fips=06045>

Trinity: <https://ecos.fws.gov/ecp0/reports/species-by-current-range-county?fips=06105>

Humboldt: <https://ecos.fws.gov/ecp0/reports/species-by-current-range-county?fips=06023>

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response: The NCRA's line passes through or alongside the eastern boundaries of portions of Humboldt Bay National Wildlife Refuge, essentially parallel to Highway 101, and touches a corner of Mad River Wildlife Area. In addition, the line passes through an adjacent facility owned by the City of Arcata known as the Arcata Marsh and Wildlife Sanctuary, which is Arcata's innovative wastewater treatment facility. A portion of the line is adjacent to the NE corner of Humboldt Redwoods State Park. NCRA anticipates no adverse effects upon any of these facilities from the proposed action. Much of NCRA's line is adjacent to the Eel River, which is a Wild and Scenic River. NCRA does not believe that the proposed action before STB concerning this line will pose adverse impacts on the Wild and Scenic River. The Wild and Scenic River website indicates that the following agencies are "managing agencies" for the Eel River: Bureau of Land Management, Arcata Field Office, California Resources Agency, Round Valley Indian Reservation, Six Rivers National Forest and Mendocino National Forest. For sake of completeness, all these entities are being served with a copy of this ER/HR and any comments received to date are contained in Exhibit E.

9. 49 CFR 1105.7(e)(9): Water.

(i) *Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.*

Response: NCRA does not propose to remove or to alter the roadbed underlying the Line to be abandoned by way of excavation or other ground disturbing activity.

NCRA therefore expects no soils to be disturbed as a result of the proposed abandonment, and it follows that no storm water mitigation measures including but not limited to a National Pollutant Discharge Elimination System permit, will be required. There are no plans for in-stream work or dredge and/or use of fill materials in connection with the proposed abandonment. The abandonment therefore will not result in water quality impacts. NCRA has nonetheless consulted with state and federal officials via circulation of this ER/HR per Exhibit D and all responses to date are set forth in Exhibit E.

(ii) *Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.*

Response: NCRA does not plan to remove or alter the roadbed underlying the Line, or undertake in-stream work or dredge, or use fill materials. The geometry of the roadbed will not be altered. No discernible effects on either 100-year flood plains or adjacent wetlands are expected in connection with the proposed abandonment. NCRA therefore does not believe Section 404 permit will be

required in connection with the proposed abandonment. NCRA is consulting with the relevant U.S. Army Corps of Engineers district per provision of this ER/HR and any response is set forth in Exhibit E.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action.

Response: NCRA is not proposing any salvage of the Line at this time. NCRA anticipates that the bridges, tunnels, and roadbed will remain intact. NCRA in all events does not anticipate excavation or other ground-disturbing activity.

Therefore, no storm water permitting, including a National Pollutant Discharge Elimination System permit, is expected to be required. NCRA expects the proposed abandonment to have no impact on water quality and that additional permitting under section 402 will not be required. NCRA is consulting with EPA and state officials and any responses to date are set forth in Exhibit E.

10. 49 CFR 1105.7(e)(10): Proposed mitigation.

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: The proposed abandonment is not expected to produce adverse environmental impacts for the reasons set forth above. The Line traverses areas of great natural beauty and is suitable for a public trail and greenway. California state legislation now contemplates that the Line at issue in this proceeding is

appropriate for trail and greenway uses. NCRA intends mitigate any possible adverse consequences that would flow from abandonment authorizations by cooperating in railbanking the property pursuant to 49 U.S.C. 1247(d) to keep it intact. In the already quoted words of the State Report (at p. 11), “[r]ailbanking the corridor would allow for interim trail use, preserve the corridor for future railroad use, and create an attractive tourist destination as well as a scenic non-motorized commuter route.”

HISTORY REPORT

49 C.F.R. 1105.8(d) preface.: Section 1105.7(e)(1) information.

Response: NCRA hereby incorporates section 1105.7(e)(1) from the foregoing Environmental Report.

1. 49 C.F.R. 1105.8(d)(1): USGS or equivalent map.

Response: See Exhibit A. Maps 8 to 25 of Appendix A of the State Report provide additional mapping of the Line.

2. 49 U.S.C. 1105.8(d)(2): Description.

A written description of the right of way (including approximate widths, to the extent known, and the topography and urban and/or rural characteristics of the surrounding area.

Response: The right of way is for the most part single track, of varying width, following the Eel River Valley north of Willits to terminus at Eureka. The width varies, but is typically 30 feet each side of centerline. Table C-10 at p. C-30 of Appendix C to the State Report summarizes (by cumulative acreage) the habitats traversed. The bulk of the Line at issue is in the Eel River Canyon Section, Northern Section, and Branches (NCRA understands that the AMR subsidiary is treated by the State as part of the Korblex Branch). The State Report table indicates that the habitat is partly urban, but mostly chaparral or forest of various natures. North of Willits, the right of way passes through rugged terrain prone to wash-outs and slides, particularly along the Eel. Urban areas are chiefly around Humboldt Bay (Eureka area).

3. 49 U.S.C. 1105.8(d)(3): Photographs.

Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.

Response: NCRA supplies a list of bridges, tunnels, and other structures (e.g., actual depots) for the Line (believed 50 years old or older) as Exhibits F, G, and H respectively. Photographs of same are presented in Exhibits I, J and K

respectively. NCRA will supply a thumb drive (containing high resolution photos) covering all these items to CalSHPO providing an appropriate mailing address is provided. NCRA will also provide a thumbdrive to STB OEA upon request.

4. 49 U.S.C. 1105.8(d)(4): Relevant dates.

The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent that information is known.

Response: This information, to the extent known, is set forth in table form in Exhibits F, G, and H.

5. 49 U.S.C. 1105.8(d)(5): History.

A brief narrative history of carrier operations in the area, and an explanation of what, if any changes are contemplated as a result of the proposed action.

Response: First, no changes (increase or decrease) of operations are involved in the proposed action. This line has been embargoed since 1998. NCRA proposes no change in carrier operations in that there will continue to be no operations upon abandonment. NCRA anticipates that the line will be railbanked under 16 U.S.C. 1247(d). It will thus remain under federal (STB) jurisdiction and will be available for interim trail use.

It is difficult to be brief in summarizing the history of this line from inception to present. NCRA has retained the assistance of Josh Buck, BA, History, Humboldt State University (senior thesis was the history of the line) to assist in preparing the

Narrative History attached as Exhibit N and to prepare the bibliography attached as Exhibit O. (The photographs accompanying this HR were also either taken by Mr. Buck or are from his collection.)

The State Report at pp. 14-18 contains a chapter entitled “History of NCRA and the State of California.” The State Report actually starts with the inception of the line as Northwestern Pacific Railroad at the Ferry Building in San Francisco (MP 0.0), extending ultimately to Korbel (the end point of the Annie and Mary subsidiary of NCRA, approximately 316 miles. However, the bulk of the State Report discussion focusses on the period 1992 (purchase by NCRA) to date.

6. 49 C.F.R. 1105.8(d)(6): Documents.

A brief description of documents in the carrier’s possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.

Response: NCRA is unaware of the location of any engineering drawings within its currently existing files. NCRA’s outside engineering company believes that some material may be held by Union Pacific Railroad, successor to Southern Pacific, past parent of Northwestern Pacific Railroad.

7. 49 C.F.R. 1105.8(d)(7): Qualification for listing on the National Register and presence of Archeological Resources.

An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4),¹³ and whether there is a likelihood of archeological resources or any previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies, and universities).

Response: NCRA defers to the opinions expressed in the State Report. The portions of the State Report relevant to the Line at issue are found in Appendix D at pp. D-6 to D-14 (discussion) and Table D-1 at pp. D-15 to D-16 (table of “Potentially Significant Historic and Archeological Resources Within or Adjacent to the Rail Corridor”). Hardcopy of these pages may be reviewed in Exhibit L.

8. 49 C.F.R. 1105.8(d)(8): Ground disturbance.

A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes) and the surrounding terrain.

Response: The railroad from Willits north to the area of Humboldt Bay traverses mountainous terrain prone to rock fall, tunnel collapse, slides and washouts, especially in the Eel River Canyon. Substantial portions of the line north of Willits are difficult to access except by hiking, rafting or kayaking. In and around Humboldt Bay, there are swampy conditions. This may affect recovery of

¹³ Found at this link: <https://www.govinfo.gov/content/pkg/CFR-2012-title36-vol1/pdf/CFR-2012-title36-vol1-sec60-4.pdf>

resources. Mr. Buck has prepared Exhibit P, which is a list of major areas for slides and washouts. The State Report summarizes landslides and slope failures in Table C-8, relevant pages are C-19 to C-23 of Appendix C, also attached in Exhibit P. Potentially hazardous waste sites are discussed in response to item 7(iii) in the ER, supra. See Exhibit M.

9. 49 C.F.R. 1105.8(d)(9): Additional information.

Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights of way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of site (i.e., prehistoric or native American).

Response: No information sought as of the date of initial service of this report.

Exhibits

Exhibit A – Map

Exhibit A1 – Willits North

Exhibit A2 – NCRA system as of October 2020

Exhibit B – Arcata & Mad River Jurisdictional Issue

Exhibit B1 – NCRA Resolution 2008-11

Exhibit B2 – “Judge Clears Way for Sale of AMRR” (8/9/1987)

Exhibit B3 – NCRA Operations on Annie and Mary, 1993-94 (photographs)

Exhibit B4 – 1993 and 1996 Time Tables (relevant excerpts)

- Exhibit B5 – “A&MR Key to New NWP Success” (8/1995)
- Exhibit B6 – “Railroad Starts Work on Tracks”
- Exhibit B7 – “Rail Replacement Wait May be Long” (12/7/1997)
- Exhibit C – Correspondence with CalSHPO to date
- Exhibit D – Letter to agencies, et al
- Exhibit E -- Comments received to date [supplied at filing of NOE]
- Exhibit F – List of Bridges (believed 50 years old or older)
- Exhibit G – List of Tunnels (believed 50 years old or older)
- Exhibit H – List of Structures (believed 50 years old or older)
- Exhibit I – Pictures of items in Exhibit F (Bridges)
- Exhibit J – Pictures of items in Exhibit G (Tunnels)
- Exhibit K – Pictures of items in Exhibit H (Structures)
- Exhibit L – State Report Historic and Archeological Resource Summary
- Exhibit M – Potential Hazardous Waste sites
- Exhibit N – Narrative History of Line
- Exhibit O – Bibliography
- Exhibit P – Major Slides

Exhibits

Exhibit A – Map

Exhibit A1 – Willits North

Exhibit A2 – NCRA system as of October 2020

NCRA Main Line

From Willits North to Eureka

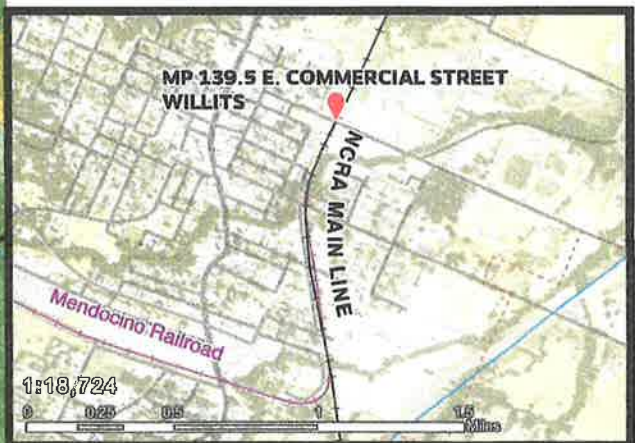
Including Branches and A&M.R. Subsidiary

LOCATION



LEGEND

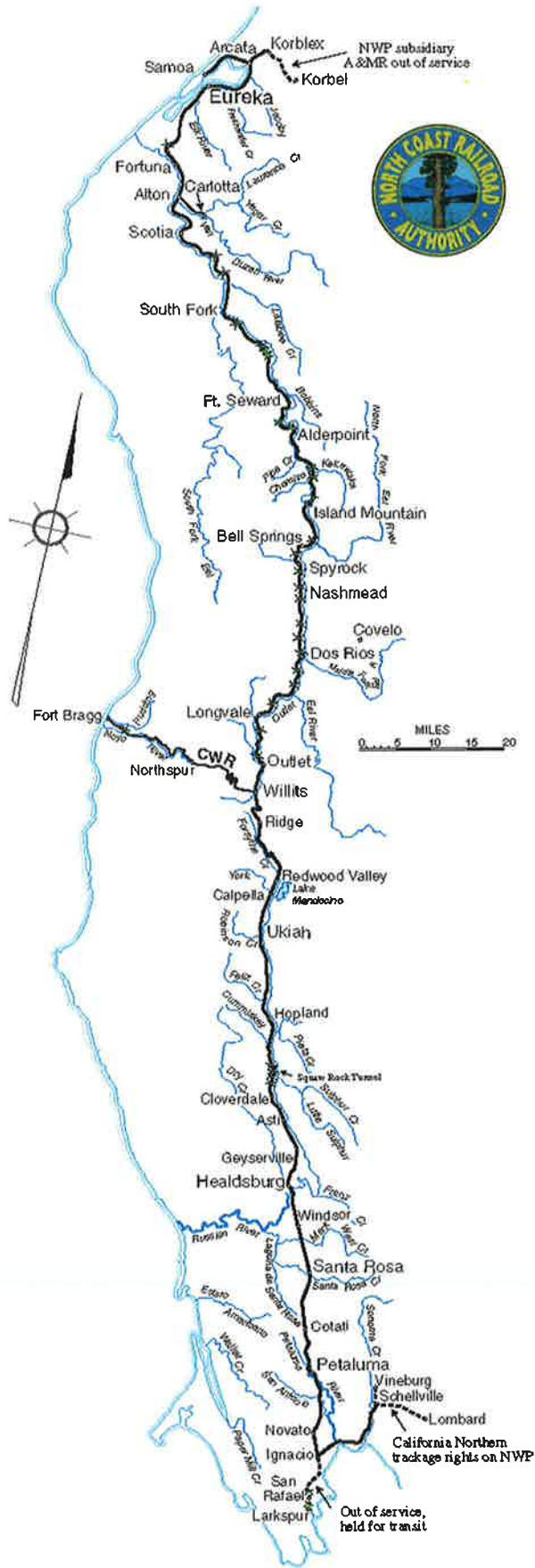
- County Line
- River or Creek
- Land Contours (50m)
- City Boundary
- U.S. Route 101
- State Highway
- Road
- City Boundary
- Railroad
- Park Land
- Reservations
- Milepost Marker



North American Datum of 1983 (NAD83)

Last Updated: September 2020
Cartographer: Leo J. DiPiero

This map is not a legal document. Some features may be generalized for map scale. Data acquired from ESRI, CA Open Data Portal, California Department of Transportation, USGS, Humboldt County GIS, U.S. Census, Berkeley Library Gooddata, DataBasin.



Route map of North Coast Railroad Authority (2020)

(from NCRA website)

Korbel = MP 301.8

Korblex = MP 295.5

Outlet = MP 142.5

Willits = MP 139.5

Healdsburg = MP 68

Petaluma = MP 38.5

Novato = MP 30

Ignacio = MP 25.6

Lombard/Napa Junction = MP 63.4
(redesignated MP 49.8 S)

[Mileposts approximate]

Exhibit B – Arcata & Mad River Jurisdictional Issue

Exhibit B: Arcata & Mad River Jurisdictional Issue

NCRA includes the Arcata & Mad River (“Annie and Mary”) subsidiary in this Notice of Exemption proceeding to the extent STB concurs with NCRA that the Annie and Mary is a line subject to the agency’s abandonment jurisdiction and is not a “spur” outside the agency’s jurisdiction. Consistent with Resolution 2008-11 (attached as B-1), NCRA views the Annie and Mary as subject to the agency’s abandonment jurisdiction, taking the position that NCRA and its predecessor Eureka Southern used the line for common carrier purposes and NCRA now appropriately should seek and receive abandonment authorization.

NCRA acknowledges that ICC authorized the Arcata & Mad River Rail Road Company line for abandonment in Arcata and Mad River Rail Road Company – Abandonment Exemption – in Humboldt County, AB 241X, served April 9, 1985, 1985 ICC Lexis 467, stay denied 1985 ICC Lexis 385 (May 24, 1985), reconsideration denied 1986 ICC Lexis 382 (March 19, 1986). However, at that time, the Eureka Southern Railroad (“Eureka Southern”) was expressing interest in acquiring Annie and Mary, and subsequently did acquire it from its then owner, Simpson Timber Company, while Eureka Southern was in bankruptcy.¹ NCRA

¹ Eureka Southern evidently expected to enter into a haulage agreement with Simpson Lumber to pay for the purchase, transporting freight from Korbel to the mainline by rail rather than truck. “Judge Clears Way for Sale of AMRR,” news

subsequently acquired Eureka Southern out of bankruptcy in 1992. Both Eureka Southern and NCRA operated the Annie and Mary for freight rail purposes to serve two lumber companies until 1994,² and former railroad personnel around at the time have orally stated to NCRA consultants that FRA ordered the line shutdown for safety reasons.³ Two relevant NCRA Time Tables (1993 and 1996) both include Annie and Mary stations on NCRA's Eureka Line, although the 1996 Time Table notes third page, item 9) Korblex to Korbel (i.e., Annie and Mary) by 1996 was out of service.⁴ Annie and Mary thus was used for line hauls into and out of Blue Lake and Korbel at least through 1993-94. As part of its acquisition of its rail line south of Willits in 1996, NCRA applied for and received substantial

clipping dated 8/9/87 from Humboldt State Univ. library, collection of Josh Buck, Exhibit B-2.

² For Eureka Southern operations, see Jim Shaw, *Shortlines of Northern California*, Vol. I, at p. 90 (2019) (Eureka Southern locomotive No. 70 – former California Traction company – pulling a string of flat cars to mill at Korbel for loading in 1990). For operations after NCRA's 1992 acquisition of Eureka Southern, see photographs in Exhibit B-3 from collection of Josh Buck (copied with permission of the photographer(s)). The third photo shows the same engine portrayed in Shaw, *supra*, in operation for NCRA.

³ According to Frank Lovio (Roadmaster for the railroad during the 93-94 period, see 1993 Time Table, Exhibit B-4, *infra*), Mr. Lovio was on site with an FRA inspector when an engine pulling four lumber cars crossed the Warren Creek Bridge on Annie and Mary. They both “watch[ed] the bridge shake back and forth,” the FRA inspector backed into a barbed wire fence to reach safety if it collapsed, and NCRA stopped running the train afterward. Interview of Frank Lovio by Josh Buck, 9 December 2017. Mr. Lovio believed the lumber mills caused the problem by overloading the flats. *Id.*

⁴ Relevant portions of the 1993 and 1996 Time Tables are attached in Exhibit B-4.

rehabilitation grants, of which \$4.5 million was intended to rehabilitate the Annie and Mary.⁵ Annie and Mary track was removed, but Mr. Hauser (director of the NCRA's railroad) represented that rail replacement would occur in 18 to 24 months.⁶ The rehabilitation funds were necessarily diverted to repair storm damage to the mainline in the 1996-97 period.⁷ In 1998, essentially the entire central and northern portion of the NCRA system was embargoed, so rehabilitation of Annie and Mary did not take place.

In its reconsideration decision in the Annie and Mary abandonment proceeding, ICC noted that certain issues raised by the rail labor interests in connection with Eureka Southern acquisition of Annie and Mary would be addressed should Eureka Southern actually apply to the agency for acquisition authority.⁸ NCRA can find no record that Eureka Southern, which was in bankruptcy, applied for such authority for its acquisition, which was during the 1987-88 time period. However,

⁵ "A&MR Key to New NWP Success," The Headlight, August 1995, clipping from Humboldt State Univ. library, collection of Josh Buck; "Deal Final in Purchase of Rail Line," Ukiah Daily Journal 20 April 1996 (both in Exhibit B-5).

⁶ "Railroad Starts Work on Tracks," Eureka Times Standard, collection of Josh Buck, Exhibit B-6.

⁷ "Rail Replacement Wait May Be Long", 12/7/1997 news clipping, collection of Josh Buck, Exhibit B-7 (Hauser indicates diversion of rehab funds was with concurrence of the federal government and the two shippers – Simpson and Blue Lake Forest Products).

⁸ 1986 ICC Lexis 382 (March 19, 1986) at p. *11.

the evidence is consistent with a resumption of common carrier operations on the line subsequently by Eureka Southern.

NCRA adopted Resolution 2008-11 (August 13, 2008) (Exhibit B-1) stating that it “acquired [Annie and Mary] as an operating Rail Road and continued to operate the ... Line and never took formal action to abandon the ... Line even during the period of non-use” However, as noted, by 2008, the entire northern portion of the line was embargoed, and the Resolution accordingly indicated that it was “unlikely and infeasible that the NCRA will operate trains on the [Annie and Mary] roadbed in the near future....” The Resolution stated that it was “appropriate that NCRA retain the right to resume rail freight service on the [Annie and Mary] route, if possible, should the need for such service arise....” The Resolution pledged the agency to cooperate with City of Blue Lake and others in “railbanking” the line “including filing an appropriate application with the Surface Transportation Board....” The resolution has not been rescinded.

NCRA believes that the evidence concerning Annie and Mary is consistent with a determination that Simpson Lumber (the then-owner) did not consummate the abandonment, but instead transferred the line to Eureka Southern for continued rail operation, which continued under NCRA. In that case, Eureka Southern should have sought acquisition authority but did not. However, due to use for common carrier purposes by Eureka Southern and by NCRA, STB retains abandonment

jurisdiction over the Annie and Mary. Furthermore, NCRA in accordance with Resolution 2008-11 must then seek abandonment/railbanking authority from this Board. NCRA also wishes to avoid a situation in which failure to include Annie and Mary in this proceeding constitutes a “stranded segment” problem that might hold up the remainder to the NCRA abandonment proceeding in this docket (AB 1305X).

NCRA is prudently laying out the facts above in the hope of avoiding disputes over agency jurisdiction that might delay the effectiveness of issuance of a railbanking order for any portion of the line that qualifies for an STB Notice of Interim Trail Use. NCRA seeks a NITU that covers the Annie and Mary. Should the agency view its jurisdiction as lapsed, NCRA plans to treat the Annie and Mary as eligible for at least “private” railbanking pursuant to Southern Pacific Transportation Company – Exemption – Abandonment of Service in San Mateo County, CA, AB 12 (Sub-no. 118X), served Feb. 20, 1991, 1991 ICC Lexis 54 at *12 [spur outside ICC jurisdiction may be privately railbanked under the language of 16 U.S.C. 1247(d)], and other authorities.

NCRA in all events wishes to keep all of its lines intact and available for rail reactivation as well as trail use in the interim, consistent with 16 U.S.C. 1247(d), at the conclusion of this proceeding.

Exhibit B1 – NCRA Resolution 2008-11

Exhibit B2 – “Judge Clears Way for Sale of AMRR” (8/9/1987)

Exhibit B3 – NCRA Operations on Annie and Mary, 1993-94 (photographs)

Exhibit B4 – 1993 and 1996 Time Tables (relevant excerpts)

Exhibit B5 – “A&MR Key to New NWP Success” (8/1995);

“Deal Final in Purchase of Rail Line”

Exhibit B6 – “Railroad Starts Work on Tracks”

Exhibit B7 – “Rail Replacement Wait May be Long” (12/7/1997)

Exhibit B1 – NCRA Resolution 2008-11

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.

Resolution No. 2008 - 11

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 Korblex, 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

Exhibit B2 – “Judge Clears Way for Sale of AMRR” (8/9/1987)



HUMB CO COLLECTION
 Railroads - Arcata + Mad River
 LIBRARY HUMBOLDT STATE UNIVERSITY

Judge clears way for sale of A MRR Railroad set to purchase Korbelt line

R/S 8/9/87

EUREKA — A federal bankruptcy judge has given Eureka Southern Railroad Co. the go-ahead to purchase the Arcata & Mad River Railroad.

Arcata & Mad River Railroad runs from Korbelt to Arcata. The purchase would enable Eureka Southern to haul freight directly from the Simpson Timber Co. sawmill at Korbelt, instead of reloading from trucks onto rail cars in Arcata.

Bryan Whipple, Eureka Southern's previous operator, had initiated sale negotiations in July 1986 with Simpson Timber Co., which currently owns the Arcata and Mad River

railroad. Whipple filed for bankruptcy in December, but Eureka Southern's bankruptcy trustee, Jerry Gregg, had resumed purchase negotiations over the past three months.

The bankrupt railroad wants to negotiate a hauling agreement with Simpson that would eliminate a cash payment for the Arcata & Mad River Railroad, known locally by the nickname Annie & Mary, according to the railroad trustee's attorney, Philip Arnot.

The lawyer said that freight volumes and period of payment will be negotiated next week, and he predicts that the purchase contract would be signed and sealed within 30 days.

An Aug. 2 train tunnel fire, which has halted Eureka Southern through-traffic between Eureka and Willits, does not affect purchase negotiations, Arnot said.

Exhibit B3 – NCRA Operations on Annie and Mary, 1993-94 (photographs)

Photo A: A North Coast Railroad (NCR) freight on February 14, 1993, at the Warren Creek Crossing. Note that the locomotive is labeled as Southern Pacific No. 3779. It was purchased secondhand and operated on the NCR until closure in February 1998. This locomotive can be found in the Eureka Rail Yard (as of 2021).

Bill Roberts Photo (all photos copyright but reprinted with his permission)

Photo B: A North Coast Railroad (NCR) freight on February 14, 1993, at the Warren Creek Crossing. Note that the locomotive is labeled as a Southern Pacific No. 3779. It was purchased secondhand and operated on the NCR until closure in February 1998. This locomotive can be found in the Eureka Rail Yard (as of 2021).

Bill Roberts Photo. Copyrighted, reprinted by permission.

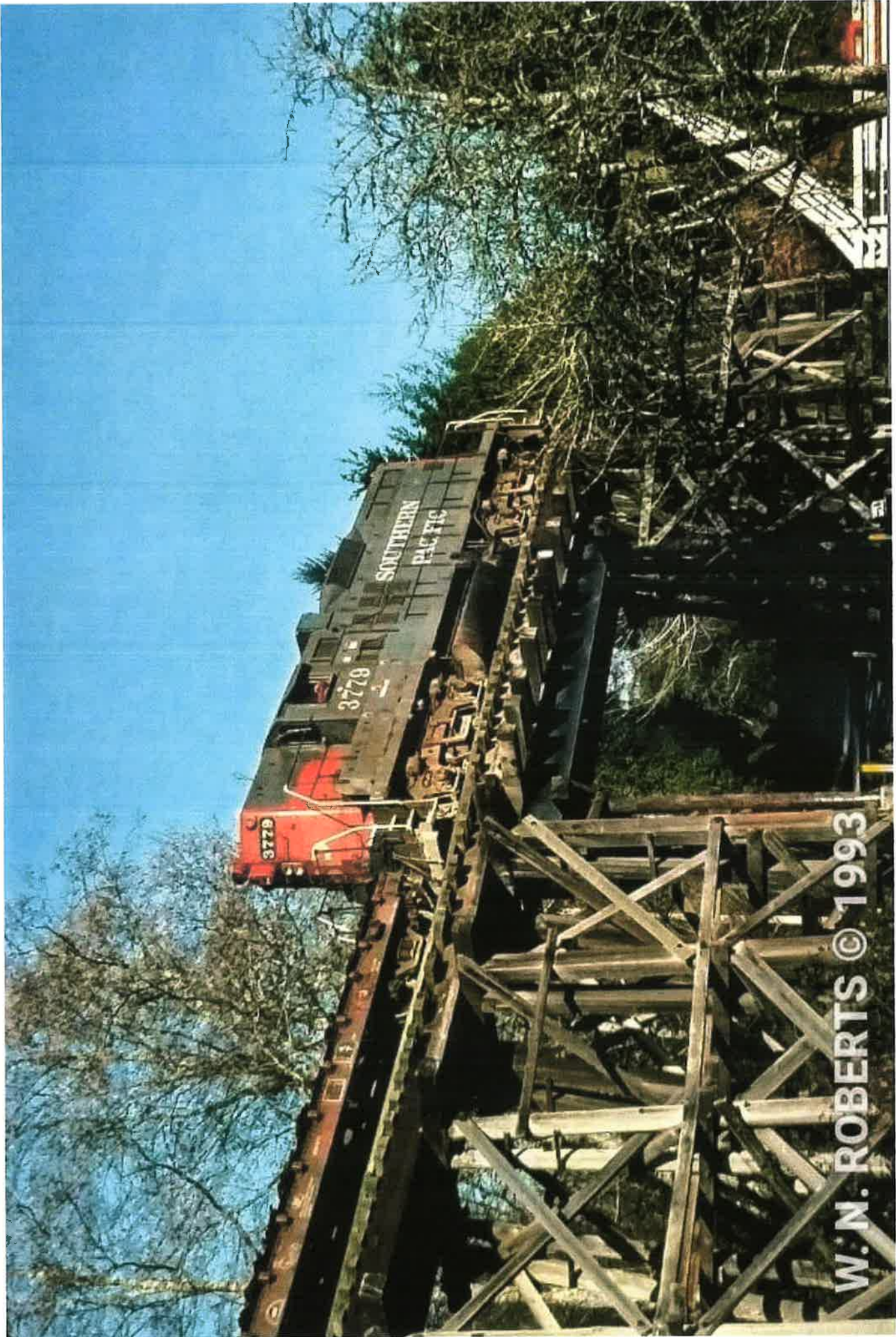
Photo C: A North Coast Railroad (NCR) freight along West End Road in approximately on June 5th, 1992. Note that locomotive is labeled as Central California Traction No. 70. No. 70 was purchased secondhand and operated on the NCR until closure in February 1998. This locomotive was scrapped onsite at the Eureka Yard in 2015. Bill Roberts Photo. Copyrighted, reprinted by permission.

Photo D: A North Coast Railroad (NCR) freight hauling over the Minor Creek trestle on February 14, 1993. Note that the locomotive is labeled as Southern Pacific No. 3779. It was purchased secondhand and operated on the NCR until closure in February 1998. Bill Roberts photo. Copyrighted, reprinted by permission.

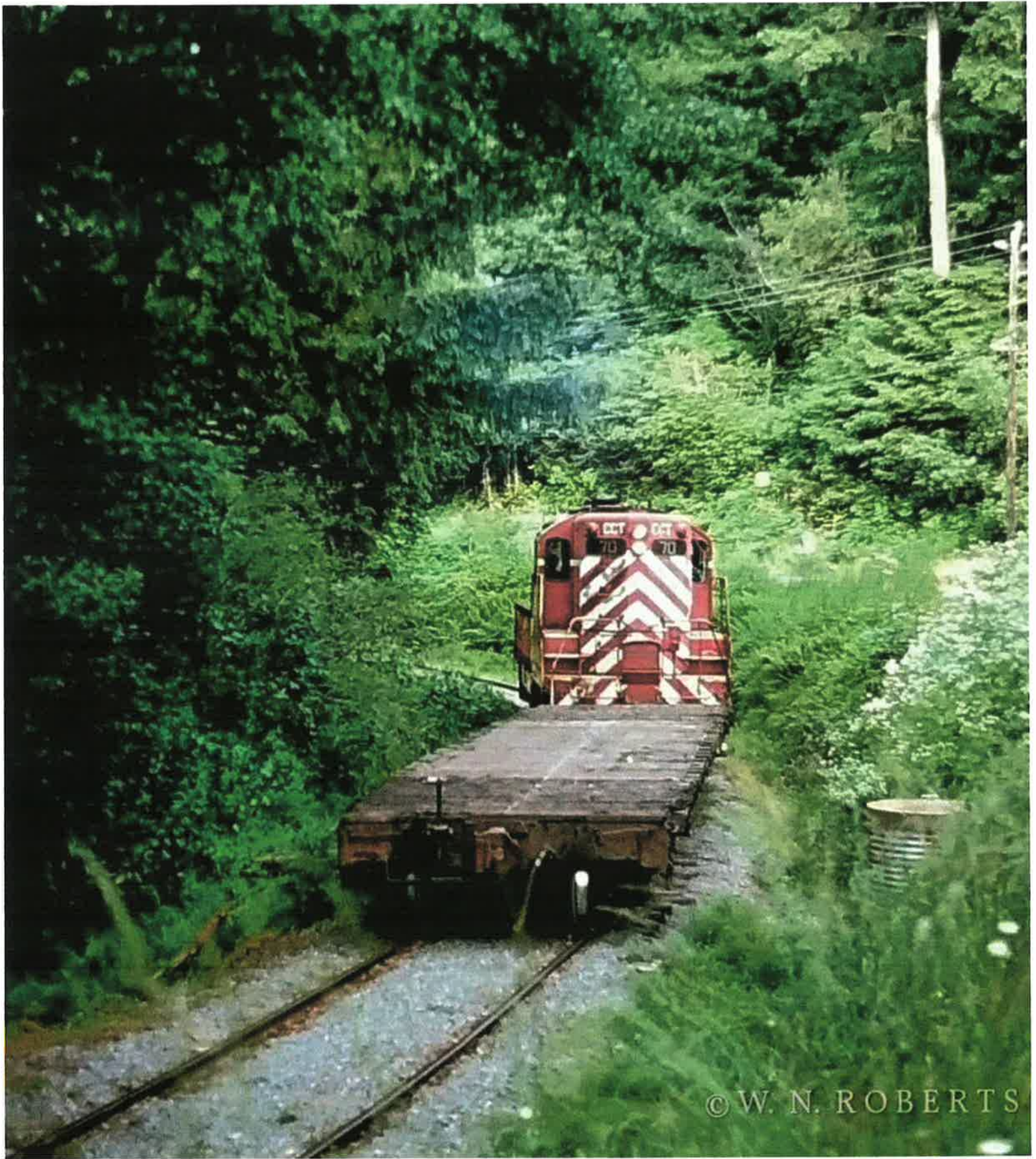
Photo E: A North Coast Railroad (NCR) freight pulling a train through the crossing across Maple Creek Road near the mill at Korbel on February 14, 1993. Note that the locomotive is labeled as a Southern Pacific No. 3779. It was purchased secondhand and operated on the NCR until closure in February 1998. Copyrighted, reprinted by permission.



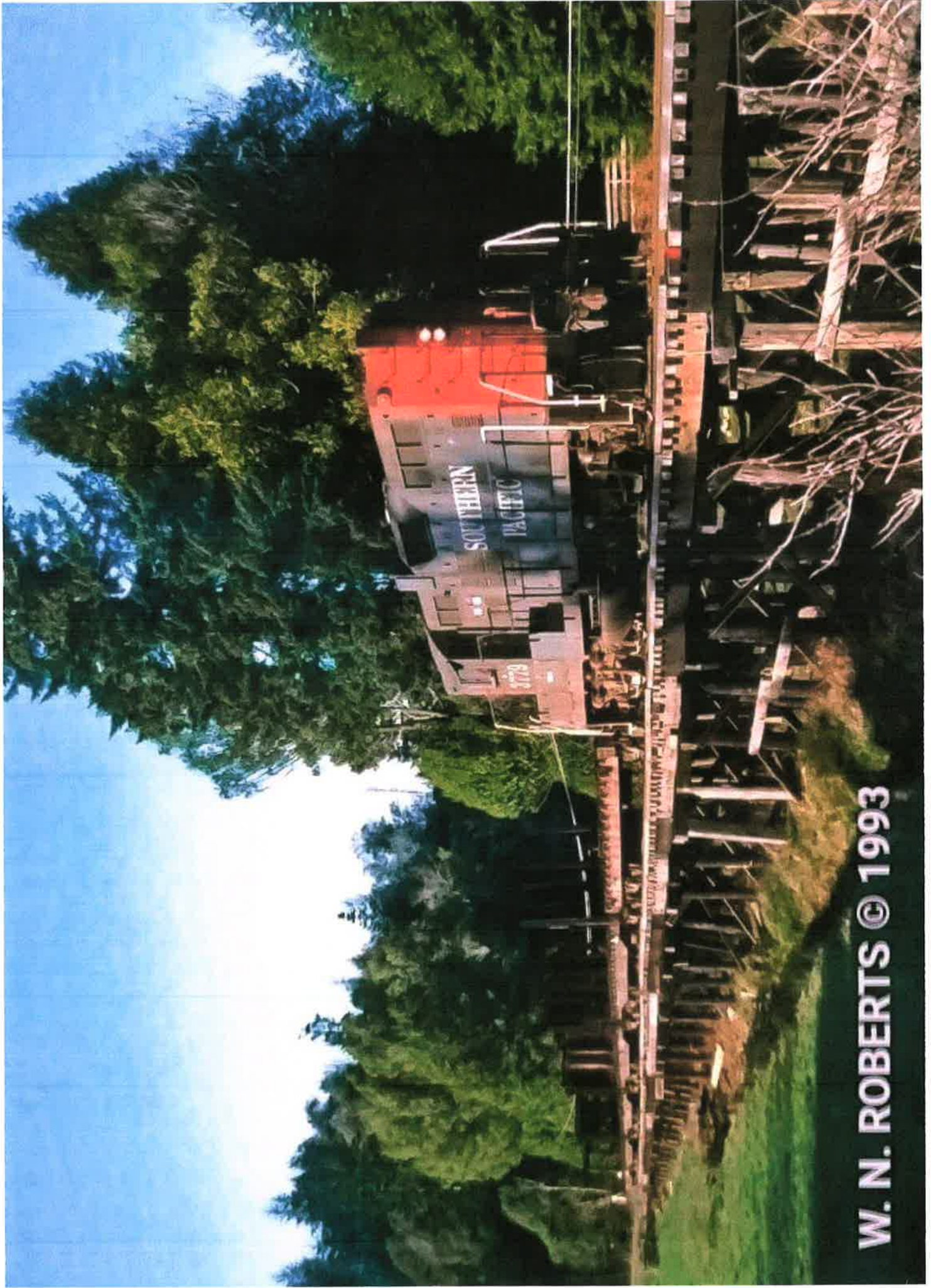
© 1993 W. N. ROBERTS



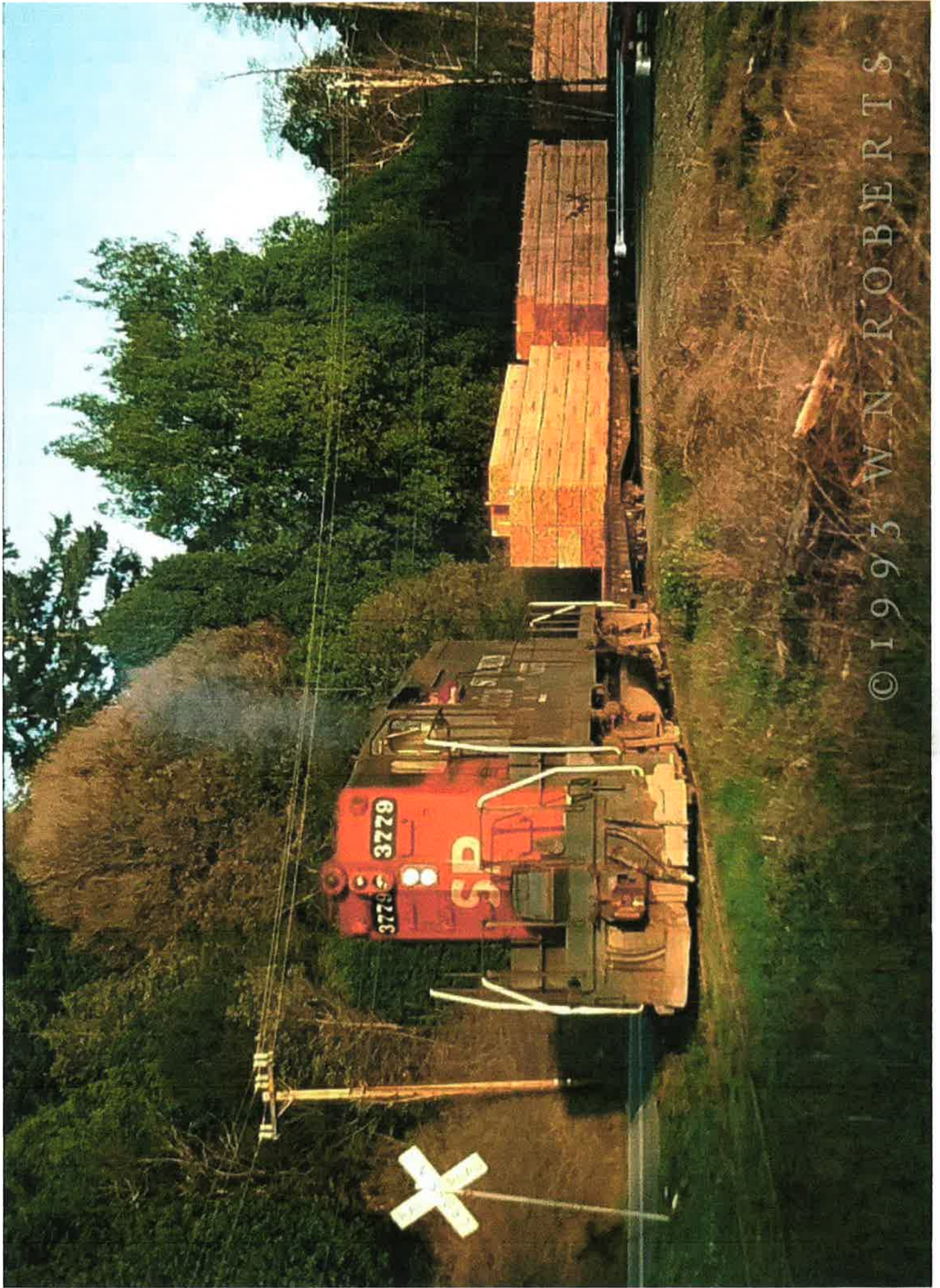
W. N. ROBERTS © 1993



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Exhibit B4 – 1993 and 1996 Time Tables (relevant excerpts)

RULE 226. ABSOLUTE BLOCK REGISTER TERRITORY:

New rule is added: Absolute block register territory will be designated in timetable. A register labeled "Absolute Block Register Territory" will apply only on that designated territory. A train or operator in charge of on-track equipment is authorized to occupy Absolute Block Register Territory under the following conditions:

1. Following information must be entered in register on the first blank line:

Train or on-track equipment	Conductor or MotW employee	Date	Time Territory Occupied	Time Territory Cleared
A	B	C	D	E

COLUMN REQUIRED ENTRY

- A- Enter the train identification or MotW and track equipment number.
- B- Enter last name of conductor or operator in charge of on-track equipment.
- C- Current date.
- D- Time entry is made in register.

2. If the territory is occupied by a preceding train movement entry cannot be made on register until engineer of each preceding movement has been contacted and advised territory will be jointly occupied by a train, Maintenance of Way on-track equipment and/or another train, all train movements must be made at RESTRICTED SPEED prepared to stop short of men and equipment fouling the track within the territory.

E- Time territory cleared.

3. After movement has been completed, the time the territory was cleared must be entered in Column E. A line is then to be drawn through the entire entry. The required exit entry may be completed by any authorized employee.

RULE 450. TRACK BULLETINS:

Example of Form A Track Bulletin:

NORTH COAST RAILROAD		
Track Bulletin Form A Number _____		
To: _____		
At: _____		
DO NOT EXCEED SPEED INDICATED BELOW BETWEEN		
TRAIN MPH	RESTRICTION LIMIT	
Complete:	Train Dispatcher:	

Example of Form C Track Bulletin:

NORTH COAST RAILROAD		
Track Bulletin Form C Number _____		
To: _____		
At: _____		
Complete:	Train Dispatcher:	

RULE 521 (A). UNFORSEEN TRACK RESTRICTIONS:

New rule is added: When it is necessary to transmit a track restriction not covered by a track bulletin directly to a train, it is to be accomplished as follows:

- (1) Train dispatcher must state his intentions to issue a track restriction.
- (2) Track restriction must be copied in writing by the receiving employee before it is repeated back to the train dispatcher.
- (3) Restriction will be issued using the following format:
(TRAIN ID) DO NOT EXCEED (SPEED) BETWEEN (LIMIT) AND (LIMIT)
- (4) Track restriction may not be copied by an employee operating the controls of an engine of a moving train.

RULE 622. SAFETY RULES:

NCRR has adopted the current edition of Southern Pacific Lines' Safety and General Rules for all Employees.

RULE 623. TRAIN HANDLING:

NCRR has adopted the current edition of Southern Pacific Lines' Rules and Instructions Governing Air Brake System and Train Handling.

LOCOMOTIVE LIST

Engine No.	Classification	Type	Dynamic Brake
3190	Roadswitcher	GP9	
3857	Roadswitcher	GP9	STD
3804	Roadswitcher	GP9	STD
3779	Roadswitcher	GP9	STD
3786	Roadswitcher	GP9	STD
2872	Roadswitcher	GP9	STD
70	Roadswitcher	GP7	STD

NORTH COAST RAILROAD



TIME TABLE No.

1

IN EFFECT AT

12:01 A.M. Pacific Time
Thursday, September 16, 1993

This Time Table is for the exclusive use and guidance of Employees.

David R. Hebert
General Manager

Clyde L. Ferguson
Trainmaster

Frank B. Lovio
Roadmaster

Eureka, California

EUREKA LINE

Capacity of Sidings	Facilities	TIME TABLE No. 1 September 16, 1993			Authority	
		STATIONS		Mile Post		Station Number
			KORBEL	301.8	302	ABR
		9.0	BLUE LAKE	300.8	301	
		5.6	KORBLEX	295.2	295	
		3.3	ARCATA	292.5	293	
		8.4	EUREKA YL	284.1	284	
Yard	ADQPFR	R	SOUTH BAY	277.8	278	DTC
890	DA		FORTUNA	266.1		
3711	DA		ROHNERVILLE	264.5	265	DTC
1613	DAR	R	ALTON	262.7	263	
275	SPFE		SCOTIA	255.6	256	
2450	DA		GLYNN	253.8		
2244	DAP		SOUTH FORK	237.3	237	
300	NC		EEL ROCK	225.1	225	
2479	DA		FORT SEWARD	216.6	217	
150	SCP		ALDERPOINT	209.0	209	
1600	DA		208	208.1		
700	DA		ISLAND MOUNTAIN	194.5	195	
476	DA		BELL SPRINGS	184.3	184	
763	DAP		DOS RIOS	166.5	167	
1674	DA		LONGVALE YL	152.5	153	
			MP 142.5	142.5		
Yard	PF		WILLITS YL	139.5	140	
			(144.6)			

RULE 480, Direct Traffic Control (DTC) in effect. MAXIMUM AUTHORIZED SPEED

Willits and Korbel..... 25	
MP 183.0 to 184.0..... 10	MP 190.0 to 204.0..... 10
MP 227.0 to 227.1..... 10	MP 228.9 to 229.1..... 10
MP 256.3 to 258.5..... 10	MP 279.4 to 280.2..... 10
MP 282.0 to 295.6..... 10	MP 295.6 to 301.8..... 10
SPEED ON OTHER THAN MAIN TRACK..... 10.	

ADDITIONAL STATIONS EUREKA LINE

MILE POST	NAME	DIRECTION OF ENTRY
271.0	Loleta	N
268.7	Fernbridge	D 1800A
257.0	Nanning Creek	S 150C
245.6	Shively	N 400C
241.7	Larabee	N 100C
232.2	McCann	S 400C
205.5	Cain Rock	N 200C
200.3	Kekawaka	N 380C
195.7	Quarry Spur	N 200C
190.24	190 1/4 Spur	S 400C
180.0	Spyrock	S 200C
171.1	Woodman	S 150C
158.1	Farley	D 1360A

SAMOA BRANCH

Capacity of Sidings	Facilities	TIME TABLE No. 1 September 16, 1993			Authority	
		STATIONS		Mile Post		Station Number
Yard			END OF TRACK	302.9		ABR
Yard		1.0	FAIRHAVEN (LP)	301.9	2302	
		1.4	SAMOA	300.5	2301	
y	R	8.0	ARCATA YL	292.5	293	
			(10.4)			

Absolute Block Register Territory Arcata to End of Branch MAXIMUM AUTHORIZED SPEED

Willits and Korblex..... 20
MP 295.5 to 302.9..... 10
SPEED ON OTHER THAN MAIN TRACK..... 10

ALTON BRANCH

Capacity of Sidings	Facilities	TIME TABLE No. 1 September 16, 1993			Authority	
		STATIONS		Mile Post		Station Number
Yard			CARLOTTA	267.7	1268	ABR
Yard		5.0	ALTON	262.7	263	
			(5.0)			

Absolute Block Register Territory Arcata to End of Branch MAXIMUM AUTHORIZED SPEED

Alton and end of Carlotta Branch..... 20
MP 267.0 to 267.7..... 10
SPEED ON OTHER THAN MAIN TRACK..... 10

SPECIAL RULES and INSTRUCTIONS NORTH COAST RR

RULE 93. LOCATION OF YARD LIMITS:			
South Milepost	Location	North Milepost	
282.0	Eureka	285.2	
151.0	Longvale	154.0	
137.9 NWP	Willits	142.5	

RULE 226. ABSOLUTE BLOCK REGISTER TERRITORY:			
South Milepost	Block	North Milepost	Register Location
Eureka MP MP 285.2	EUREKA to KORBEL	Mainline MP 301.8	Depot Eureka
Arcata Y MP 292.8	SAMOA BRANCH	End of Branch MP 301.9	Depot Eureka
Alton MP 262.7	CARLOTTA BRANCH	End of Branch MP 267.7	Alton Box with Register

RULE 480. DIRECT TRAFFIC CONTROL DESIGNATED LIMITS:		
South Milepost	Block Name	North Milepost
264.0	Eureka	282.0
255.9	Fortuna	264.0
253.2	Scotia	255.9
237.6	Glynn	253.2
216.9	South Fork	237.6
208.1	Fort Seward	216.9
194.5	208	208.1
184.4	Island Mountain	194.5
165.7	Bell Springs	184.4
154.0	Dos Rios	165.7
142.5	Willits	151.0

LOAD LIMITS

Willits - Eureka	251,000 pounds
Eureka - Korbel	240,000 pounds
Arcata - Samoa	240,000 pounds
Alton - Carlotta	240,000 pounds

MAXIMUM AUTHORIZED SPEED:

BETWEEN SCHELLVILLE AND WILLITS. 30

EXCEPTIONS:

40.4 and 29.0 (SCHELLVILLE BLOCK)....	25
28.5 and 25.8 (SCHELLVILLE BLOCK) ...	25
31.7 (Southward turnout).....	10
31.7 (Northward Spring switch)....	25
36.9 and 37.2.....	20
37.2 and 37.3.....	10
37.3 and 39.3.....	20
44.1 and 46.7.....	25
53.0 and 54.5.....	25
67.5 and 67.7.....	10
67.7 and 68.6.....	25
88.5 and 93.4.....	25
93.4 and 93.5.....	10
93.5 and 122.2.....	25
122.2 and 127.3.....	20
127.3 and 127.9.....	10
127.9 and 139.5.....	20

SPEED ON OTHER THAN MAIN TRACK. 10

EXCEPTIONS:

BURDELL SIDING: OVER SCALE.....	3
SANTA ROSA: ALL YARD TRACKS.....	5
PETALUMA: TRACK 300 (P&SR MAIN)...	5
PETALUMA: ALL YARD TRACKS.....	5

MAXIMUM AUTHORIZED SPEED:

BETWEEN WILLITS AND ARCATA..... 25

EXCEPTIONS:

183.0 and 208.0.....	10
228.9 and 229.1.....	10
256.3 and 258.5.....	10
279.4 and 280.2.....	10

SPEED TABLE:

<u>TIME PER MILE</u>	<u>MILES PER HOUR</u>
2 MIN. 0 SEC.....	30.0
2 MIN. 5 SEC.....	28.8
2 MIN. 10 SEC.....	27.7
2 MIN. 15 SEC.....	26.7
2 MIN. 24 SEC.....	25.0
2 MIN. 30 SEC.....	24.0
2 MIN. 45 SEC.....	21.8
3 MIN. 0 SEC.....	20.0
3 MIN. 30 SEC.....	17.1
4 MIN. 0 SEC.....	15.0
5 MIN. 0 SEC.....	12.0
6 MIN. 0 SEC.....	10.0
7 MIN. 0 SEC.....	8.6
8 MIN. 0 SEC.....	7.5
9 MIN. 0 SEC.....	6.7
10 MIN. 0 SEC.....	6.0
11 MIN. 0 SEC.....	5.5
12 MIN. 0 SEC.....	5.0
13 MIN. 0 SEC.....	4.6
14 MIN. 0 SEC.....	4.3
15 MIN. 0 SEC.....	4.0
16 MIN. 0 SEC.....	3.8
17 MIN. 0 SEC.....	3.5

**NORTHWESTERN
PACIFIC
RAILROAD**



TIME TABLE NO.

1

IN EFFECT AT

**12:01 A.M. Pacific Time
Monday, July 22, 1996**

**This Time Table is for the exclusive use
and guidance of Employees**

E. M. McLaughlin
Chief Executive Officer

C. L. Ferguson
Trainmaster - Eureka

R. D. Mitchell
Trainmaster - Willits

B. J. Collins
Roadmaster - Willits

D. G. Gattis
System Mechanical Officer - Willits

L. M. Trout
Agent - Eureka

J. V. Ryan
Chief Dispatcher - Eureka

NORTHWARD	MP LOCATION	STATION	STATION NUMBER	MILES FROM SCHELLVILLE	SOUTHWARD
	40.4	SCHELLVILLE	10305	0.0	
	28.8	BLACK POINT	10340	11.6	
	25.8	IGNACIO	10345	14.8	
	31.3	BURDELL	10385	20.3	
	38.5	PETALUMA	10400	27.5	
	53.8	SANTA ROSA	10440	42.8	
	68.0	HEALDSBURG	10495	57.0	
	75.8	GEYSERVILLE	10510	64.8	
	85.2	CLOVERDALE	10525	74.2	
	100.1	HOPLAND	10539	89.1	
	114.0	UKIAH	10595	103.0	
	122.1	REDWOOD VALLEY	10620	111.1	
	139.5	WILLITS	10700	128.5	
	152.5	LONGVALE	10706	141.5	
	166.5	DOS RIOS	10710	155.5	
	175.5	NASHMEAD	10716	184.5	
	184.4	BELL SPRINGS	10720	173.4	
	194.5	ISLAND MTN	10722	183.5	
	208.1	208	10725	197.1	
	209.1	ALDERPOINT	10726	198.1	
	216.6	FORT SEWARD	10728	205.6	
	225.1	EEL ROCK	10732	214.1	
	237.3	SOUTH FORK	10736	226.3	
	253.8	GLYNN	10742	242.8	
	255.6	SCOTIA	10744	244.8	
	262.5	ALTON	10750	251.5	
	264.5	ROHNERVILLE	10752	253.5	
	266.1	FORTUNA	10754	255.1	
	277.8	SOUTH BAY	10762	266.8	
	284.1	EUREKA	10764	273.1	
	292.5	ARCATA	10770	281.5	
	295.2	KORBLEX	10772	284.2	
	300.8	BLUE LAKE		289.8	
	301.8	KORBEL		290.8	
ADDITIONAL STATIONS					
	27.8	NOVATO	10380	17.0	
	38.2	PARK SIDING	10416	28.4	
	46.1	COTATI	10423	36.3	
	48.7	WILFRED	10427	37.9	
	50.7	TOOD	10432	39.9	
	56.6	FULTON	10470	47.7	
	62.9	WINDSOR	10480	52.1	
	66.4	GRANT	10496	56.6	
	71.9	LYTTON	10606	61.1	
	81.3	ASTI	10620	70.6	
	116.9	PRESSWOOD	10806	106.0	
	120.0	CALPELLA	10816	109.2	
	124.0	LAUSHLIN	10826	113.2	
	131.4	RIDGE	10830	120.6	
	156.1	FARLEY	10708	147.3	
	171.1	WOODMAN	10714	160.3	
	180.0	SPYROCK	10718	169.2	
	190.26	190 TA	10721	176.6	
	195.7	196 SPUR	10723	184.9	
	200.3	KEKAWAKA	10724	189.6	
	205.6	GAIN ROCK		194.7	
	232.2	McCANN	10734	221.4	
	241.7	LARABEE	10736	230.8	
	246.8	SHIVELY	10740	234.8	
	287.0	NANNING CREEK	10746	246.2	
	288.7	FERNBRIDGE	10756	257.9	

SPECIAL RULES OF NWP RAILROAD

RULE 1.20-IMPAIRED SIDE CLEARANCE

MILEPOST	LOCATION	DESCRIPTION
28.5	BLACK POINT	DRAWBRIDGE
37.2	PETALUMA	DRAWBRIDGE
37.8	WINGO	BRIDGE
67.5	HEALDSBURG	BRIDGE

RULE 6.13-YARD LIMITS-DESIGNATED LIMITS

SOUTH MP	YARD NAME	NORTH MP
44.9	SCHELLVILLE	40.4
26.0 SOUTH	IGNACIO	26.0 NORTH
37.1	PETALUMA	39.6
112.7	UKIAH	114.3
137.4	WILLITS	142.5
151.0	LONGVALE	154.0
194.0	ISLAND MOUNTAIN	195.8
252.5	SCOTIA	256.5
282.0	EUREKA	285.2

RULE 6.16-BLOCK REGISTER TERRITORY-DESIGNATED LIMITS

SOUTH MP	BLOCK NAME	NORTH MP
262.7	CARLOTTA BRANCH	287.7
285.2	KORBLEX BRANCH	295.2
292.8	SAMOA BRANCH	300.5

RULE 6.29.1-TRACKSIDE DETECTORS

MILEPOST	DESCRIPTION
28.0	DRAWING EQUIPMENT TALKER
48.9	HOT BOX TALKER
72.0	DRAWING EQUIPMENT TALKER

RULE 7.6-SECURING CARS OR ENGINES

SCHELLVILLE AND ARCATA:

NOT LESS THAN THREE HAND BRAKES MUST BE APPLIED ON CARS. TRAIN CREWS MUST NOT RELEASE HAND BRAKES UNTIL ENGINE IS COUPLED AND BRAKE PIPE IS CHARGED.

RULE 16.0-DIRECT TRAFFIC CONTROL-DESIGNATED LIMITS

SOUTH MP	BLOCK NAME	NORTH MP
40.4	SCHELLVILLE	26.0 SOUTH
26.0 NORTH	BURDELL	37.1
39.6	COTATI	54.2
54.2	SANTA ROSA	75.9
75.9	HEALDSBURG	84.3
84.3	CLOVERDALE	100.0
100.0	HOPLAND	112.7
114.3	REDWOOD VALLEY	137.4
142.5	WILLITS	151.0
154.0	DOS RIOS	166.7
166.7	BELL SPRINGS	184.4
184.4	ISLAND MOUNTAIN	194.0
195.8	208	208.1
208.1	FORT SEWARD	216.9
216.9	SOUTH FORK	237.6
237.6	GLYNN	252.5
256.5	FORTUNA	264.0
264.0	EUREKA	282.0

SPECIAL RULES OF NWP RAILROAD

RULE 8.9-SPRING SWITCHES

STATION	LOCATION	NORMAL POSITION	FACING DIRECTION
GEYSERVILLE	MP 77.1	MAIN TRACK	SOUTH
BURDELL	MP 31.7	SIDING	NORTH
BURDELL	MP 30.5	MAIN TRACK	NORTH

GRADE RESTRICTIONS

ON DESCENDING GRADE BETWEEN REDWOOD VALLEY AND WILLITS, TRAINS MUST NOT EXCEED 200 TONS PER AXLE OF OPERATIVE DYNAMIC BRAKE. TRAINS EXCEEDING 80 TPOB MUST NOT EXCEED 15 MPH. WHEN TRAIN HAS INSUFFICIENT DYNAMIC BRAKE, 1 RETAINING VALVE FOR EACH 150 TONS MUST BE SET. WHEN A TRAIN HAS NO DYNAMIC BRAKE, ALL RETAINING VALVES MUST BE SET AND TRAIN MUST NOT EXCEED 10 MPH. WHEN IT IS KNOWN THAT RETAINING VALVES WILL BE REQUIRED AT RIDGE, AFTER COMPLETION OF REQUIRED AIR TEST, RETAINING VALVES MAY BE SET AT WILLITS OR REDWOOD VALLEY.

MISCELLANEOUS

1. SP 354000-354199 SERIES WOOD CHIP CARS EXCEED CLEARANCES NORTH OF MP 90.0 AND MUST NOT BE MOVED BEYOND THIS POINT. TRAINS HANDLING LOADED CARS IN ABOVE SERIES MUST REDUCE SPEED OF TRAIN NOT EXCEEDING 10 MPH OVER HEALDSBURG BRIDGE, MP 67.0. ON ALL MOVEMENTS, CARS MUST BE SEPARATED AT LEAST FIVE CARS FROM ENGINE OR CABOOSE, TRAIN LENGTH PERMITTING.
2. CARS BEARING "EXCEED PLATE C" SYMBOL OR WORDS EXCESS HEIGHT MUST NOT BE OPERATED NORTH OF CLOVERDALE.
3. PETALUMA. ONLY ONE 4-AXLE UNIT MAY OPERATE ON TRACK 300 (OLD P&SR MAIN TRACK).
4. PETALUMA. DO NOT OPERATE BEYOND WASHINGTON STREET ON TRACK 310 (OLD P&SR MAIN TRACK). TRACK OUT OF SERVICE.
5. UKIAH. TRACK 624-MASONITE MUST NOT BE SWITCHED WITH MORE THAN ONE UNIT.
6. REDWOOD VALLEY. INPAIRED CLEARANCE MAY EXIST ADJACENT TO TRACK 0643 ACCOUNT DISMANTLING OF RAILROAD CARS.
7. SIX AXLE UNITS WILL NOT OPERATE ON TRACK 441 (GP SANTA ROSA).
8. HAZARDOUS MATERIALS MAY NOT BE TRANSPORTED NORTH OF MP 142.5.
9. THE TRACK BETWEEN KORBLEX-MP 295.2 AND KORBEL-MP 301.8 IS OUT-OF-SERVICE.
10. DO NOT PUT DRGW 14000 & 17000 BALLAST CARS AGAINST CENTERBEAMS OR 90+ FOOT CONTAINER CARS NORTH OF MP 142.5.
11. ALL DIRECTIONS PREVIOUSLY REFERRED TO AS "EAST" WILL NOW BE REFERRED TO AS "NORTH." ALL DIRECTIONS PREVIOUSLY REFERRED TO AS "WEST" WILL NOW BE REFERRED TO AS "SOUTH."

SAFETY FIRST !

ADDITIONS AND REVISIONS TO THE GENERAL CODE OF OPERATING RULES

RULE 1.1-SAFETY RULES

NWP HAS ADOPTED THE CURRENT EDITION OF SOUTHERN PACIFIC LINES' SAFETY AND GENERAL RULES FOR ALL EMPLOYEES.

DEFINITION: TRAIN REGISTER

A BOOK OR FORM USED AT DESIGNATED STATIONS FOR REGISTERING TIME OF ARRIVAL AND/OR DEPARTURE OF TRAINS AND SUCH OTHER INFORMATION AS MAY BE PRESCRIBED.

RULE 1.3.1-RULES, REGULATIONS AND INSTRUCTIONS

IS REVISED TO READ:

OPERATION OF NWP WILL BE GOVERNED BY THE CURRENT EDITION OF THE GENERAL CODE OF OPERATING RULES.

RULE 3.3-TIME COMPARISON

STANDARD CLOCK LOCATED IN THE EUREKA DEPOT OR CORRECT TIME MAY BE OBTAINED BY CALLING (707)444-8055.

RULE 4.1-NEW TIMETABLE

THE MOMENT A NEW TIMETABLE GOES INTO EFFECT, IT WILL REPLACE THE PREVIOUS ONE AND ALL GENERAL ORDERS ISSUED PRIOR TO THE EFFECTIVE DATE OF THE NEW TIMETABLE.

RULE 5.4.1-TEMPORARY RESTRICTIONS

YELLOW FLAGS WILL BE DISPLAYED ONE HALF MILE IN ADVANCE OF RESTRICTION WHEN PRACTICABLE.

RULE 5.5-PERMANENT SPEED SIGNS

REDUCE SPEED SIGN; ONE HALF MILE IN ADVANCE OF RESTRICTION. INCREASE SPEED SIGNS; TRAIN MAY INCREASE SPEED WHEN REAR OF TRAIN CLEARS RESTRICTION.

RULE 6.12-FRA EXCEPTED TRACK:

ON TRACK(S) DESIGNATED AS "FRA EXCEPTED TRACK," THE FOLLOWING WILL GOVERN:

1. MAXIMUM SPEED WILL NOT EXCEED 10 MPH.
2. NO PASSENGER TRAIN SHALL BE OPERATED.
3. NO TRAIN WILL BE OPERATED THAT CONTAINS MORE THAN FIVE CARS PLACARDED ACCORDING TO HAZARDOUS MATERIAL REGULATIONS.

RULE 6.19-FLAGGING RULE

SPECIFIED FLAGGING DISTANCE IS ONE HALF MILE.

RULE 6.32.6-BLOCKING PUBLIC CROSSINGS

IS REVISED TO READ:

A PUBLIC CROSSING WHICH IS BLOCKED BY A STOPPED TRAIN MUST BE OPENED WITHIN TEN MINUTES UNLESS NO VEHICLE OR PEDESTRIAN IS WAITING AT THE CROSSING.

RULE 60.0-TRAIN HANDLING

NWP HAS ADOPTED THE CURRENT EDITION OF SOUTHERN PACIFIC LINES' RULES AND INSTRUCTIONS GOVERNING AIR BRAKE SYSTEM AND TRAIN HANDLING.

GETTING HURT IS A FOOLISH WAY TO PROVE THAT RULES MEAN WHAT THEY SAY

Exhibit B5 – “A&MR Key to New NWP Success” (8/1995)



THE

HEADLIGHT

NORTHWESTERN PACIFIC RAILROAD HISTORICAL SOCIETY

Preserving the heritage of Redwood Empire railroading

AUGUST, 1995

VOL. XI NO.4

A&MR Key to New NWP Success

Headlight Staff Report

SACRAMENTO—Rebuilding and operating the picturesque but derelict Arcata & Mad River Railroad in Humboldt County is one key to putting the old Northwestern Pacific Railroad fully into public hands and ensuring its future success, a panel of the California Transportation Commission was told here July 12.

Leading to these goals, CTC is being asked to approve a keystone feature of an intricate financial plan under which the new NWP Joint Powers Authority hopes to buy 140 miles of mostly ex-NWP trackage from Southern Pacific for \$27 million, using chiefly federal and state funds. That plan includes a \$12 million, 20-year interest-free loan from the Federal Highway Administration—in bureaucrat talk, the "Q Fund."

North Coast Railroad Authority's presentation encountered a sometimes skeptical but generally encouraging response from members of CTC's Railway Committee. No action was taken.

To get the Q Fund money, a way must be found to repay it. The method for repayment is what CTC is being asked to endorse, probably at its August meeting in Irvine. That method is for the NCRA—which operates the North Coast Railroad from Willits to the Eureka area—to put its lion's share of revenue from the California Northern Railroad's lease of NWP into a trust fund, which along with trackside leasehold revenues hopefully will build to \$12 million by the repayment year of 2015.

If this arrangement passes muster with CTC, it will "cause the release of about \$10 million of additional federal...and state funds for use in rehabilitating portions of NCRA's existing system located north of Eureka as well as returning the Arcata & Mad River Railroad to service....," Allan Hemphill, first vice chairman of NCRA, informed the CTC Railway Committee here, continuing:



The ANNIE & MARY Oldest Railroad In The West

"Return of the A&MR to service is expected to provide both cost reductions and increased traffic volume and revenue to the NCRA," an estimated net of nearly \$600,000 a year.

Hemphill appeared here with Gary Milliman, Fort Bragg city administrator and chairman of NCRA, and a delegation—which sat silently by—from the Golden Gate Bridge District. The bridge, Marin County and NCRA have joined to form the NWP Joint Powers Authority. They hope to complete the purchase from SP by year's end.

Reconstruction of A&MR would take about two years and add an estimated annual 1,000 carloads of lumber for NCRR from Simpson Timber and Blue Lake Forest Products mills, which now truck lumber to load a far smaller number of cars at NCRR railheads at Korblex or Arcata. NCRR now credits the mills with about \$100,000 a year in reload allowances for the truck-to-rail transfers.

A&MR, nicknamed the "Annie & Mary," dates from 1855 as a horse-drawn railroad to the Arcata wharf. It developed into an odd-width narrow gauge line to the mill at Korbex, plus timber-gathering spurs. Dual gauged after 1925, it survived as a standard-gauge line of about 7 miles until 1985. Its trackage was purchased by the Eureka Southern Railroad, NCRR's immediate predecessor.

The issue here, in Hemphill's word, is a "critical" piece of the jigsaw puzzle in putting NWP back together. Financial viability of the southern end of the line, the part

south of Willits being bought from SP, depends on the flow of lumber-laden cars from the north. And now the north must depend, for repayment of the federal loan, on revenue from the south.

Future passenger operations there, including commuter service in Marin and Sonoma counties, must depend upon other arrangements to be made in the future. NCRR, however, hopes to restore passenger excursion operations through the scenic Eel River canyon.

NCRA said that, at current operating levels—which are expected to rise—its share of revenues from the California Northern lease of NWP is at least \$210,000 annually, and its share of revenues from about 500 leases of businesses on railroad-owned trackside property is another \$125,000—a total of \$335,000. This money (15 per cent of Cal Northern's gross on the line) now goes to SP; but will flow to the new Joint Powers Authority after the purchase.

U.S. Rep. Frank D. Riggs (R-Windsor), in a letter to CTC, urged approval of the NCRA fund proposal. He noted that the acquisition of NWP has had the support of three successive congressmen from the First District, two of them his political adversaries.

"Further, I understand that the use of these ["Q"] funds in the proposed fashion will make available a like amount of federal grant funds for use in securing station sites along the southern portion of the line, and for continued rehabilitation of railroad facilities north of Willits," Riggs wrote.

Additional political support for the NCRA proposal was voiced at the meeting here by State Sen. Mike Thompson (D-St. Helena) and by Assemblyman Dan Hauser (D-Arcata), sponsor of the legislation that created NCRA and rescued the north end of the railroad from abandonment.

Robert Shelton of Corona del Mar (Orange County), the Railway Committee chairman, calling the NCRA proposal "com

Continued Page 3

Funding for Rehabilitation of Arcata & Mad River Railroad 1996.

Deal final in purchase of rail line

Escrow closed at 12:01 a.m. today

By K.C. MEADOWS
 The Daily Journal

The ink is finally dry on the purchase of 140 miles of Southern Pacific Railroad by a public group made up of the North Coast Railroad Authority, the Golden Gate Bridge District and Marin County.

Escrow on the purchase closed at 12:01 a.m. today.

The purchase was, for all intents and purposes, finalized in February when it got official approval from the California Transportation Commission.

The CTC in February released \$42 million in state and federal funds, \$28 million of which will go to Southern Pacific for rails from Willits to Larkspur.

The North Coast Railroad Authority has agreed to guarantee a \$12-million loan as part of the deal to purchase 75.4 miles of track from Willits to Healdsburg.

The North Coast Railroad Authority will get an additional \$9 million out of the pot for a variety of projects, including reopening the Arcata-to-Mad River rail line to serve shippers in that area, and restoring and purchasing passenger cars.

The railroad purchase has been in the works for years, blocked in large part by a recalcitrant Marin County, which doubted the North Coast Railroad's financial stability.

But when fears of losing the federal money set aside for the purchase began to spread in early 1995, negotiations went back into high gear.

In March 1995, an agreement was reached between the North Coast Railroad Authority (which represents Mendocino, Sonoma and Humboldt counties), Marin County and the Golden Gate Bridge District to purchase the line.

Under the agreement, the line from Willits to Healdsburg would become part of the North Coast railroad. The additional 41 miles of track from Healdsburg to Novato and the 23-mile spur from Novato to Larkspur would be owned by the collective authority of the three agencies. The North Coast Railroad Authority already owns the line from Arcata to Willits.

Passenger excursions and boosting tourism along the North Coast are a priority for the North Coast Railroad Authority, which had hoped to start excursions this summer.

Track repairs and passenger car improvements will likely push that date into 1997. The railroad has had proposals from private excursion companies, including dinner excursions from Healdsburg to Willits and day excursions linking up with the Skunk Train in Willits and passenger ships from San Francisco in Eureka.

Clipped from
[Ukiah Daily Journal](#)
[Ukiah, California](#)
 30 Apr 1996, Tue • Page 1

Show article text (OCR) ▾

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Exhibit B6 – “Railroad Starts Work on Tracks”

Railroad starts work on tracks

By David Anderson
The Times-Standard

BLUE LAKE — Work has started on replacing the tracks of the former Arcata and Mad River Railroad.

Dan Hauser, director of the Northwestern Pacific Railroad, said the old rails are being salvaged and will be sold for scrap. They will eventually be replaced by heavier rails capable of bearing the weight of modern locomotives.

Hauser said it will probably be 18 to 24 months before the rails are replaced. Three trestles and a bridge will also have to be re-

placed, and some curves in the 7-mile line flattened.

"This was essentially an old logging railroad, built for 40-foot wooden boxcars," he said. "Modern cars are at least 60 feet long."

Most of the line, locally known as the "Annie and Mary," was laid in the 1870s. Some sections, built in the 1850s, were the first rails west of the Mississippi River.

The line originally started at the end of a pier reaching out into Arcata Bay. The depot was where the Arcata post office is now.

The Arcata and Mad River Railroad runs from Korb through

■ See ANNIE/Back of section

ANNIE: Federal grant funds project

FROM A1

Blue Lake and Glendale, joining the main line of the Northwestern Pacific Railroad in Arcata. It carried lumber until 1994, when the Federal Railroad Authority closed it because of the condition of the tracks and trestles.

The line, formerly owned by Simpson Timber Co., was sold to Eureka Southern Railroad, which went bankrupt in 1989. The

Eureka Southern holdings were acquired by the Northcoast Railroad Authority, a public agency, in 1992.

The authority runs the Northwestern Pacific, which links Humboldt County to the San Francisco Bay Area.



4TH BIG WEEK!!
TIP TOP TOPLESS
RV SALES

Exhibit B7 – “Rail Replacement Wait May be Long” (4/40/1996)

12-7-1997

Rail replacement wait may be long

BLUE LAKE — Removal of the old rails on the Arcata and Mad River Railroad should be completed by the end of the month, North Coast Rail Authority officials say.

But it may be almost two years before the rail authority can afford to install the heavier rails it needs to reopen the line. Three trestles and a bridge must also be replaced.

General Manager Dan Hauser said the railroad authority received a \$4.5 million federal grant to upgrade the Arcata and Mad River. But last year approval was received to use the funds to repair storm damage on the main line.

"It was done with the concurrence of federal government and the two shippers on the line — Simpson and Blue Lake Forest Products," he said. "They agreed it was no use gold-plating a spur line if we couldn't keep the main line open."

The railroad suffered heavy damage in the winter storms of 1975 and 1976, especially in the Eel River Canyon. Most of the promised federal disaster funds have not yet been received, leaving the line heavily indebted for already completed repair work.

Exhibit C – Correspondence with CalSHPO to date

Re: California historic resources search, Humboldt and Mendocino counties

From: C. Montange (c.montange@frontier.com)

To: nwic@sonoma.edu

Bcc: ncra.mstogner@sbcglobal.net; elizabeth.coleman@sonoma-county.org

Date: Thursday, September 17, 2020, 11:20 AM PDT

To: Bryan Much, Coordinator, NIC for Cal SHPO

Following your instructions to keep it simple, I ran two searches on the data base at [Built Environment Resource Directory \(BERD\)](#) ("northwest" and "railroad") in each of the three counties (Humboldt, Trinity, and Mendocino) traversed by the project.

Built Environment Resource Directory (BERD)



California State Parks, State of California

Here are the results by OTIS identification number, with a couple caveats.

Mendocino County

565154
407558
140265

and the following seven (7) items which came up for "railroad" and may be just location signals with nothing to do with the actual project:

557871 to 875,
557879
557880

Trinity County

452820

Humboldt County

664582
531821

475661
470393
687296

and the following that came up for "railroad" (same uncertainties as for Mendocino)

487561-565 (five items)
407986
487566
566076

There were a number of items with "railroad" in column G, and I am guessing that was more address than actual railroad, but here is one to see what this was about (if it actually involves the rail line, then I will have to order some more):

558738

So, what is this going to set me back in terms of copy fees, hopefully for electronic versions, and total cost?

I will talk to Josh Buck about asking you for some reasonable arrangement for the archeological sites, if any. This is for a environmental and historic report to accompany a rail abandonment proceeding at Surface Transportation Board, and is actually intended to assist the Cal SHPO in its comments, if any.

On Monday, September 14, 2020, 4:19:56 PM PDT, Northwest Information Center <nwic@sonoma.edu> wrote:

No thank you, I will call you. You listed your number:

Thanks. Charles H. Montange, Seattle, WA (206-546-1936)

regards,
Bryan

=====
Bryan Much, Coordinator
he, him, his
Northwest Information Center
California Historical Resources Information System
Sonoma State University
voice-707.588.8455
office email: nwic@sonoma.edu
<http://www.sonoma.edu/nwic>
=====

From: C. Montange <c.montange@frontier.com>
Sent: Monday, September 14, 2020 4:03 PM
To: Northwest Information Center <nwic@sonoma.edu>
Subject: Re: California historic resources search, Humboldt and Mendocino counties

The only number listed "below" was 707-588-8455. Do you want me to call that on Thursday at 10?

My tel number is 206-546-1936.

On Monday, September 14, 2020, 3:40:40 PM PDT, Northwest Information Center <nwic@sonoma.edu> wrote:

Thursday at 10:00; I will call the number listed below. Thanks.

regards,
Bryan

=====
Bryan Much, Coordinator
he, him, his
Northwest Information Center
California Historical Resources Information System
Sonoma State University
voice-707.588.8455
office email: nwic@sonoma.edu
<http://www.sonoma.edu/nwic>
=====

From: C. Montange <c.montange@frontier.com>
Sent: Monday, September 14, 2020 12:56 PM
To: Northwest Information Center <nwic@sonoma.edu>
Subject: Re: California historic resources search, Humboldt and Mendocino counties

Any time Wed afternoon or Thursday. I will accommodate you.

On Monday, September 14, 2020, 11:59:23 AM PDT, Northwest Information Center <nwic@sonoma.edu> wrote:

Sorry, these times were all booked.

Wednesday or Thursday anything open for you?

regards,
Bryan

=====

Bryan Much, Coordinator

he, him, his

Northwest Information Center

California Historical Resources Information System

Sonoma State University

voice-707.588.8455

office email: nwic@sonoma.edu

<http://www.sonoma.edu/nwic>

=====

From: C. Montange <c.montange@frontier.com>

Sent: Friday, September 11, 2020 12:17 PM

To: Northwest Information Center <nwic@sonoma.edu>

Subject: Re: California historic resources search, Humboldt and Mendocino counties

I was on the phone with NCRA's Exec. Director. I will try calling you now (did not work). Otherwise how about Monday at 9 AM, 10 AM, or 11 AM, or Tuesday 9 AM?

On Friday, September 11, 2020, 12:06:05 PM PDT, Northwest Information Center <nwic@sonoma.edu> wrote:

Hello Charles,

I am following up as I tried to call you about an hour ago, today, Sept. 11th. I will have time next week if you'd like to schedule something. Please let me know a few general time frames you'd be available and I'll find one that works with my schedule.

regards,

Bryan

Bryan Much, Coordinator

he, him, his

Northwest Information Center

California Historical Resources Information System

Sonoma State University

voice-707.588.8455

office email: nwic@sonoma.edu

<http://www.sonoma.edu/nwic>

From: C. Montange <c.montange@frontier.com>

Sent: Monday, September 7, 2020 10:47 AM

To: nwic@sonoma.edu

Subject: California historic resources search, Humboldt and Mendocino counties

I am assisting in preparing a report on the history of the old NWP (now North Coast Railroad Authority) rail line (including predecessors and successors) in (inter alia) Humboldt and Mendocino Counties, from Willits north. Line runs through Willits, down the Eel River Canyon, into Eureka, with branch line termini at (1) Samoa/Fairhaven, (2) Korblex (north of Arcata) and (3) Carlotta (all the termini in Humboldt). NCRA system route map is found on the attached link. http://www.northcoastrailroad.org/images/nwphs_map_1996cnew.gif
The history is is for NCRA.

I wish to identify any CA (or national or local) historic resources (districts, sites, structures etc.) on or immediately adjacent to the line. Can you assist, and if so, how long will it take and how much will it cost?

Thanks. Charles H. Montange, Seattle, WA (206-546-1936)

Exhibit D – Letter to agencies, et al



North Coast Railroad Authority
419 Talmage Road, Suite M
Ukiah, CA 95482
707-463-3280

March 9, 2021

To: Addressees on Attached List

Re: Proposed abandonment and railbanking of North Coast Railroad Authority's Line from Willits (MP 139.5) to end of line in Samoa, Korblex, Korbel, and Carlota, to be docketed as North Coast Railroad Authority – Abandonment Exemption – in Mendocino, Trinity and Humboldt Counties, CA, Surface Transportation Board docket no. AB 1305

To whom it may concern:

On May 14, 2021 (or sixty days after posting of this Environment Report/Historic Report, whichever is later), we expect to be filing with the Surface Transportation Board an abandonment proceeding pursuant to 49 C.F.R. 1152.50 (two-year out-of-service exempt abandonments) seeking authority to abandon and to railbank (per 16 U.S.C. 1247(d) for interim rail use subject to rail reactivation) a line of railroad located in Mendocino, Trinity and Humboldt Counties, CA, between Willits at Commercial Street (MP 139.5) to Eureka (approximately MP 284.1) including the entirety of the Samoa, Korblex and Carlotta Branches (ending at approximately MP 302.9, 295.6 and 267.7 respectively, and also inclusive of North Coast Railroad Authority's (NCRA's) Arcata and Mad River Subsidiary which extends through Blue Lake (approximately MP 300.8) to Korbel, ending at approximately MP 301.8. Attached is an Environmental Report and Historic Report (ER/HR) describing the proposed action and any expected environmental (and/or historic) effects, as well as a map of the affected area (Exhibit A in the ER/HR).

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, Washington, DC, telephone 202-

245-0238 and refer to the above Docket No. AB-1305. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to our representative) would be appreciated within 3 weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly. Our representative in this matter is Charles H. Montange who may be contacted by telephone at 206-546-1936 or by mail at Law Offices of Charles H. Montange, 426 NW 162nd St., Seattle, WA 98177. His email address is c.montange@frontier.com.

Very truly,



Mitch Stogner,

Manager, NCRA

Att: List of recipients of this notice letter

BEFORE THE SURFACE TRANSPORTATION BOARD

North Coast Railroad Authority –)
Abandonment Exemption –) AB 1305X
in Humboldt, Trinity and Mendocino)
Counties, CA)

Service List for Combined Environmental Report and Historic Report
(for distribution circa March 9, 2021)¹

California State Clearinghouse
Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044

[website indicates suspended paper submissions so sent electronically to:
state.clearinghouse@opr.ca.gov]

California Environmental Protection Agency
1001 I Street
P.O. Box 2815
Sacramento, CA 95812-2815
cepacomm@calepa.ca.gov

California Coastal Commission

¹ Due to covid, many are working remotely and some agencies (like STB) have actually indicated submissions should be made electronically. On this service list, the California Clearinghouse and North Coast Regional Water Quality Control Board websites (like STB's) call for submissions to be made electronically. Accordingly, NCRA is using the email addresses for submission to those entities. In all other cases, NCRA is using USPS addresses. NCRA is also supplying electronic copies or at least notice per the email addresses provided as found on websites or supplied in response to telephone calls. NCRA is unable to provide email versions or notice to those entities for whom no email address is reasonably apparent on their websites, and who have either stated USPS service is adequate or have not responded to inquiry about email service.

North Coast District
1385 8th St. #130
Arcata, CA 95521
aurora.robinson@coastal.ca.gov

Julianne Polanco, State Historic Preservation Officer
California State Parks
Office of Historic Preservation
1725—23rd St., Suite 100
Sacramento, CA 95816
calshpo.ohp@parks.ca.gov

North Coast Regional Water Quality Control Board
5550 Skylane Blvd Suite A
Santa Rosa, CA 95403-1071
[Board prohibits paper filings, so submitted by email attachment to
NorthCoast@waterboards.ca.gov]

Round Valley Indian Tribes
Att. Kathleen Willits
77826 Covelo Road
Covelo, California 95428
tribalreceptionist@rvit.org

California Natural Resources Agency
1416 Ninth Street, Suite 1311
Sacramento, CA 95814
secretary@resources.ca.gov

Bear River Band of Rohnerville Rancheria
Att: Josefina Cortez, Chair
266 Keisner Road
Loleta, CA 95551
[no apparent email address as of 5 March]

Humboldt County Board of Supervisors

825 Fifth St.
Eureka, CA 95501
cob@co.humboldt.ca.us

Planning Commission,
Humboldt County
3015 H Street
Eureka, CA 95501
Planningclerk@co.humboldt.ca.us

Blue Lake Rancheria
Att: Claudia Brundin, Chairperson
PO Box 428
Blue Lake, CA 95525
info@bluelakerancheria-nsn.gov

Trinity County Board of Supervisors
11 Court St., Room 230
P.O. Box 1613
Weaverville, CA 96093
[no apparent email address as of 5 March]

Trinity County Planning Department
61 Airport Road
P.O. Box 2819
Weaverville, CA 96093
Info.planning@trinitycounty.org

Wiyot Tribe, Table Bluff Reservation
Att: Ted Hernandez, Tribal Chair
1000 Wiyot Drive
Loleta, CA 95551
ted@wiyot.us

Mendocino Board of Supervisors
501 Low Gap Road, Room 1010

Ukiah, CA 95482
bos@mendocinocounty.org

Mendocino County Planning Commission
860 N. Bush St.
Ukiah, CA 95482
pbs@mendocinocounty.org

Sherwood Valley Rancheria
Att: Melanie Rafanan, Chairperson
190 Sherwood Hill Drive
Willits, CA 95490
[hardcopy sufficient at this time]

US Environmental Protection Agency
Region 9 (Pacific Southwest)
75 Hawthorne St.
San Francisco, CA 94105
[no apparent email address as of 5 March]

US Fish and Wildlife Service
Pacific Southwest Region
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
[no apparent email address as of 5 March]

Regional Director, Pacific West Region
National Park Service
333 Bush Street, Suite 500
San Francisco, CA 94104-2828
[no apparent email address as of 5 March]

US Army Corp of Engineers, San Francisco District
450 Golden Gate Ave 4th floor
San Francisco, CA 94102
cespn—regulatory—info@usace.army.mil

Communications and Outreach Branch, NOAA
N/NGS12
National Geodetic Survey, SSMC3 #9340
1315 East-West Highway
Silver Spring, MD 20910-3282
Dana.Caccamise@noaa.gov

Carlos Suarez, State Conservationist
California State Office, National Soil and Conservation Service
Richard E. Lyng USDA Service Center
430 G Street, #4164
Davis, CA 95616-4164
raeann.dubay@usda.gov

U.S. Department of the Interior
Bureau of Land Management
California State Office
2800 Cottage Way, Suite 1623
Sacramento, CA 95825
BLM_CA_WEB_SO@blm.gov

Bureau of Land Management – Arcata Field Office
1695 Heindon Road
Arcata, CA 95521-4573
BLM_CA_Web_AR@blm.gov

U.S. Forest Service
Region 5 (Pacific Southwest)
1323 Club Drive
Vallejo, CA 94592
Dennis.geiser@usda.gov

Friends of the Eel River
Att: Scott Greacen
PO Box 4945
Arcata, CA 95518
scott@eelriver.org

Humboldt Trails Council
PO Box 7164
Eureka, CA 95502
info@humtrails.com

Rails to Trails Conservancy
Att: Laura Cohen
1736 Franklin Street, Suite 550
Oakland, CA 94612
laura@railstotrails.org

Mendocino National Forest
825 N. Humboldt Ave.
Willows, CA 95988
[stated hard copy service is sufficient]

Six Rivers National Forest
1330 Bayshore Way
Eureka, CA 95501
[no apparent email address as of 5 March]

California Department of Transportation
P.O Box 942873
Sacramento, CA 94273-0001
Leishara.ward@dot.ca.gov

Exhibit E -- Comments received to date [supplied at filing of NOE]

Exhibit F – List of Bridges (believed 50 years old or older)

Northwestern Pacific Railroad Bridges

Photo	Location	Milepost	Length	Build Year	Year Documented	Type of Source
1	Minor Creek Crossing (Arcata & Mad River Branch)	299.6 (A)	708'	Approximately 1933	2017	708' Trestle
2	Mad River Crossing (Arcata & Mad River Branch)	298.3 (A)	505'	Approximately 1940	2019	505' Three Riveted Through Span Steel Trusses
3	Green Tank Crossing (Arcata & Mad River Branch)	297.82 (A)	269'	Approximately 1933	2020	269' Trestle
4	Schoolhouse Crossing (Arcata & Mad River Branch)	297.68 (A)	136'	Approximately 1933	2020	136' Trestle
5	Warren Creek Crossing (Arcata & Mad River Branch)	297.6 (A)	490'	Approximately 1933	2020	450' Trestle
6	Mad River Slough Crossing (Samoa Branch)	296.28 (B)	450'	1970	2019	450' Concrete Bridge
7	McDaniel Slough Crossing (Samoa Branch)	293.76 (B)	45'	1965	2019	45' Three Span Open Deck
8	Second Jolly Giant Creek Crossing (Korblex Branch)	292.88 (C)	15'	Pre-1945	2015	15' Single Span Deck Bridge
9	Jolly Giant Creek Crossing (Korblex Branch)	291.48 (C)	45'	1945	2019	45' Three Span Open Deck
10	Jacoby Creek Crossing (Korblex Branch)	290.61 ©	195'	1935	2020	195' Thirteen Span Open Deck Bridge
11	Gannon Slough Crossing (Korbex Branch)	290.41 (C)	55'	1923	2020	55' Four Span Open Deck Bridge
12	Eureka Slough Crossing (Korbex Branch)	285.65 (C)	719'	1975	2018	719' Concrete Lift Span Bridge
13	Elk River Crossing (North End)	280.41	205'	1914	2019	One 205' Through Girder Bridge
14	Swauger Creek Crossing (North End)	270.68	696'	1925	2019	696' Open Deck Bridge
15	Rhoner Creek Crossing (North End)	266.7	45'	Pre-1914	2019	45' Open Deck Bridge
16	Yager Creek (Carlotta Branch)	267 (D)	384'	1939	2019	384' Open Deck Bridge
17	Van Duzen River Crossing (North End)	261.78	759'	1913	2020	759' Through Pin Trusses Bridge
18	Nanning Creek (North End)	257.04	615'	1940/1955	2020	615' Open Deck Bridge
19	Stitz Creek (North End)	251.3	252'	1938	2020	252' Trestle
20	Shively Creek - Second Crossing (North End)	246.58	195'	1965	2017	195' Trestle
21	Shively Creek - First Crossing (North End)	246.18	135'	1965	2019	135' Trestle
22	Larabee Creek Crossing (North End)	241.97	306'	1910	2019	306' Through Pin Truss Bridge
23	South Fork Crossing (North End)	237.75	794'	1910/1965	2019	794' Through Pin Truss Bridge
24	Dyerville Loop Road Crossing (North End)	236.26	23	1911	2019	23' Beam Span Bridge
25	Sonoma Creek Crossing (North End)	230.25	210'	1941	2020	210' Trestle
26	Zook's Bluff Crossing (North End)	228.02	101'	1914	2018	101' Girder Bridge
27	Brock Creek Crossing (North End)	221.73	392'	1941	2020	329' Trestle
28	Steelhead Crossing (North End)	211.68	362'	1914	2020	362' Deck Girder Bridge
29	Cain Rock Crossing (North End)	206.51	1117'	1913	2017	1,117' Through Skewed Deck Girder Bridge

30	Keewauka Creek Crossing (North End)	200.1	241'	1914	2020	241' Deck Girder Bridge
31	Island Mountain Crossing (North End)	194.68	623'	1913/1965	2019	623' Deck Girder Bridge
32	Bell Springs Crossing (North End)	185.1	182'	1913/1965	2019	182' Girder Bridge
33	Blue Rock Creek Crossing (North End)	182.9	222'	1913/1965	2019	222' Deck Girder Bridge
34	Woodman Creek Crossing (North End)	171.49	171.49	1913/1965	2019	51' Deck Girder Bridge
35	Berger Creek Crossing (North End)	167.39	167.39	1911	2019	100' Girder Bridge
36	Outlet Creek - 12th Crossing (North End)	159.6	343'	1911	2020	343' Girder Bridge
37	Outlet Creek - 11th Crossing (North End)	157.32	270'	1911	2020	270' Girder Bridge
38	Outlet Creek - 10th Crossing (North End)	157.17	282'	1911	2020	282' Deck Girder Bridge
39	Outlet Creek - 9th Crossing (North End)	156.12	302'	1911	2020	302' Deck Girder Bridge
40	Outlet Creek - 8th Crossing (North End)	152.07	402'	1911	2016	402' Girder Bridge
41	Outlet Creek - 7th Crossing (North End)	151.14	182'	1911	2020	182' Girder Bridge
42	Outlet Creek - 6th Crossing (North End)	149.23	212'	1911	2020	Three 70' Girder Bridge
43	Outlet Creek - 5th Crossing (North End)	148.17	241'	1910	2020	241' Girder Bridge
44	Outlet Creek - 4th Crossing (North End)	147.75	161'	1910	2020	161' Girder Bridge
45	Outlet Creek - 3rd Crossing (North End)	147.26	141'	1910	2020	141' Girder Bridge
46	Outlet Creek - 2nd Crossing (North End)	145.69	206'	1911	2018	206' Through Riveted Truss Bridge
47	Outlet Creek - 1st Crossing (North End)	141.7	180'	1910	2019	180' Girder Bridge

Exhibit G – List of Tunnels (believed 50 years old or older)

Northwestern Pacific Railroad Tunnels

Photo	Tunnel Number	Location	MP Number	Length	Status	Year Built	Liner & Portal	Damage	Year Documented
1,2	40	Table Bluff	271.95W/272.34E	2457.5	Open	1884	Concrete headwall and wingwalls. Concrete portals on both ends.	Rock fall and displaced timber sets. Wet zone with lagging deteriorated in the crown for 20 feet. Serious drainage issues and standing water on east end of tunnel throughout the year.	2020
3,4	39	Shively	246.93W/247.13E	1019.4	Collapsed	1904	Timber sets and lagging. Concrete portal on west end and timber portal on east end.	Lagging is rotted. Rockfall from right quarter arch. Collapse of multiple timber arches, timber and rock on track. Cave-in inside east portal.	2016
5,6	38	Bryan's Bluff	243.59W/243.79E	1216.5	Open	1910	Steels sets of portal extension in place but not completed. Fewer timber sets and doubled-up steel sets. Unlined; timber sets removed/stolen. Concrete east portal and steel supported west portal.	Ponding across the track. Inward displacement of footing and wall, cracks in footings. Many timber supports have been stolen.	2018
7,8	37	McCann	234W/234.05E	270	Open	1911	Gunite and steel sets. Concrete portals for both the east and west ends.	Moist areas throughout.	2018
9,10	36	Whitlow	228.82W/229.96E	247.6	Partial Collapse	1912	Gunite. Timber sets and lagging. Concrete headwall, no wingwalls. Concrete east portal and natural west portal.	Damp areas. Crown segment is pushed down. Internal collapse inside the west portal, approximately 10 feet of crown.	2018
11,12	35	Zook's Bluff	227.96W/228.01E	251.7	Partial Collapse	1911	Steel sets between timber sets and timber lagging. Concrete portals for both the east and west ends.	Timber sets are distressed and lagging has completely rotted away. Very wet areas with steady seepage. Internal collapse inside the east portal, approximately 30 feet of crown.	2017/2018
13,14	34	Eel Rock	226.95W/227.02E	367	Open	1911	Timber sets and lagging. Concrete portals for both the east and west ends.	Timber sets show distress and lagging is deteriorated. Moist areas throughout.	2017
None	33	N/A	N/A	N/A	Daylighted	1912	N/A	N/A	N/A
None	32	N/A	N/A	N/A	Daylighted	1912	N/A	N/A	N/A
15,16	31	Steelhead	212.45W/212.54E	468.6	Open	1914/1955	Concrete between timber sets. Concrete portals for both the east and west ends.	Timber sets are rotting out, concrete in the crown is cracked, sags in places, wet areas and ponding in the right ditch.	2020
17,18	30	Alderpoint	209.54W/209.60E	348.2	Open	1914	Concrete lining. Concrete portals for both the east and west ends.	Cracks along both springlines extend all the way through the tunnel.	2020
19,20	29	Kekewaka	200.90W/200.95E	278.2	Open	1914	Concrete between timber sets. Concrete portals for both the east and west ends.	Timber sets are rotting out and deterioration around construction joints.	2019
21,22	28	Kekewaka	199.78W/199.84E	263.8	Open	1914	Steels sets and no gunite throughout. Concrete portals for both the east and west ends.	No gunite installed.	2019/2020
23,24	27	Island Mountain	194.80W/195.62E	4313.18	Open	1913/1979	Concrete headwall and wingwalls. Concrete portal for both the east and west ends.	Landslide over the east portal. Steady drips of water have resulted in standing water for the first 20 yards of the tunnel during winter/spring months.	2019
None	26	Ramsey	N/A	182.8	Daylighted	1913	N/A	N/A	N/A
None	25	Bell Springs	N/A	265.2	Daylighted	1913	N/A	N/A	N/A
25	24	Bell Springs	188.07W/188.15E	428.9	Collapsed	1913	Collapsed timber lining segment. Timber sets. Concrete portal for both east and west ends.	Invert buried by rock and timber lining debris. Timber sets collapsed, rock fragments falling through liner, timber set hit by equipment. Serious internal collapse.	2019
26,27	23	Spyrock	183.14W/183.16E	106.5	Open	1913	Gunite Over Rock. Concrete portals for both east and west ends.	Rockfall.	2019
28	22	River Garden	179.18W/179.20E	128.7	Open	1913	Concrete headwall and west wingwall. Gunite over rock. Concrete portal for both the east and west ends.	Ditching problems. Large landslide outside west portal.	2019
29,30	21	Nashmead	175.94W/176.01E	333	Collapsed	1913	Timber sets and lagging. Timber structure. Timber supported east portal and concrete west portal.	Major collapse inside/outside east portal.	2019

31	20	Nashmead	175.24W/175.33E	465	Collapsed	1913	Timber sets and lagging. Concrete portals for both the east and west ends.	Major collapse inside east portal.	2019
None	19	Woodman	N/A	N/A	Daylighted	1912	N/A	N/A	N/A
32,33	18	Woodman	171.42W/171.46E	194.6	Partial Collapse	1912	Concrete rock shed. Unlined. Steel sets and partial lagging. Concrete east portal and concrete rock shed west portal.	Rock shed demolished by rock slide. Deteriorated concrete and exposed rebar. Sporadic rockfalls. Lagging missing.	2019
34,35	17	Deer Lodge	169.64W/169.68E	173.2	Collapsed	1912	Timber sets and lagging. Concrete east portal and timber supported west portal.	Large internal collapse inside east portal.	2019
36,37	16	Dos Rios	166.95W/167.03E	375.6	Open	1911	Concrete east portal and timber supported west portal.	Rockslide has buried the track and deposited rock 20' into the tunnel. Lagging deteriorated.	2019
38,39	15	Farley	163.61W/163.69E	335.5	Collapsed	1911	Timber sets and lagging. Concrete portals for both the east and west ends.	Large internal collapse inside east portal.	2019
40,41	14	Farley	160.92W/160.98E	380.8	Collapsed	1911	Concrete. Concrete portals for both the east and west ends.	Large internal collapse inside east portal.	2016
42,43	13	Longvale	156W/156.04E	228.2	Collapsed	1911	Timber sets and lagging with steel helper beams. Concrete portals for both the east and west ends.	Large internal collapse inside the west portal.	2020
44,45	12	Arnold	149.94W/160.12E	881.2	Open	1911/1984	Concrete portals. Lined internally with gunite. Concrete portals for both the east and west ends.	Timber sets have deteriorated and internal sporadic rock falls throughout.	2019
46,47,48	11	Outlet	149.49W/145.60E	657.8	Collapsed	1910/1995	Concrete headwall and wingwalls. Steel sets, sparse timber lagging. Concrete portals for both the east and west ends.	Large internal collapse spans just inside the west portal to about 25 yards from the east portal. Large chunk of tunnel crown caved-in just inside the east portal, daylight is visible.	2018

Exhibit H – List of Structures (believed 50 years old or older)

Northwestern Pacific Railroad Depots and Historic Structures

<i>Photo</i>	<i>Location</i>	<i>Age of Structure</i>	<i>Type of Structure</i>	<i>Status</i>	<i>Year Documented</i>
1	Blue Lake (Arcata & Mad River Railroad Branch)	Pre-1910	Non-Southern Pacific Standard Depot	Privately Owned	2017
2	Eureka	Pre-1970	Non-Southern Pacific Standard Depot	Condemned	2019
3	Eureka	Pre-1930	Locomotive Turntable	Condemned	2018
4	Fernbridge	Pre-1910	Southern Pacific Standard Depot No. 23 Design	Privately Owned	2020
5	Alton	Pre-1950	Southern Pacific Phone Booth	Condemned	2016
6	Scotia	1965	Wood Structure	Condemned	2020
7	McCann	Pre-1950	Southern Pacific Phone Booth	Condemned	2019
8	Fort Seward	Pre-1910	Non-Southern Pacific Standard Depot	Condemned	2018
9	Fort Seward	Pre-1940	Southern Pacific Steam-Era Water Tower	Condemned	2019
10	Milepost 201.0	1939	Concrete Culvert	Condemned	2020
11	Island Mountain	Pre-1965	Storage Facility (Wood Structure)	Condemned	2019
12	Island Mountain	Pre-1965	Cookhouse (Wood Structure)	Condemned	2019
13	Island Mountain	Pre-1965	Shed (Wood Structure)	Condemned	2019
14	Island Mountain	1965	Four Metal Structures	Condemned	2019
15	Island Mountain	Pre-1965	Southern Pacific Phone Booth	Condemned	2019
16	Dos Rios	1965	Two Overhangs (Wooden Structures)	Condemned	2016
17	Willits	Pre-1970	Non-Southern Pacific Standard Depot	Condemned	2019
18	Willits	1915	Southern Pacific Craftsman-style Passenger Depot	Open	2017

Exhibit I – Pictures of items in Exhibit F (Bridges)

Bridges

*Minor Creek Trestle
Arcata & Mad River Branch
Year Taken: 2017
Josh Buck Photo*



01 Minor Creek

*Mad River Crossing
Arcata & Mad River Branch
Year Taken: 2019
Josh Buck Photo*



02 Mad River

Bridges

*Green Tank Trestle
Arcata & Mad River Branch
Year Taken: 2020
Josh Buck Photo*



03 Green Tank



04 Schoolhouse

Bridges



05 Warren Creek



06 Mad River Slough

Bridges

*McDaniel Slough Crossing
Samoa Branch
Year Taken: 2019
Josh Buck Photo*



07 McDaniel Slough

*Second Jolly Giant Creek Crossing
Korblex Branch
Year Taken: 2015
Josh Buck Photo*



08 Second Jolly Giant Creek

Bridges

*First Jolly Giant Creek Crossing
Korblex Branch
Year Taken: 2020
Josh Buck Photo*



09 First Jolly Giant Creek

*Jacoby Creek Crossing
Korblex Branch
Year Taken: 2020
Josh Buck Photo*



10 Jacoby Creek

Bridges

*Gannon Slough Crossing
Korblex Branch
Year Taken: 2020
Josh Buck Photo*



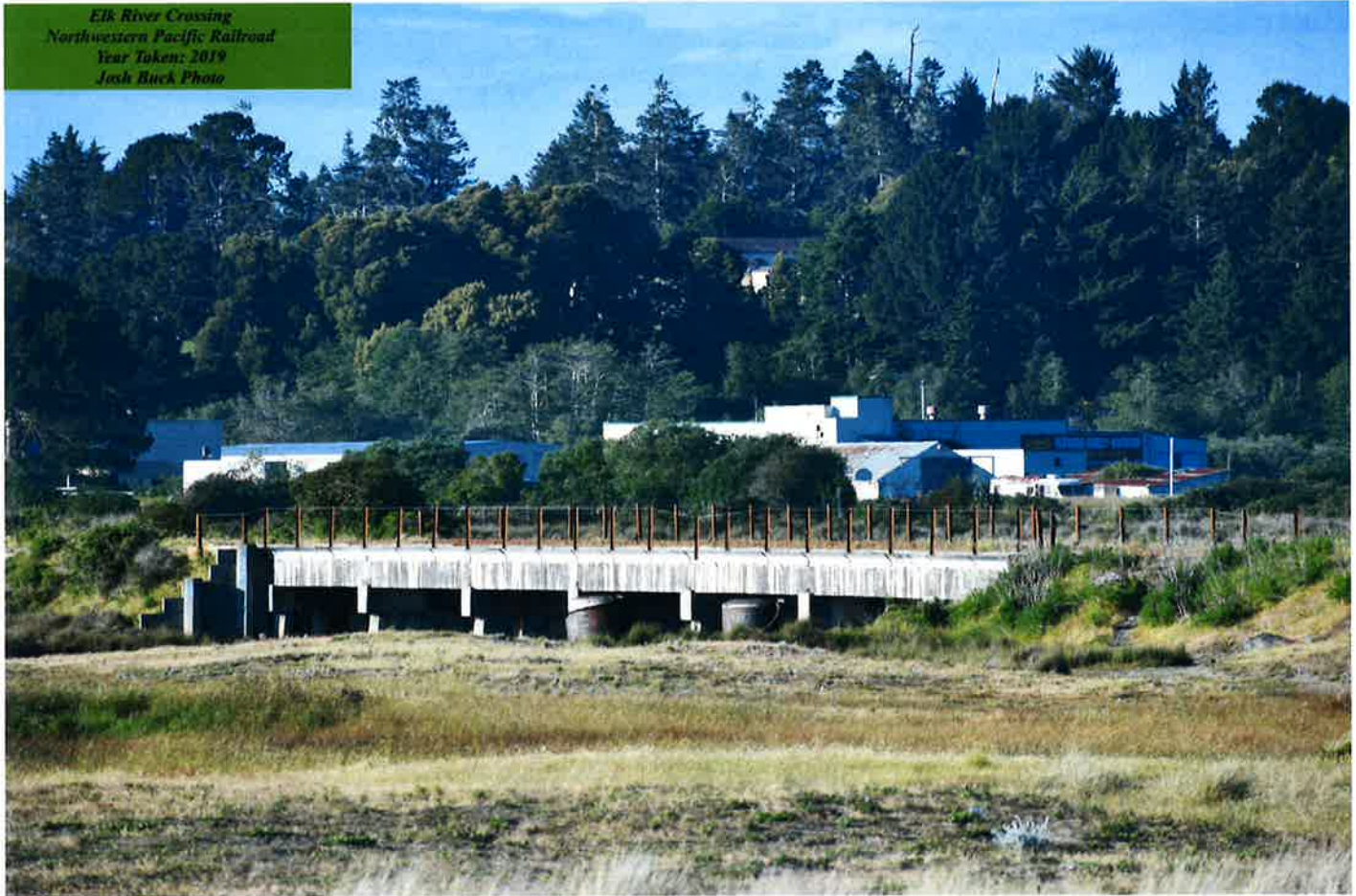
11 Gannon Slough

*Eureka Slough Crossing
Korblex Branch
Year Taken: 2018
Josh Buck Photo*

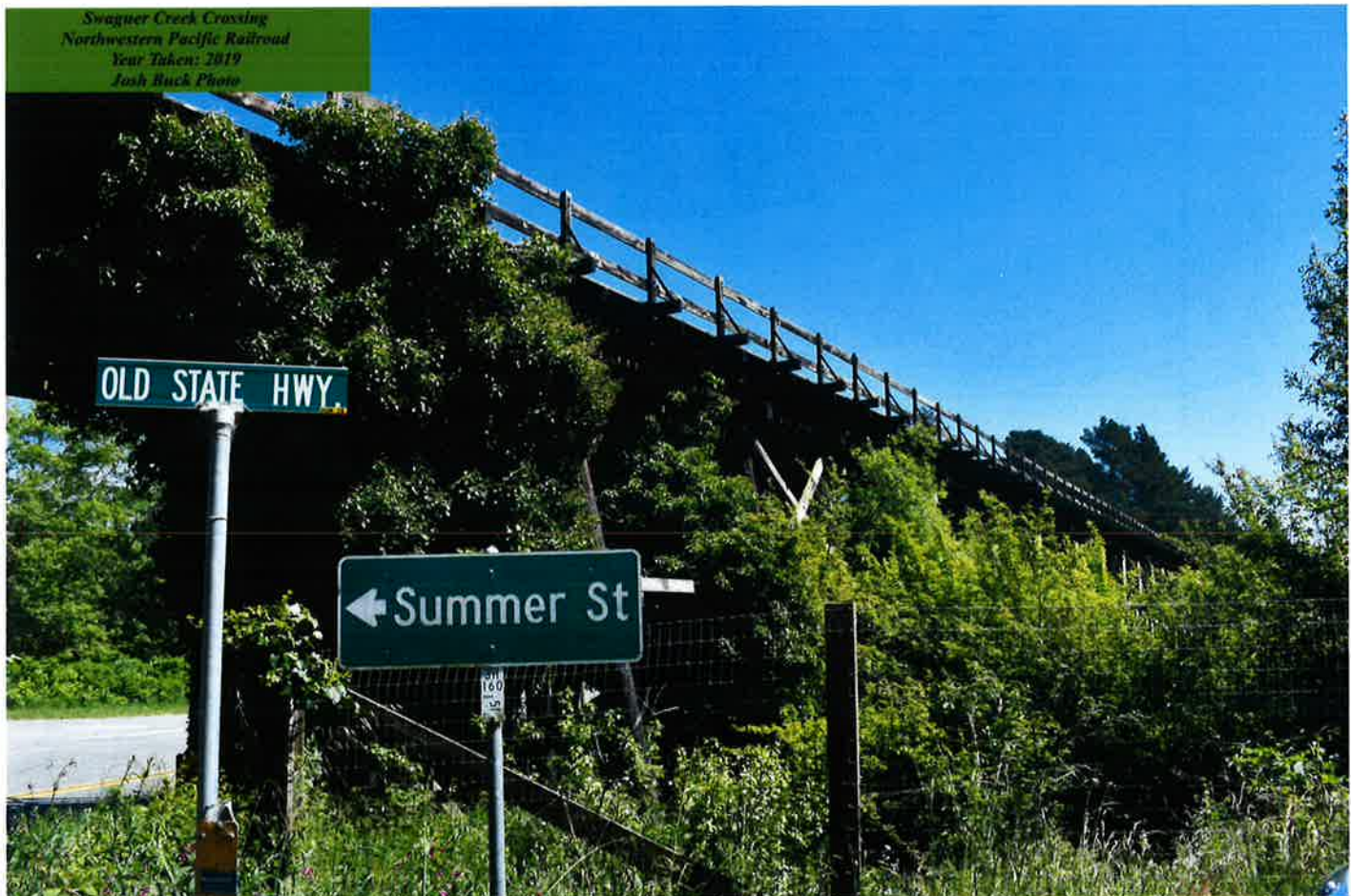


12 Eureka Slough

Bridges



13 Elk River



14 Swauger Creek

Bridges

*Rhoner Creek Crossing
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



15 Rhoner Creek

*Yager Creek Crossing
Carlotta Branch
Year Taken: 2019
Josh Buck Photo*



16 Yager Creek

Bridges

*Van Duzen River Crossing
Northwestern Pacific Railroad
Year Taken: 2020
Josh Buck Photo*



17 Van Duzen River

*Nanning Creek Crossing
Northwestern Pacific Railroad
Year Taken: 2020
Josh Buck Photo*



18 Nanning Creek

Bridges



19 Stitz Creek

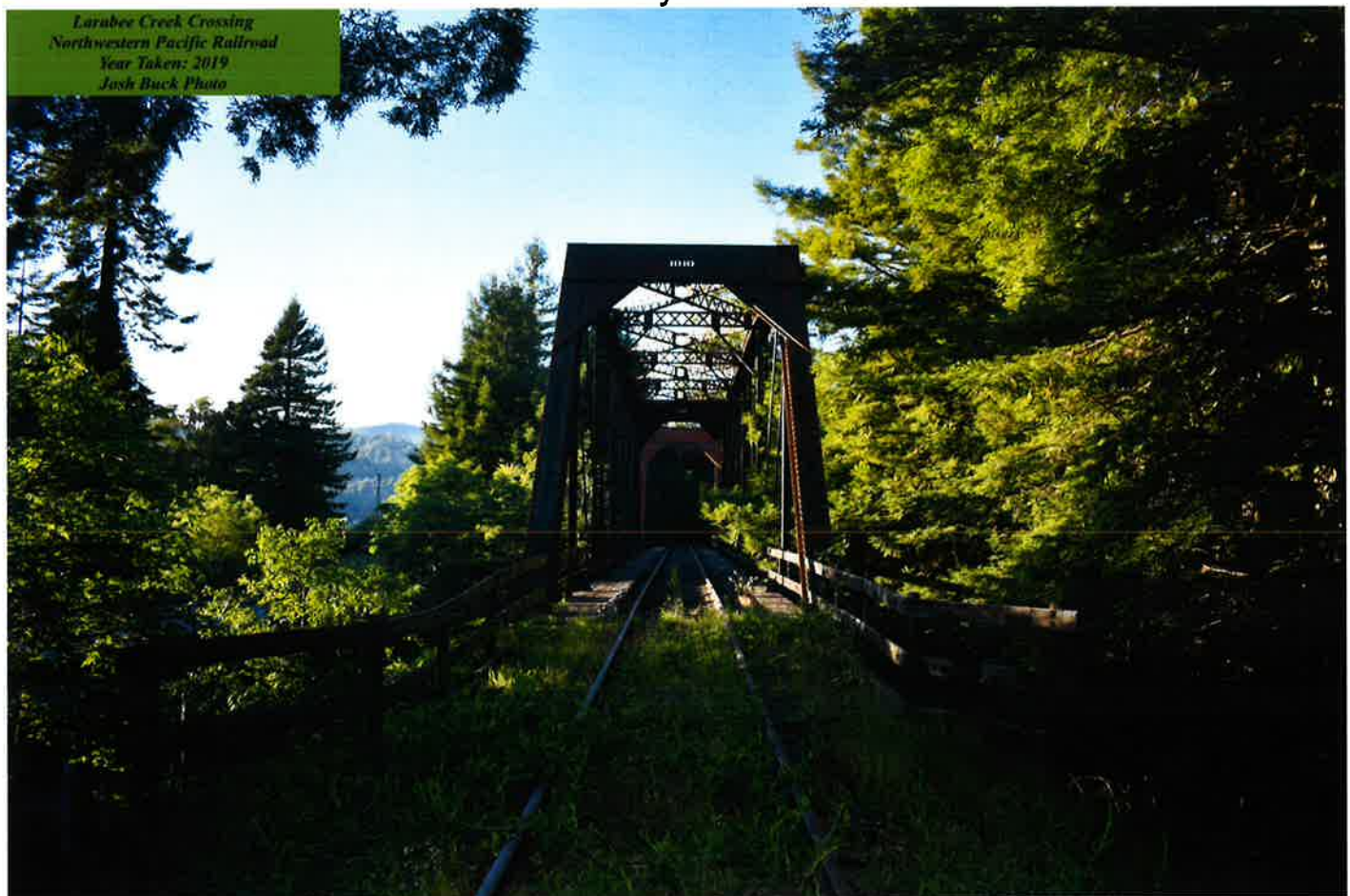


20 Shively Creek Second

Bridges



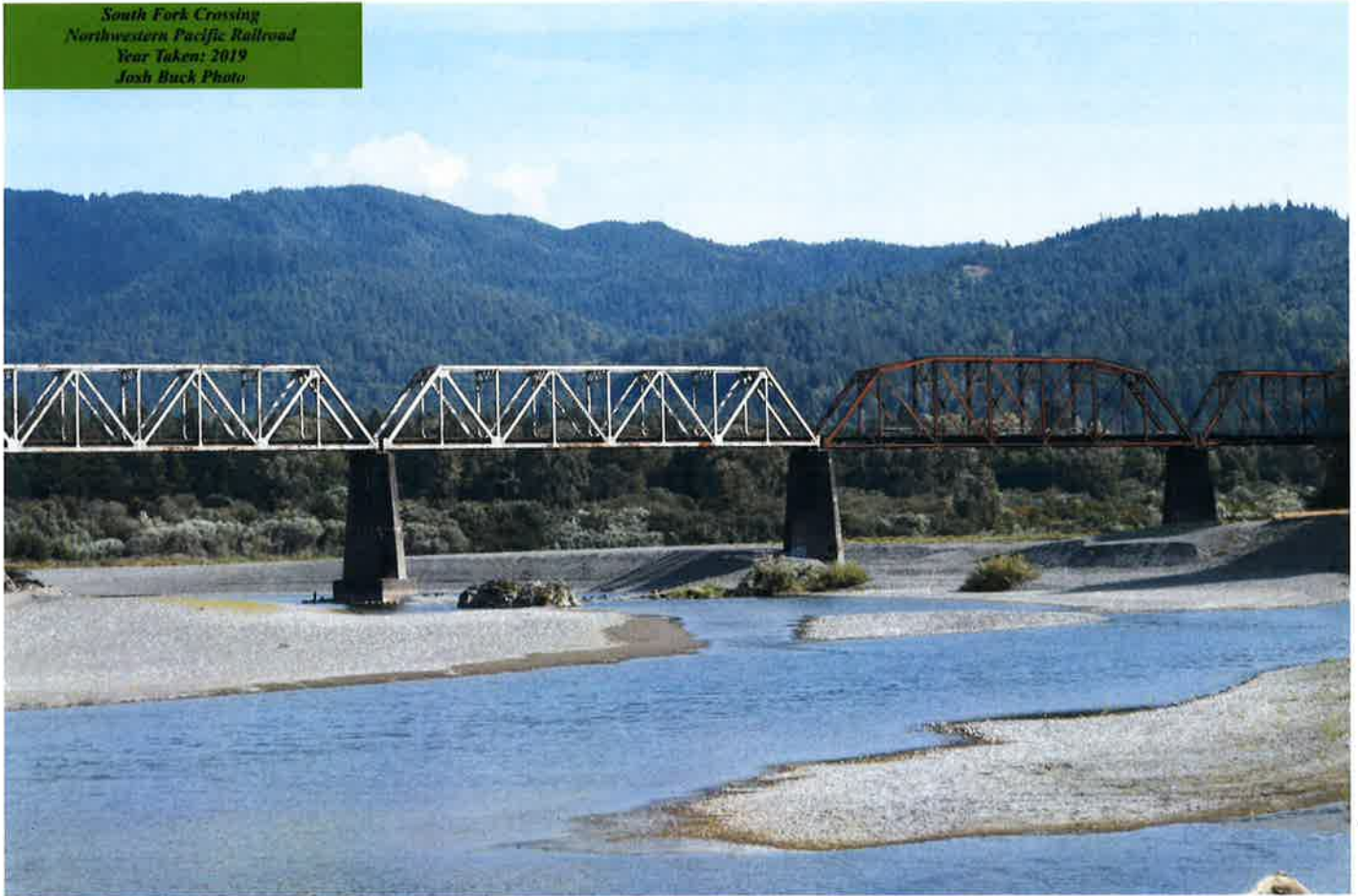
21 Shively Creek First



22 Larabee Creek

Bridges

*South Fork Crossing
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



23 South Fork

*Dyersville Loop Road Overpass
Northwestern Pacific Railroad
Year Taken: 2016
Josh Buck Photo*



24 Dyersville Loop Road

Bridges

*Sonoma Creek Crossing
Northwestern Pacific Railroad
Year Taken: 2020
Josh Buck Photo*



25 Sonoma Creek

*Zook's Bluff Crossing
Northwestern Pacific Railroad
Year Taken: 2018
Josh Buck Photo*



26 Zooks Bluff

Bridges



27 Brock Creek

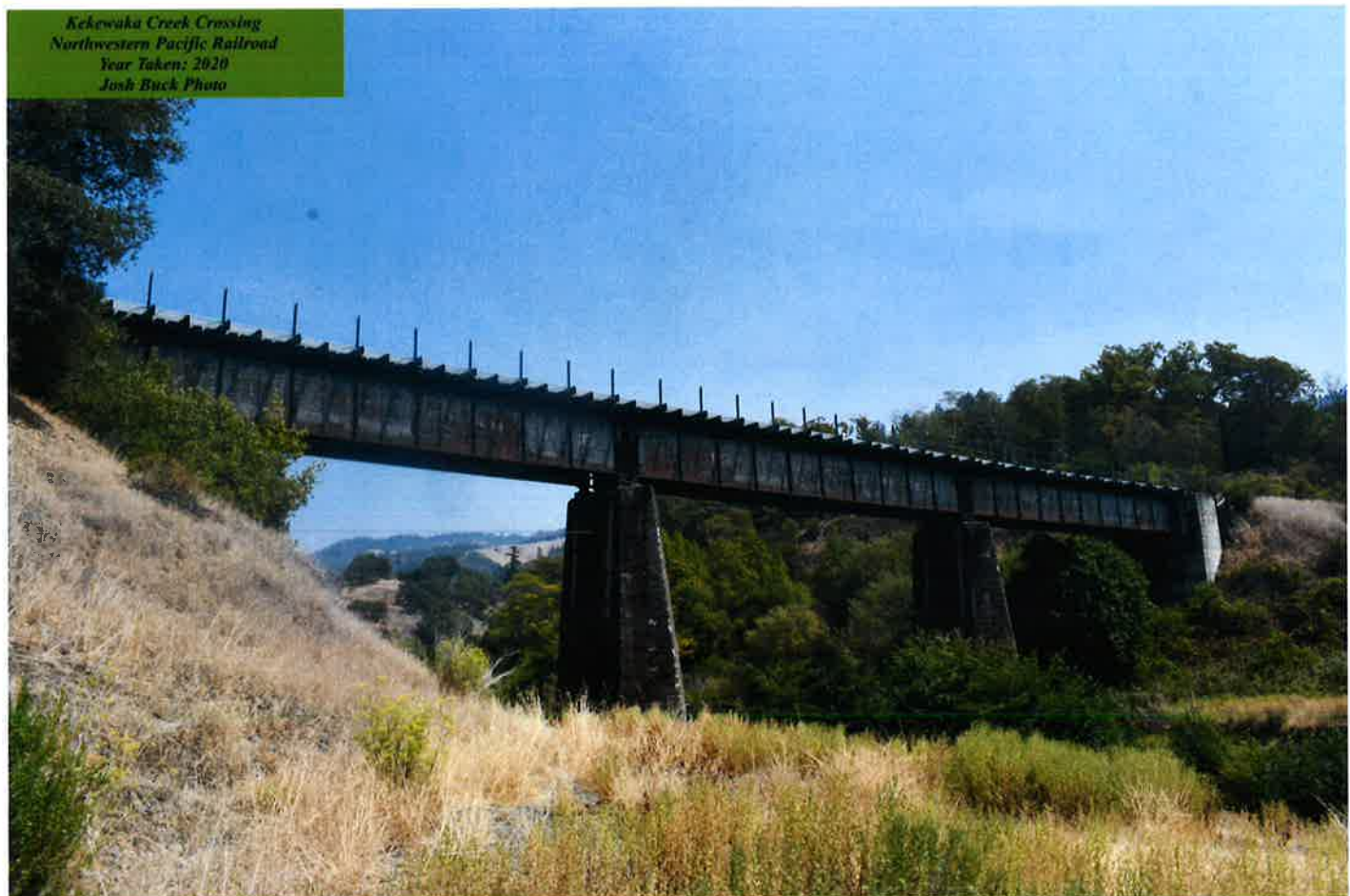


28 Steelhead

Bridges



29 Cain Rock



30 Kekewaka Creek

Bridges



31 Island Mountain

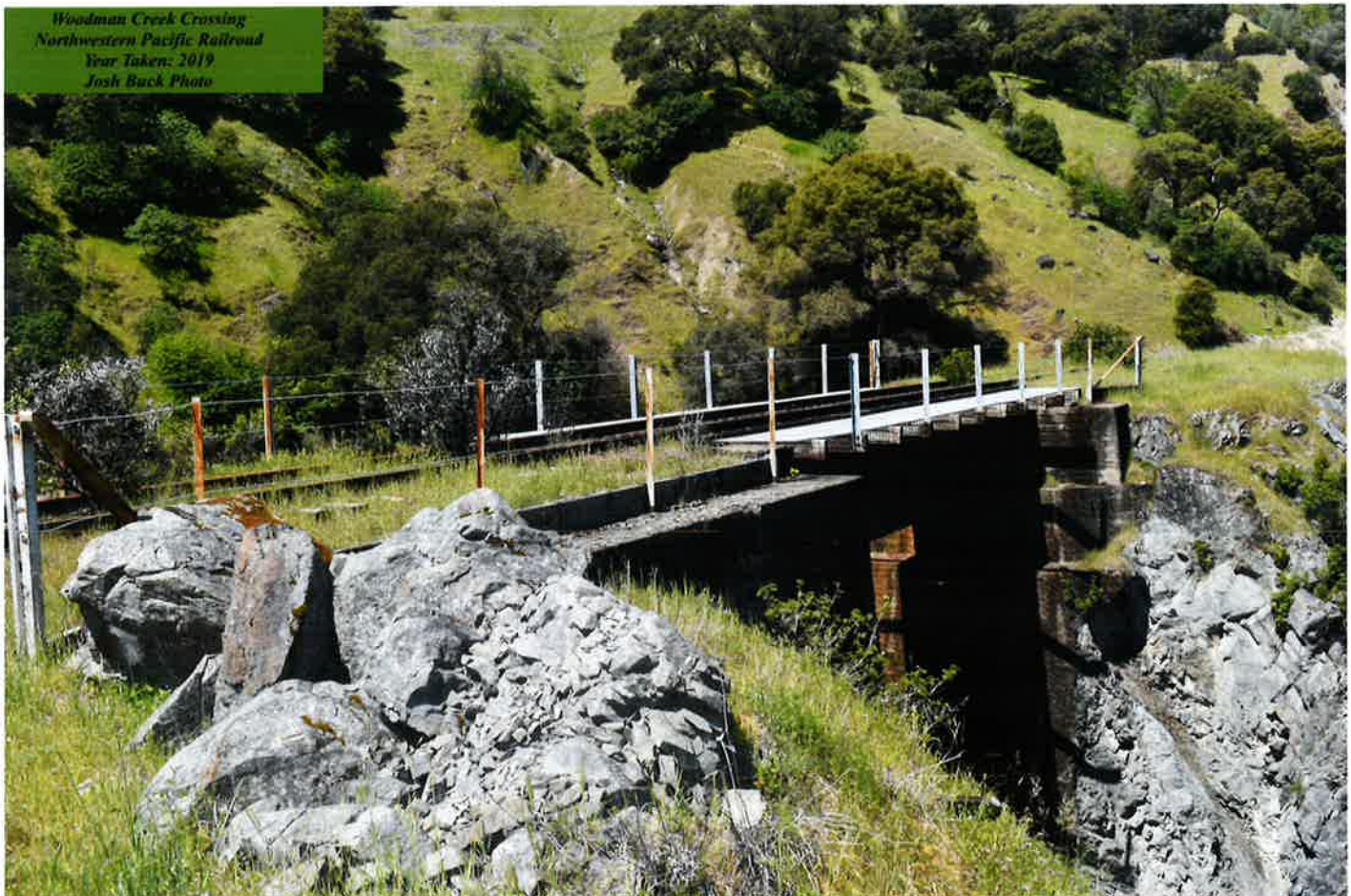


32 Bell Springs

Bridges



33 Blue Rock Creek



34 Woodman Creek

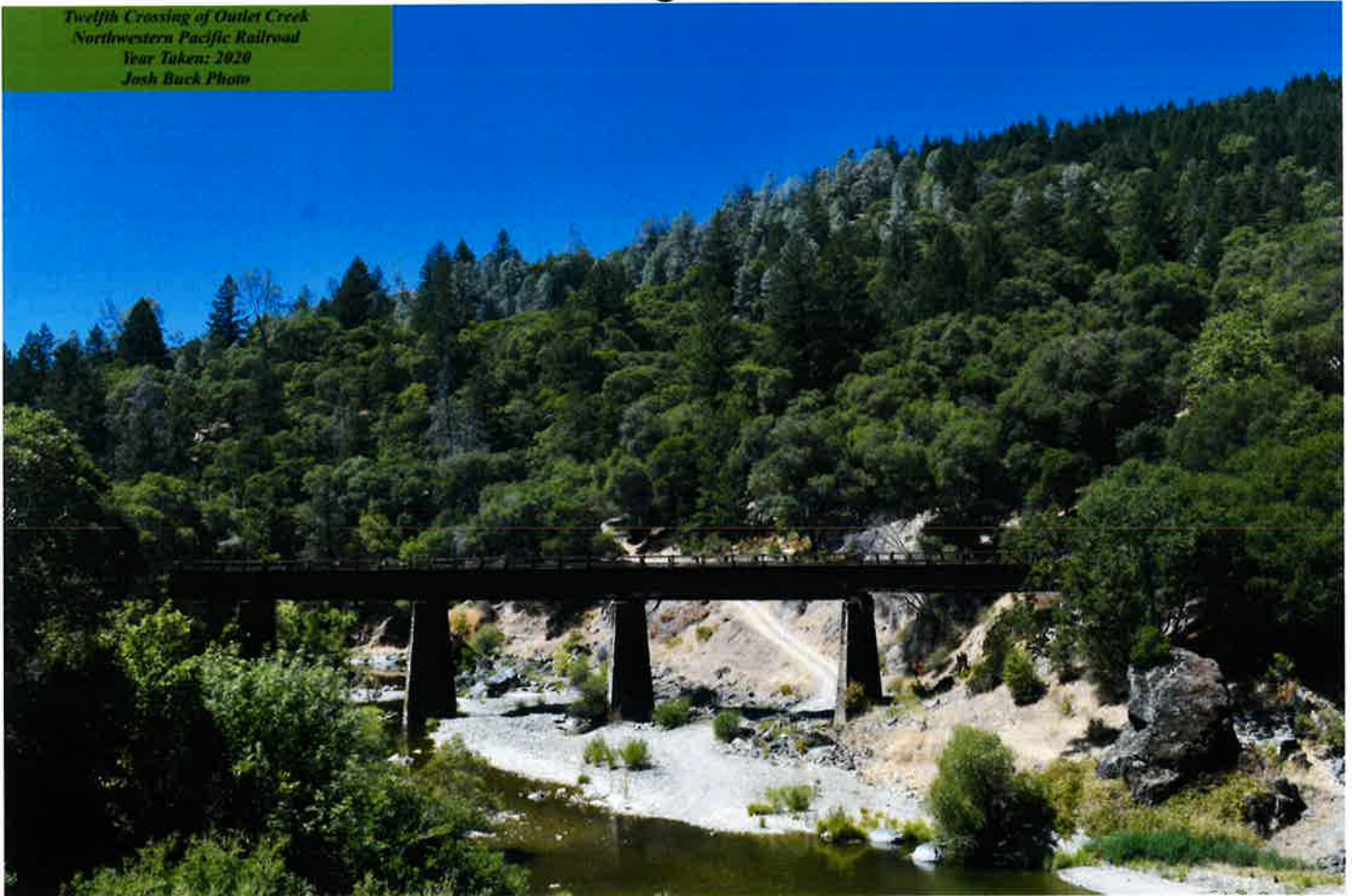
Bridges

*Berger Creek Crossing
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



35 Berger Creek

*Twelfth Crossing of Outlet Creek
Northwestern Pacific Railroad
Year Taken: 2020
Josh Buck Photo*



36 Outlook Creek 12

Bridges



37 Outlook Creek 11



38 Outlook Creek 10

Bridges

*Ninth Crossing of Outlet Creek
Northwestern Pacific Railroad
Year Taken: 2020
Josh Buck Photo*



39 Outlook Creek 9

*Eighth Crossing of Outlet Creek
Northwestern Pacific Railroad
Year Taken: 2016
Josh Buck Photo*



40 Outlook Creek 8

Bridges



41 Outlook Creek 7



42 Outlook Creek 6

Bridges

*Fifth Crossing of Outlet Creek
Northwestern Pacific Railroad
Year Taken: 2020
Josh Buck Photo*



43 Outlook Creek 5

*Fourth Outlet Creek Crossing
Northwestern Pacific Railroad
Year Taken: 2020
Josh Buck Photo*



44 Outlook Creek 4

Bridges

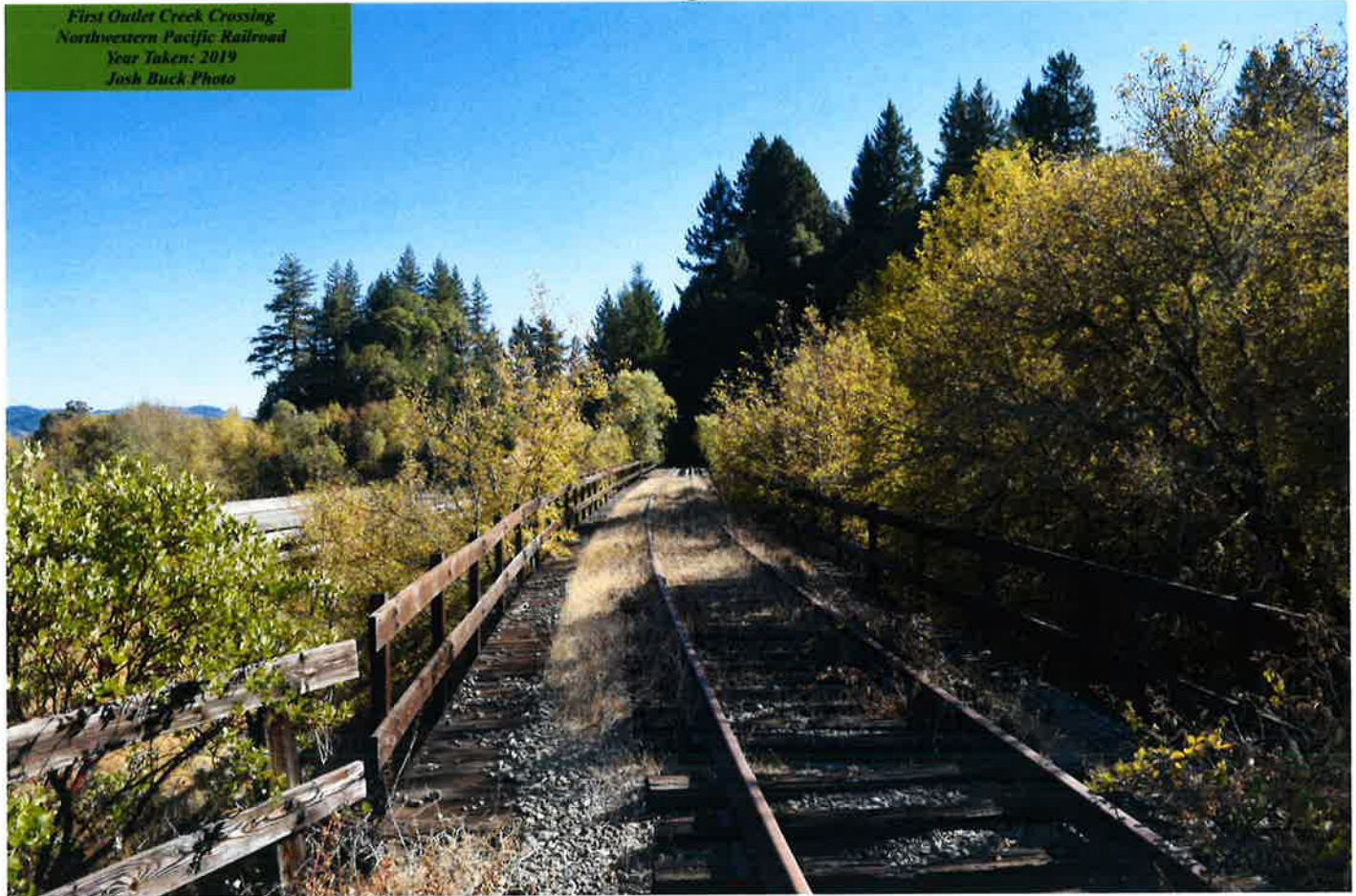


45 Outlook Creek 3



46 Outlook Creek 2

Bridges



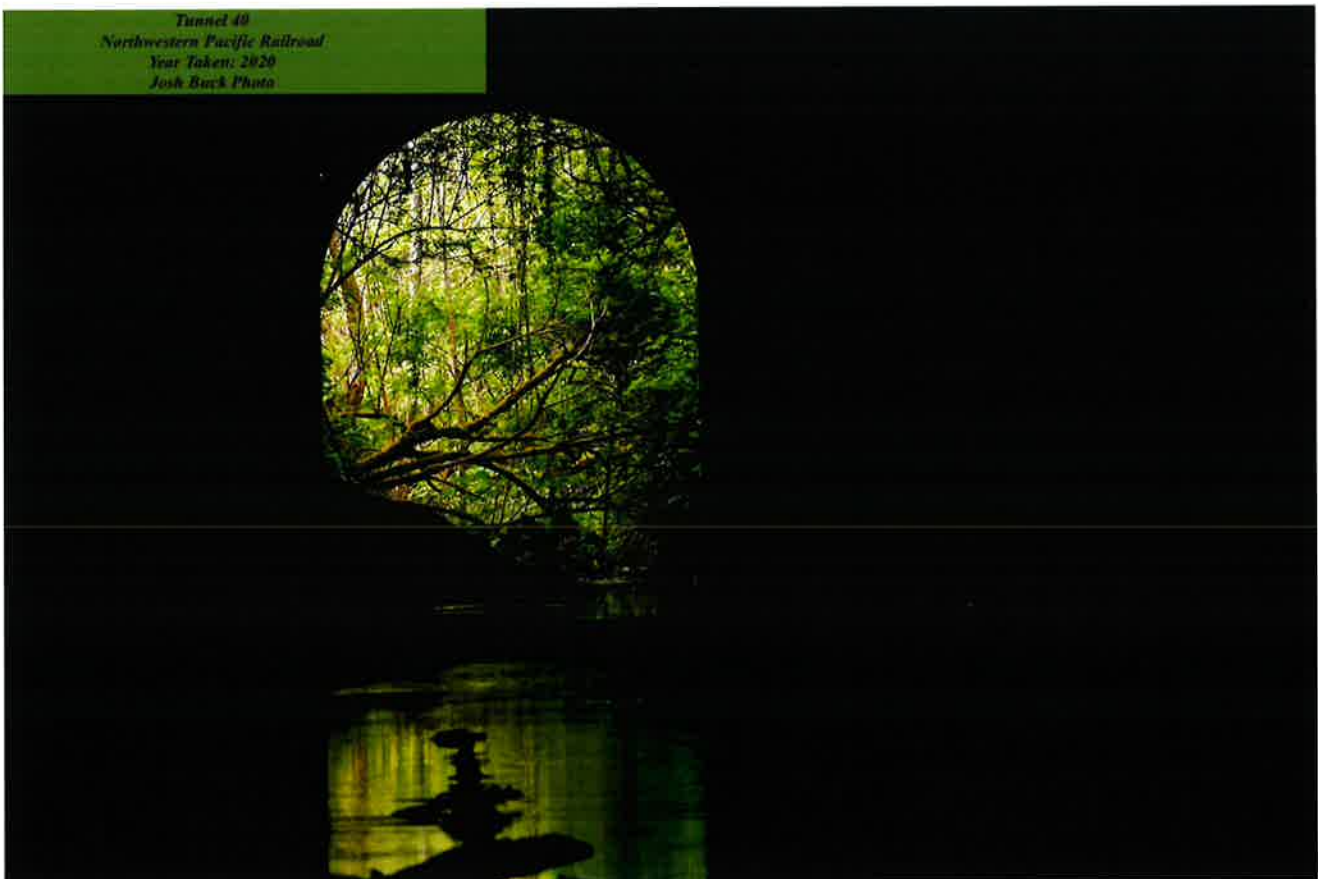
47 Outlook Creek 1

Exhibit J – Pictures of items in Exhibit G (Tunnels)

Tunnels



01 Tunnel 40



02 Tunnel 40

Tunnels



03 Tunnel 39



04 Tunnel 39

Tunnels



05 Tunnel 38



06 Tunnel 38

Tunnels



07 Tunnel 37



08 Tunnel 37

Tunnels



09 Tunnel 36



10 Tunnel 36

Tunnels



*Tunnel 35
Northwestern Pacific Railroad
Year Taken: 2018
Josh Buck Photo*

11 Tunnel 35



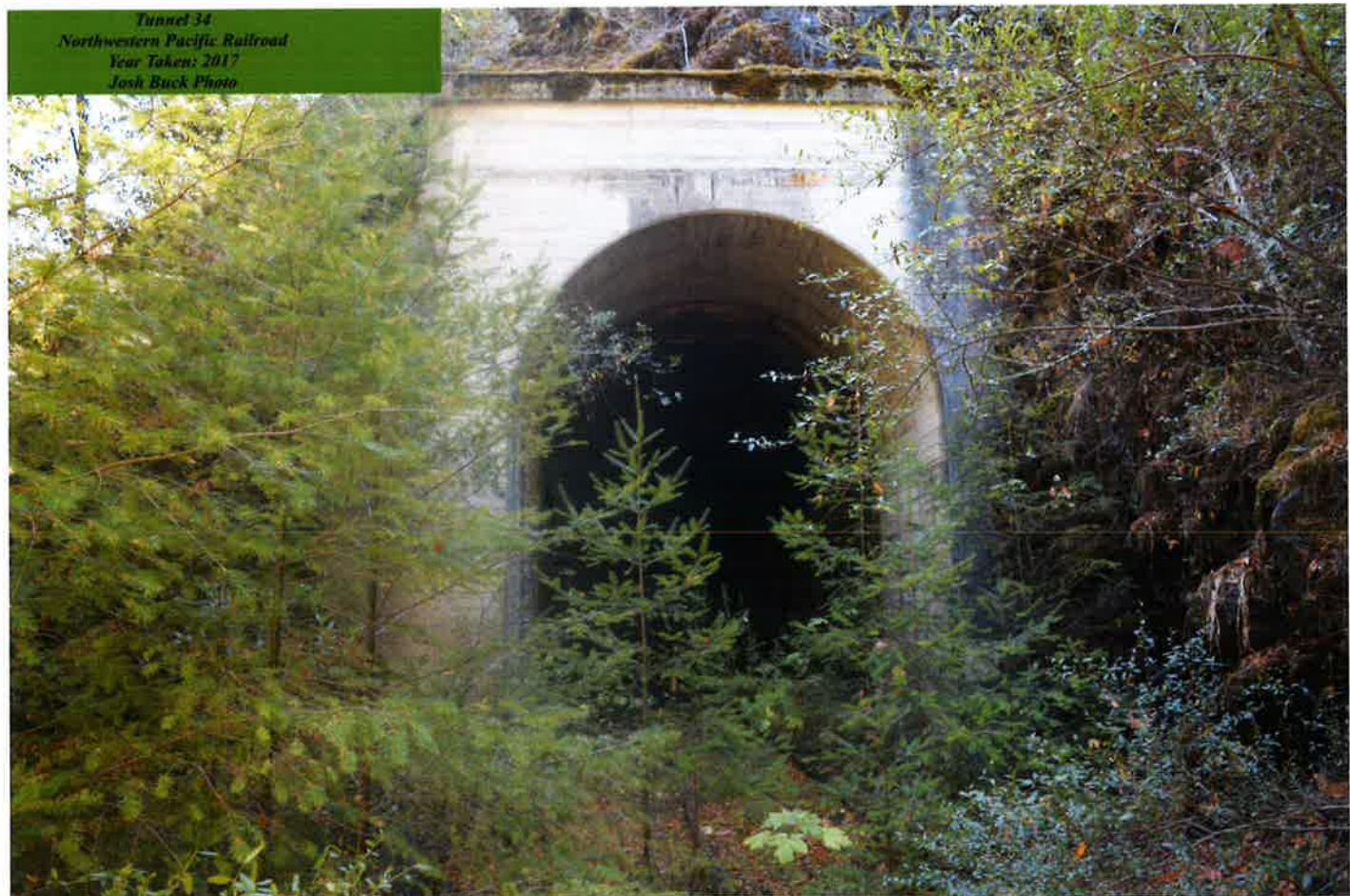
*Tunnel 35
Northwestern Pacific Railroad
Year Taken: 2017
Josh Buck Photo*

12 Tunnel 35

Tunnels



13 Tunnel 34

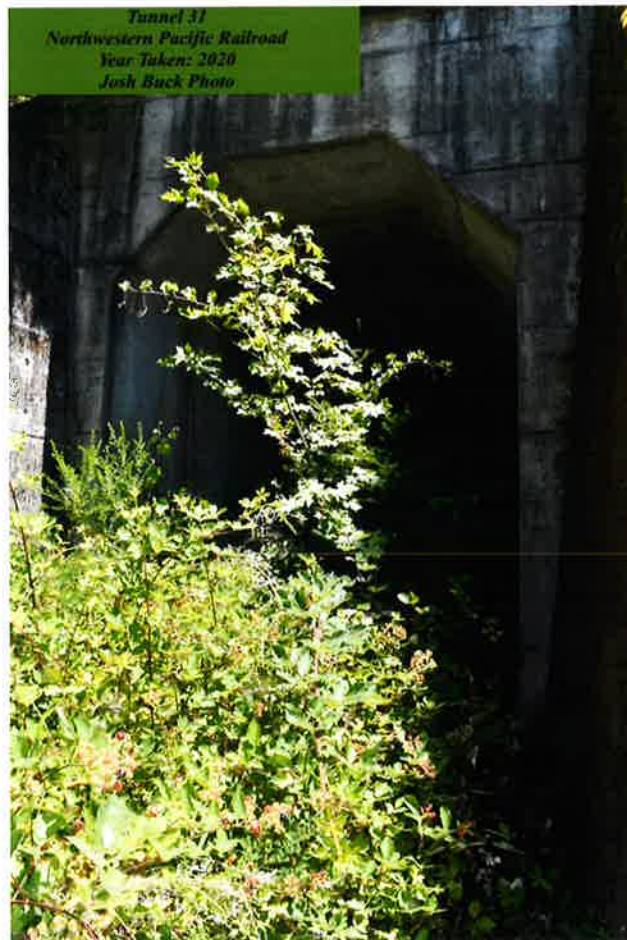


14 Tunnel 34

Tunnels



15 Tunnel 31



16 Tunnel 31

Tunnels



17 Tunnel 30



18 Tunnel 30

Tunnels



19 Tunnel 29



20 Tunnel 29

Tunnels

*Tunnel 28
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



21 Tunnel 28

*Tunnel 28
Northwestern Pacific Railroad
Year Taken: 2020
Josh Buck Photo*



22 Tunnel 28

Tunnels

*Tunnel 27
Northwestern Pacific Railroad
Year Taken: 2019
Josh Huck Photo*



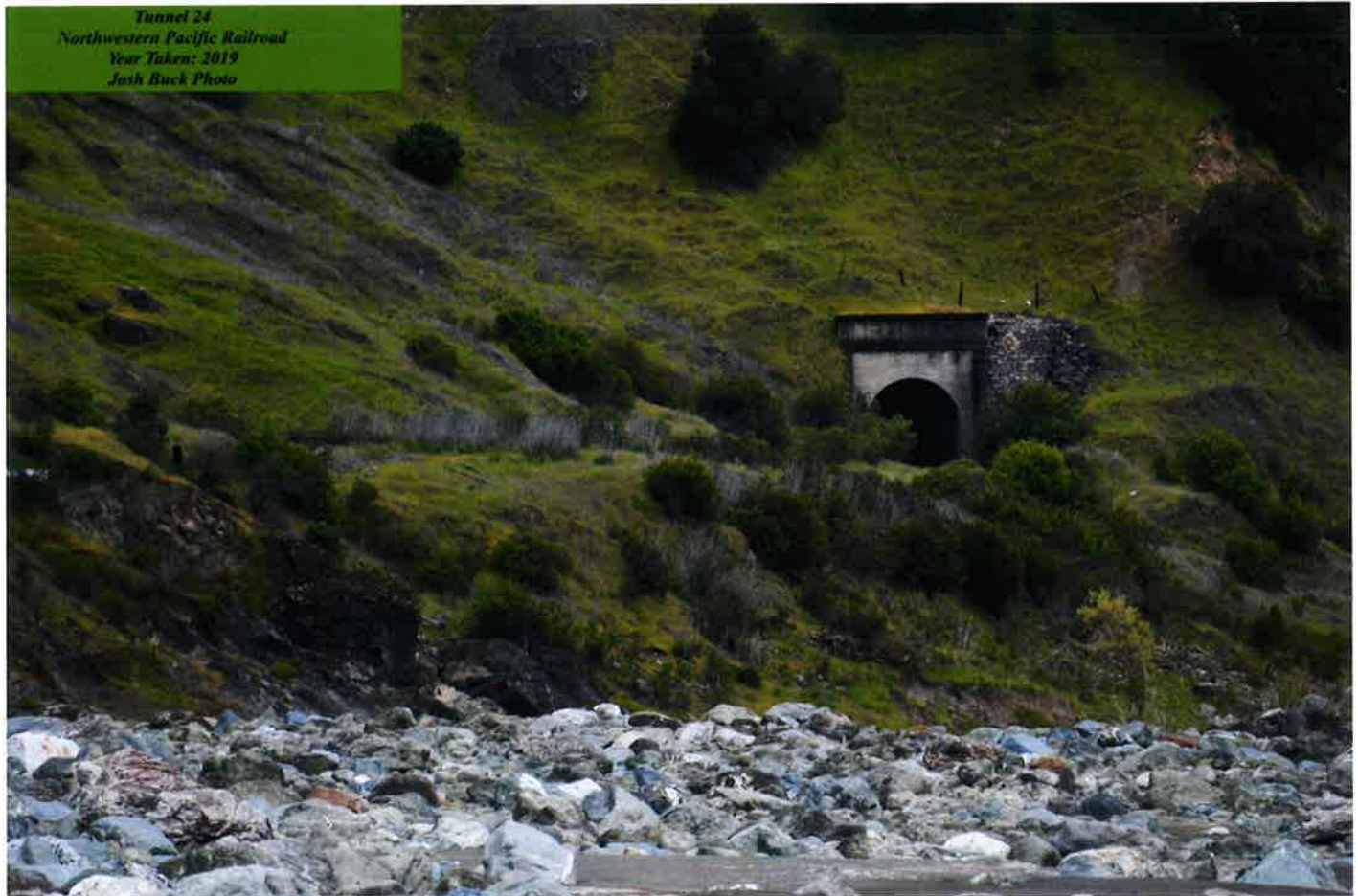
23 Tunnel 27

*Tunnel 27
Northwestern Pacific Railroad
Year Taken: 2019
Josh Huck Photo*

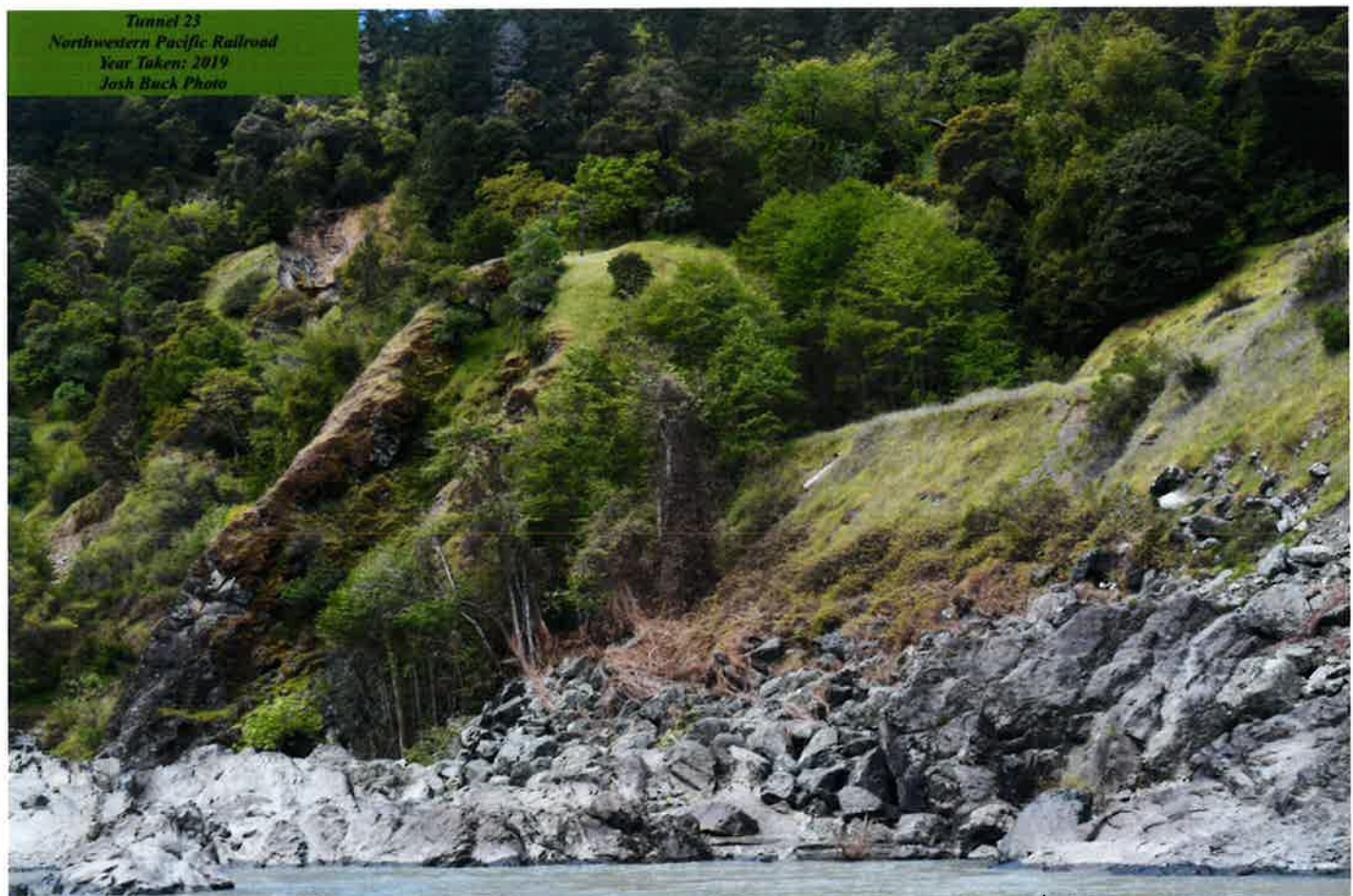


24 Tunnel 27

Tunnels



25 Tunnel 24



26 Tunnel 23

Tunnels

Tunnel 23
Northwestern Pacific Railroad
Year Taken: 1986
Josh Buck Collection



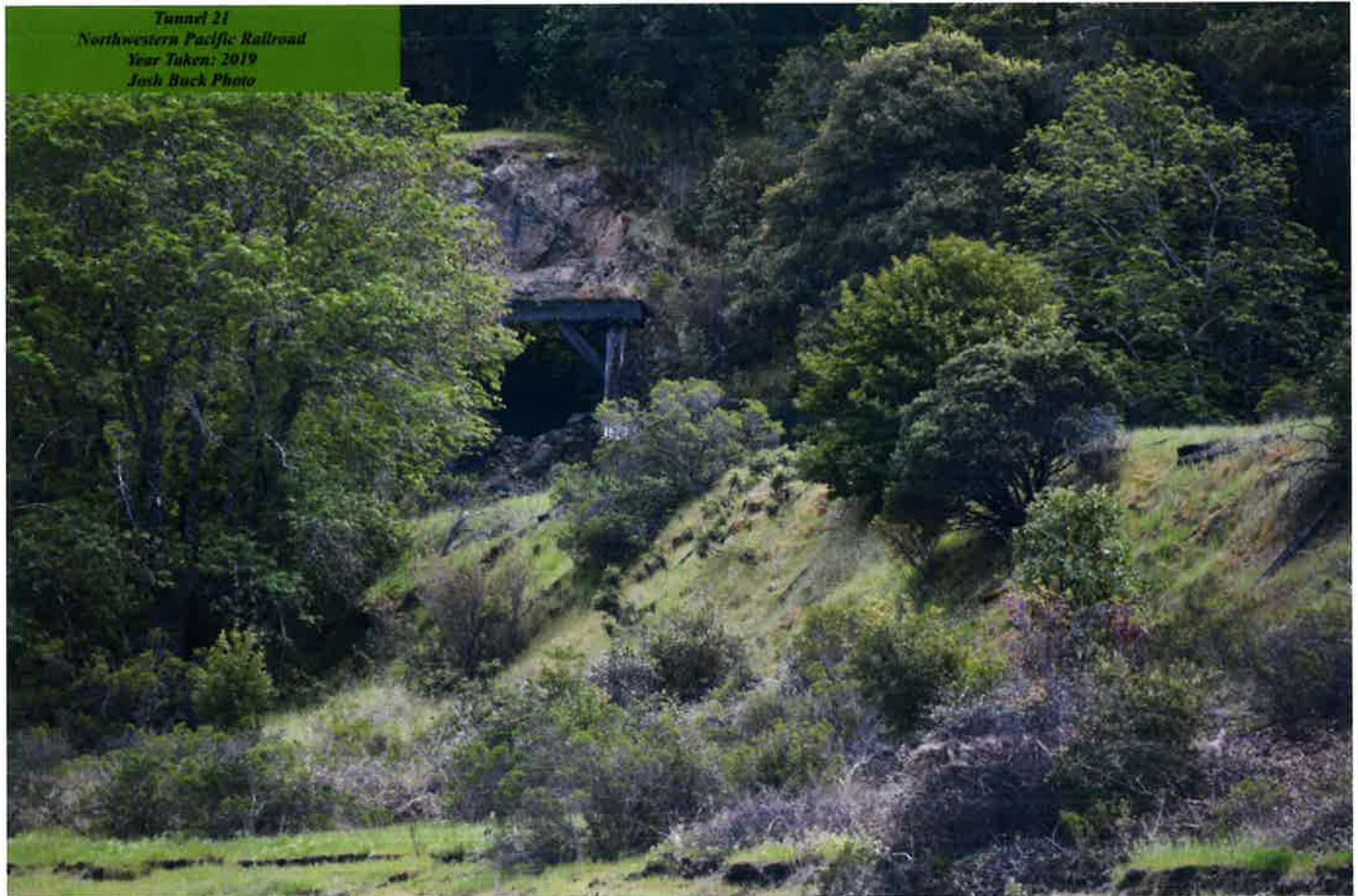
27 Tunnel 23

Tunnel 22
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo



28 Tunnel 22

Tunnels



29 Tunnel 21



30 Tunnel 21

Tunnels



31 Tunnel 20

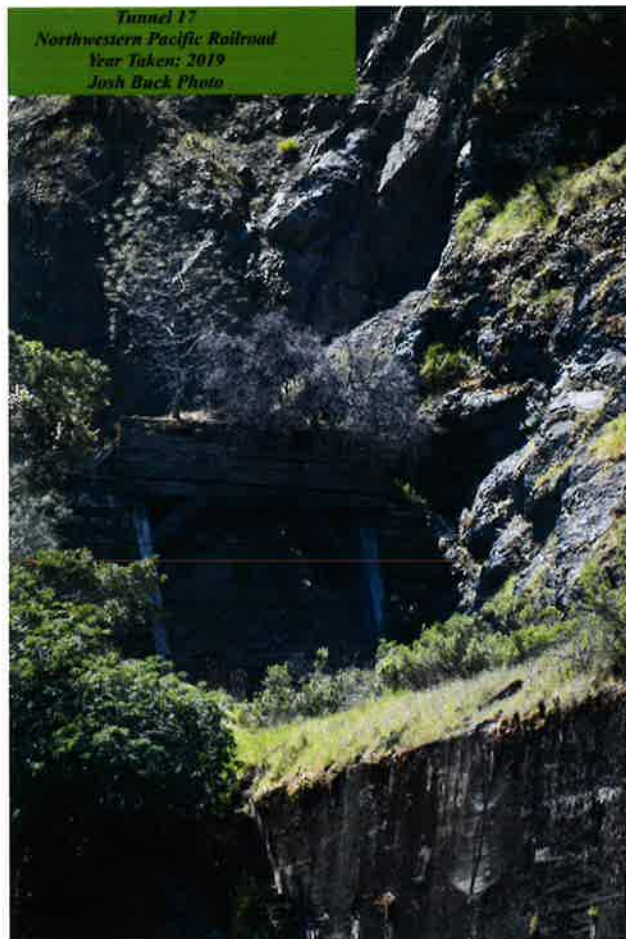


32 Tunnel 18

Tunnels



33 Tunnel 18



34 Tunnel 17

Tunnels



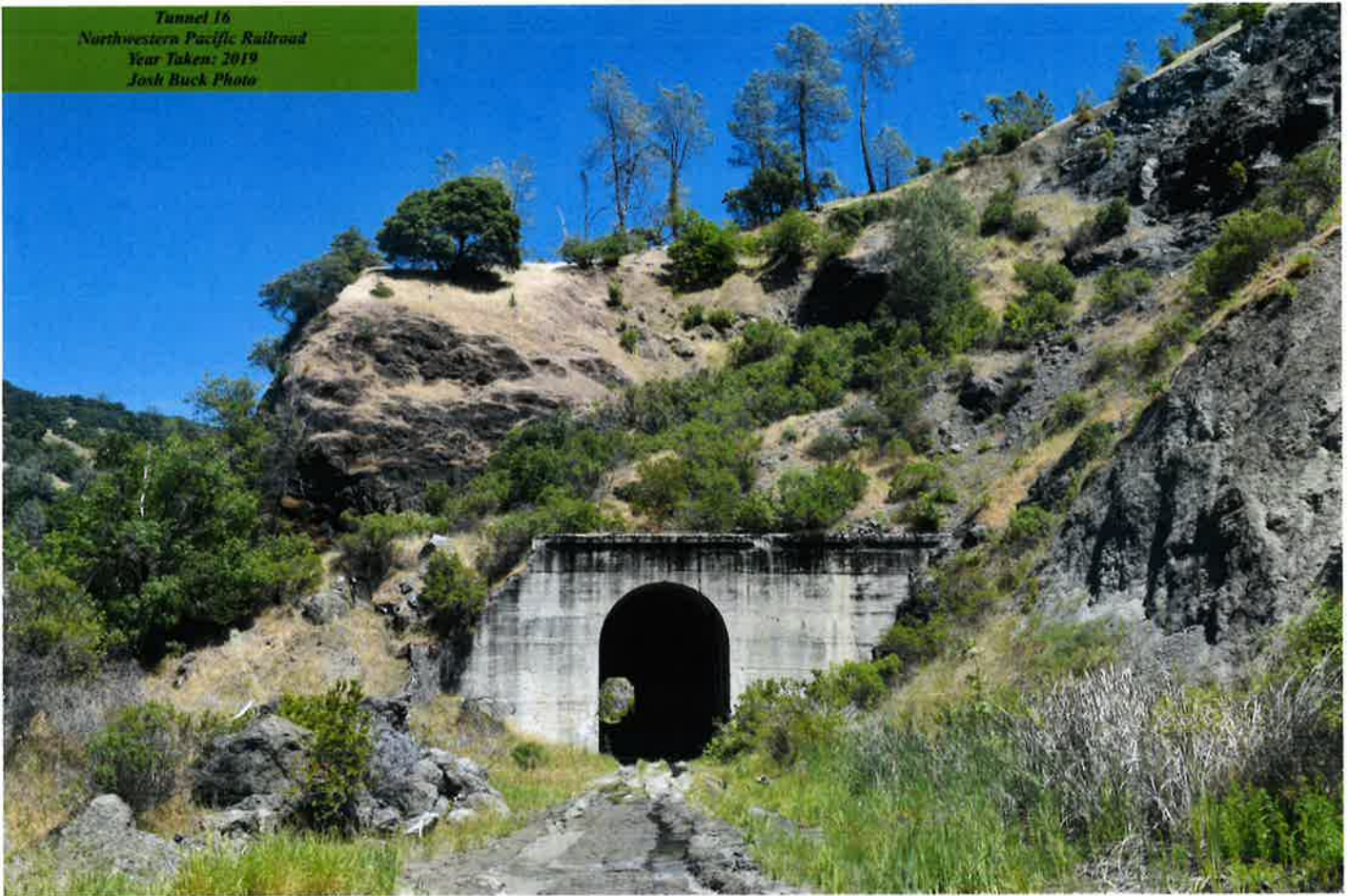
35 Tunnel 17



36 Tunnell 16

Tunnels

*Tunnel 16
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



37 Tunnel 16

*Tunnel 15
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



38 Tunnel 15

Tunnels



39 Tunnel 15



40 Tunnell 14

Tunnels



*Tunnel 14
Northwestern Pacific Railroad
Year Taken: 2016
Josh Buck Photo*

41 Tunnel 14



*Tunnel 13
Northwestern Pacific Railroad
Year Taken: 2020
Josh Buck Photo*

42 Tunnel 13

Tunnels



43 Tunnel 13



44 Tunnel 12

Tunnels



45 Tunnel 12



46 Tunnel 11

Tunnels



47 Tunnel 11



48 Tunnel 11

Exhibit K – Pictures of items in Exhibit H (Structures)

Structures

*Blue Lake Depot
Arcata & Mad River Branch
Year Taken: 2017
Josh Buck Photo*



01 Blue Lake

*Eureka Depot (NCRA)
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



02 Eureka Depot

Structures



03 Eureka Turntable



04 Fernbridge Depot

Structures



05 Alton Phone Booth



06 Scotia Depot

Structures

*Historic Structure: McCann SP Phone Booth
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



07 McCann Phone Booth

*Fort Seward Depot
Northwestern Pacific Railroad
Year Taken: 2018
Josh Buck Photo*



08 Fort Seward Depot

Structures



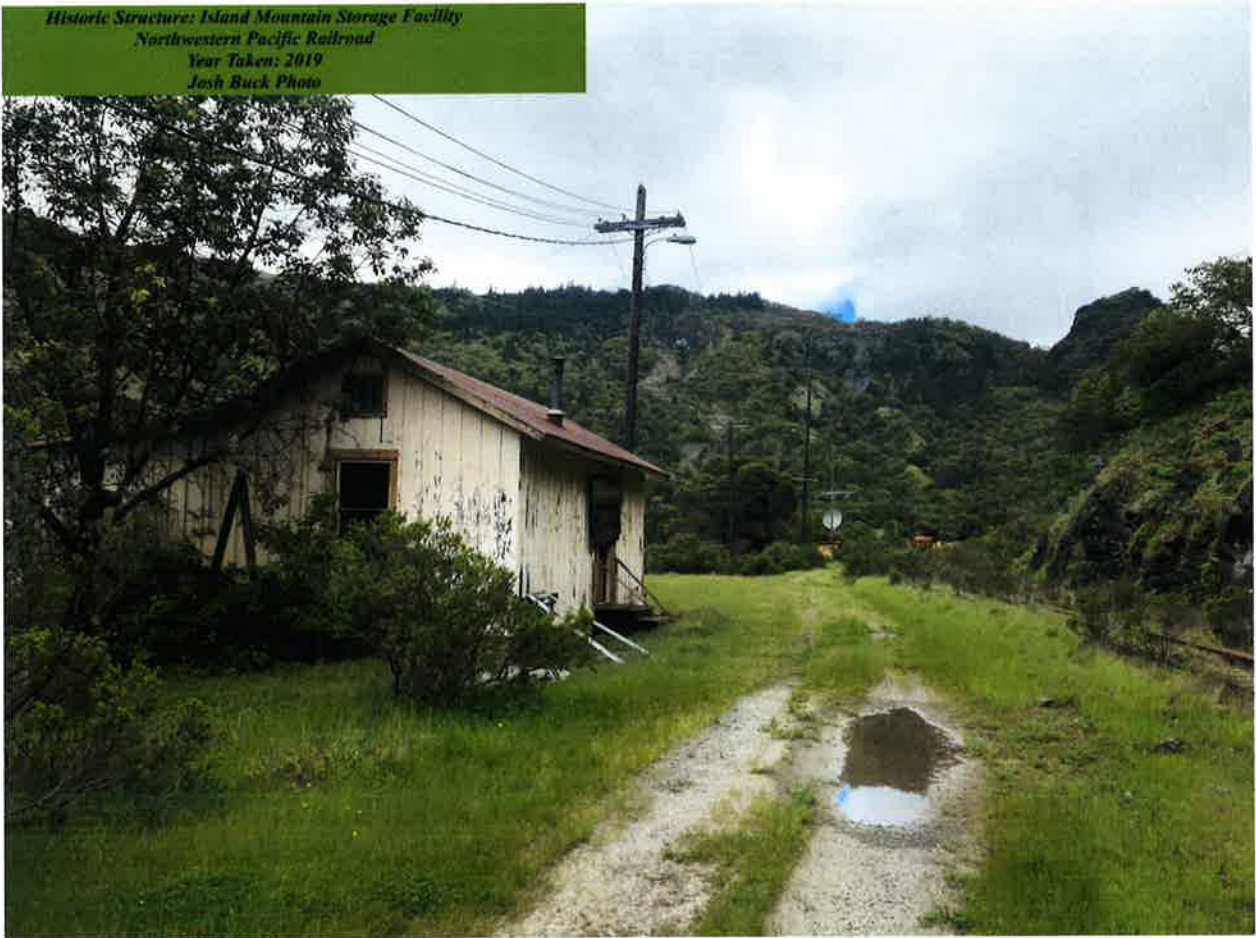
09 Fort Seward Water Tower



10 Milepost 201.0 Culvert

Structures

*Historic Structure: Island Mountain Storage Facility
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



11 Iron Mountain Storage Facility

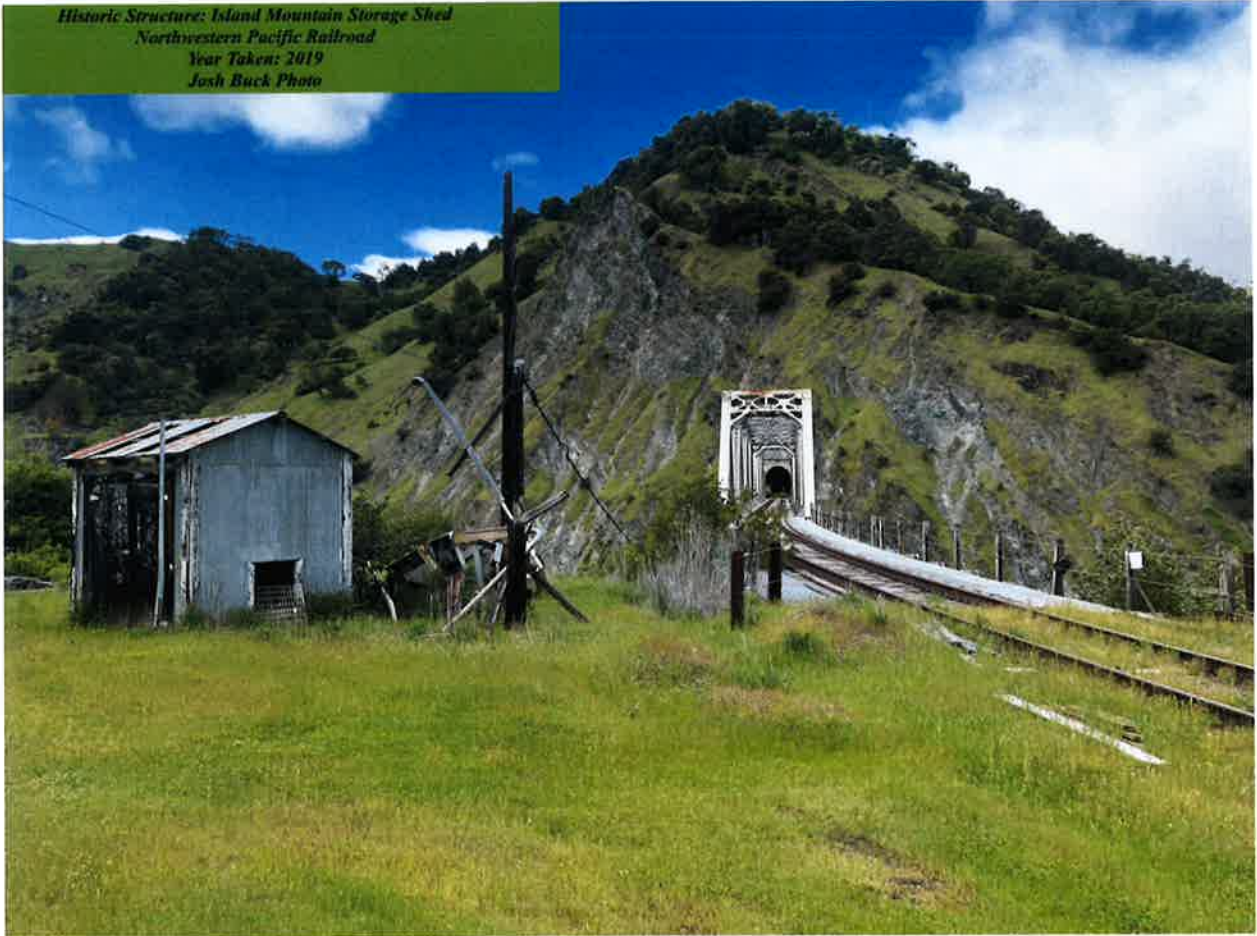
*Historic Structure: Island Mountain Cookhouse
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



12 Island Mountain Cookhouse

Structures

*Historic Structure: Island Mountain Storage Shed
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



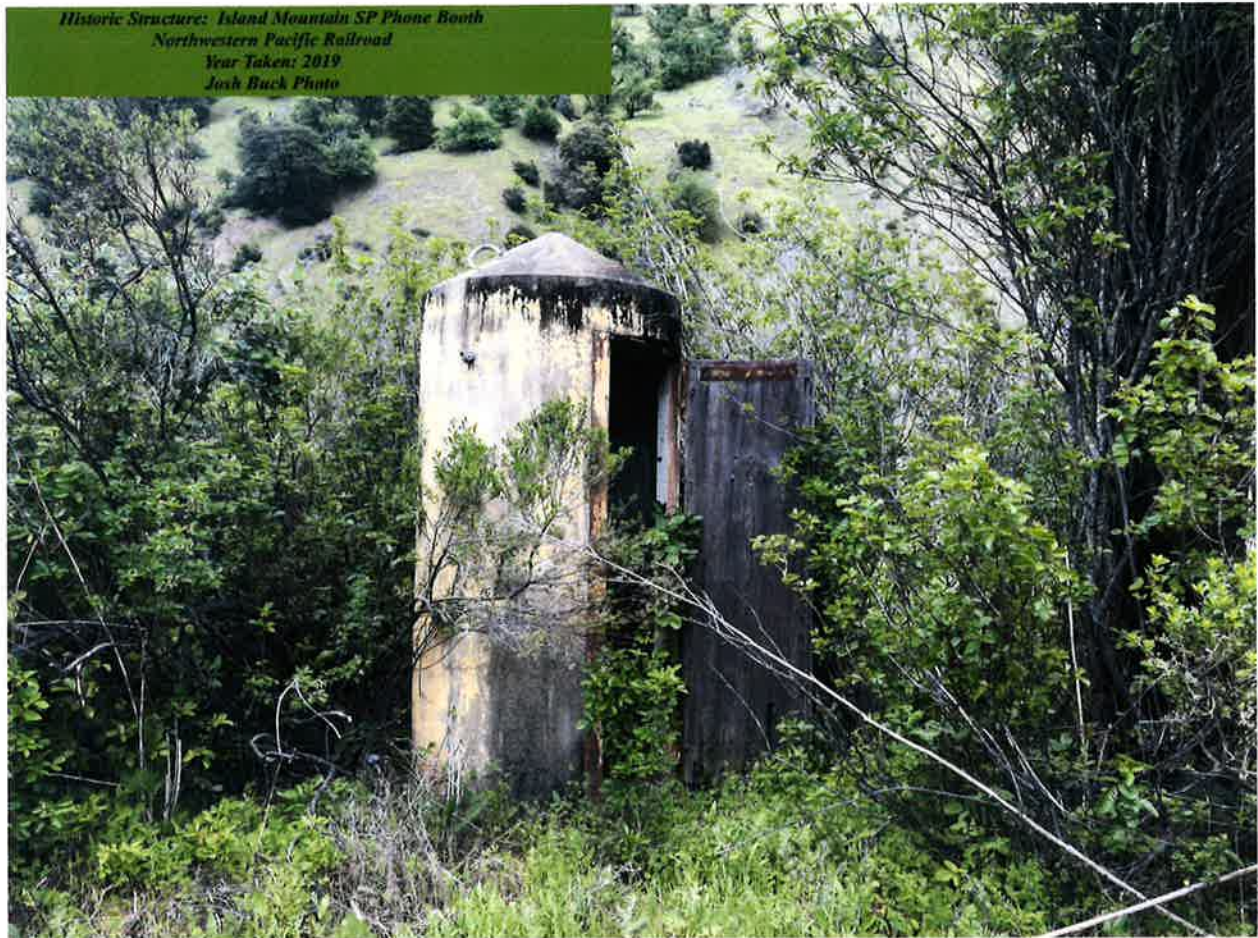
13 Island Mountain Shed

*Historic Structure: Island Mountain Bank Houses
Northwestern Pacific Railroad
Year Taken: 2019
Josh Buck Photo*



14 Island Mountain Metal Structures

Structures



15 Island Mountain Phone Booth

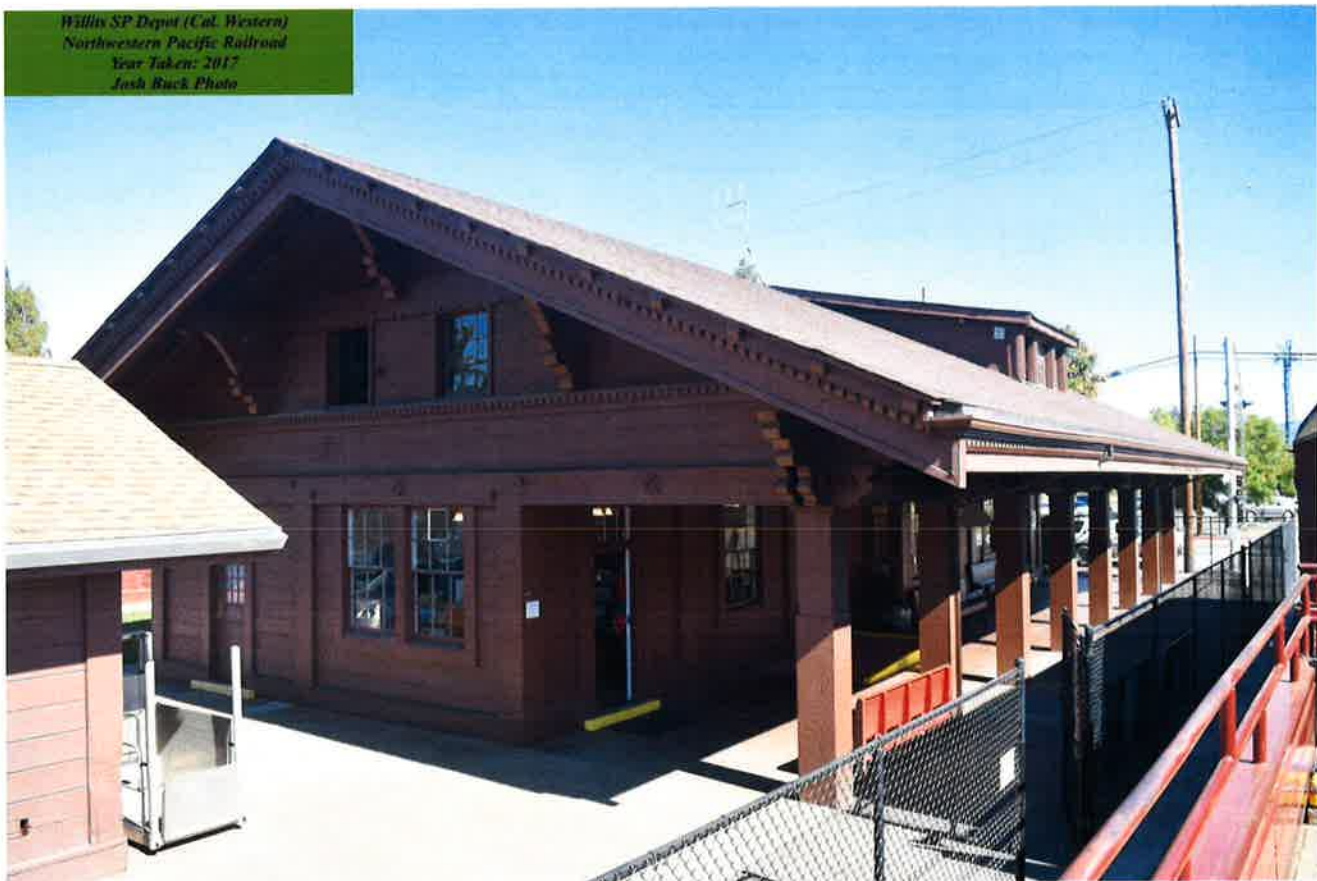


16 Dos Rios Overhangs

Structures



17 Willits Depot



18 Willits Passenger Depot

Exhibit L – State Report Historic and Archeological Resource Summary

County, no direct or indirect impacts are anticipated by the resumption of railroad operations (NCRA 2009:3.3/37). Presumably the same would be true for repurposing the corridor for trail use given that the homes are located on the east side of Madden Street, at least 200 feet from the rail corridor.

MP 139.5 Willits Depot, Willits

The Willits Depot at 299 East Commercial Street (MP 139.5; Figure D-6) in Willits was listed in the NRHP in 1999 and is listed in the CRHR. Also known as the NWP Depot and the “Skunk” Depot, the depot consists of a complex of three wood-frame buildings, built in 1915: the Willits Depot proper, a restaurant building joined by a covered breezeway, and a detached baggage building. The three buildings, all with redwood construction throughout, reflect Arts & Crafts-influenced Chalet-style (Craftsman) designs and are among the most architecturally distinctive small-scale depot buildings in California. The Willits Depot complex is also associated with the final push to completion of the NWP in closing the gap between Willits and Eureka. The Willits Depot is presently the eastern terminus of the CWR, a heritage railroad that runs west to Fort Bragg that is also known as the Skunk Train. The Willits Depot also houses the Willits Chamber of Commerce Visitor Center. According to the NCRA Draft EIR, which evaluated freight rail service between Lombard in Napa County and Willits in Mendocino County, no direct or indirect impacts are anticipated by the resumption of railroad operations (NCRA 2009:3.3/37). Presumably the same would be true for repurposing the corridor for trail use given that the Willits Depot complex is located on the west side of the existing tracks between East Commercial Street and East Van Lane.



Source: Mendocino County Rail-with-Trail Corridor Plan 2012

Figure D-6 Willits Depot in Early 1930s

MP 138.6-157 Tunnels and Bridges between Willits and Longvale

A series of three tunnels and 11 bridges of potential historic significance are located within the rail corridor between Willits and Longvale (MP 138.6-157) along Outlet Creek in Mendocino County. This section of the railroad, from Willits north to Eureka, was completed in 1914. According to the Mendocino County RWT Corridor Plan (2012), which provided an analysis of general conditions along the rail corridor, the longest tunnel in this section is about 1,200 feet (MP 150.0). As major built elements of the railroad that were crucial to the operation of the line along the narrow confines of the Outlet Creek Canyon in the North Coast Ranges in Mendocino County, these tunnels and bridges may have engineering or architectural significance and may be contributing elements of a railroad corridor historic district.

RTT Eel River Canyon Section

MP 159.9-189.5 Tunnels and Bridges between Longvale and Ramsey, Mendocino County

A series of 14 tunnels and nine bridges of potential historic significance are located within the rail corridor between Longvale and Ramsey (Figure D-7; MP 159.9-189.5) alongside the Eel River in Mendocino County. This section of the railroad, from Willits north to Eureka, was completed in 1914. According to the Mendocino County RWT Corridor Plan (2012), which provided an analysis of general conditions along the rail corridor, the longest tunnel in this section is 656 feet. As major built elements of the railroad that were crucial to the operation of the line along the narrow confines of the main fork of the Eel River in the North Coast



Source: SunnyFortuna.com
(https://sunnyfortuna.com/railroad/local_stations.htm)

Figure D-10 Fernbridge Depot

MP 268.6 Fernbridge, Fernbridge

The Eel River bridge, known as Fernbridge (Figure D-11), was listed in the NRHP in 1987 and is automatically listed in the CRHR. The bridge is located at the intersection of Fernbridge Drive with SR 211 (MP 268.6) in the small community of Fernbridge. Completed in 1911, the “Queen of Bridges” has a total length of 2,408 feet and linked Ferndale and the Eel River Valley to Eureka. A reinforced concrete bridge, it was an outstanding engineering feat of its time and its 196-foot individual spans are still the longest, earth-filled spandrel arch spans in California. The bridge’s north approach from the community of Fernbridge is flanked by the Humboldt Creamery Association facility and a farm equipment business. The end of the north approach is approximately 80 feet from the former NWP tracks.



Source: Bridgehunter.com
(<https://bridgehunter.com/ca/humboldt/40134/>)

Figure D-11 Fernbridge

MP 265.5-266.5 Orchard and Buildings, Fortuna

Two properties of potential historic significance are adjacent to the rail corridor within the City of Fortuna: the Clendenen Apple Orchards at 96 12th Street (Figure D-12; MP 265.5) and the Jasper House built in 1930 at 105 Main Street (MP 266.5). Clendenen’s has been producing cider from the apples since 1909 after purchasing an existing orchard in 1908, now between U.S. 101 and the rail corridor. Over 70 resources 45 years of age or older were tabulated as being potentially significant for the Draft Program EIR for the City’s General Plan Update (City of Fortuna 2010). One building listed in the NRHP in 1982, the Gunshaw-Mudgett House at 820 9th Street, and the Rohnerville Historic District, in southeast Fortuna, are distant from the rail corridor. The historic NWP Fortuna Depot (formerly at MP 266), built circa 1889, was moved in 1975 to 3 Park Street in Rohnert Park, 0.6 mile from the rail corridor to the northeast, and converted into a municipal museum (Fortuna Depot Museum).



Source: Clendenen’s Cider Works
(<http://clendenenciderworks.com/about-us/>)

Figure D-12 Clendenen’s Apple Cider Works in Fortuna

MP 270.8 Bank of Loleta, Loleta

The Bank of Loleta at 358 Main Street (Figure D-13; MP 270.8) in Loleta was listed in the NRHP in 1985 and is listed in the CRHR. Designed in the Neo-Classical Revival style, which was popular for public buildings and financial institutions when the bank building was built in 1920, the building retains a high degree of integrity. It is located on the opposite and west side of Main Street from the rail corridor. With the exception of the Dickson & Dickson Store built in 1893 three doors north of the bank, the additional buildings on Loleta’s one-block commercial row,

which are also on the opposite side of Main Street from the rail corridor, were also built circa the 1920s but have not been formally evaluated for NRHP or CRHR listing. The site of the Loleta Depot, which is no longer present, is within the linear park adjacent to the rail corridor, between Main Street and Railroad Avenue.



Source: Noehill.com (<https://noehill.com/humboldt/nat1985000354.asp>)

Figure D-13 Bank of Loleta on Main Street

MP 277.6 Boat Yard and Community Church, Fields Landing

The buildings and structures within the Fields Landing Boat Yard at 1 Yard Road, located approximately 100 feet west of the rail corridor on the spur line (MP 277.6) in Fields Landing, have been recommended not eligible for NRHP or CRHR listing (County of Humboldt 2019a). The public boat yard is owned and operated by the Humboldt Bay Harbor, Recreation and Conservation District. While the Calvary Community Church, which is located at the corner of Depot Road and Fields Landing Drive approximately 700 feet east of the rail corridor (MP 277.6), has been an entity in Fields Landing since the 1870s, the church has been recommended not eligible for NRHP or CRHR listing (County of Humboldt 2019a).

MP 284.3-290.8 NWP Tracks, Eureka to Arcata

The Timber Heritage Association (THA) operates special speeder crew car rides on the former NWP tracks within the rail corridor from 1st and E Streets in Old Town Eureka, paralleling Waterfront Drive, across the Eureka Slough Bridge, and back (MP 284.3-286) (THA 2019). Between Eureka Slough in Eureka and Bayside in Arcata, an approximately 5-mile section of the railroad (MP 285.4-290.8), the former NWP tracks have been previously found

ineligible for NRHP, CRHR, or local listing, and do not have the potential to be a contributor to any larger linear historic property or historic district. The portion of the railway heading north from Eureka became known as the Trinidad Branch. Portions of this 5-mile rail section were assessed for two different projects: the Humboldt Bay Trail South Initial Study and Mitigated Negative Declaration (IS/MND), which evaluated a proposed linkage of two existing multi-use trails between the City of Arcata's Humboldt Bay Trail North with the City of Eureka's Waterfront Trail (County of Humboldt 2018a); and the Route 101 Highway Improvement Project that evaluated widening the highway between Eureka and Bayside in Arcata (JRP 2004).

MP 287-287.8 Arcata Redwood Company, Eureka

The former Arcata Redwood Company at 5151 U.S. 101 (MP 287-287.8) on the bay front at Brainard in Eureka has been previously found ineligible for NRHP, CRHR, or local listing. The industrial building, which is currently owned by California Redwood Company, is adjacent to the rail corridor. The property was assessed for the Humboldt Bay Trail South IS/MND, which evaluated a proposed linkage of two existing multi-use trails between the City of Eureka's Waterfront Trail and the City of Arcata's Humboldt Bay Trail North (County of Humboldt 2018a).

MP 287-288.2 Row of Eucalyptus Trees, Eureka

A single row of eucalyptus trees adjacent to and on the east side of the rail corridor on the bay front at Brainard (MP 287-288.2) in Eureka have been previously found ineligible for NRHP or CRHR listing, either alone or as part of a historic landscape. The tree row, which was planted circa 1915, presently separates the tracks from the western side of U.S. 101, serving as a windbreak and light screen. The tree row was assessed for the Route 101 Highway Improvement Project, which evaluated widening the highway between Eureka and Bayside in Arcata (JRP 2004), and updated in response to comments received on the Humboldt Bay Trail South IS/MND, which evaluated a proposed linkage of two existing multi-use trails between the City of Eureka's Waterfront Trail and the City of Arcata's Humboldt Bay Trail North (County of Humboldt 2018b; JRP 2018).

MP 289 Wiyot Village, Bracut

The Wiyot village of plets-wok, recorded in Humboldt County as archaeological site CA-HUM-048, was mapped at Brainard's Point near the southeast corner of present-day Bracut Industrial Park (MP 289), in Bracut (formerly known as Brainard and later as Brainard Cut), adjacent to the west side of the rail corridor between Eureka and Arcata. The village was described in 1806 and 1913 as being located on the raised landform, which was subsequently leveled for use in local construction projects in the mid-20th century. No evidence of the site has been reported and, as stated in a report for the Route 101 Highway Improvement Project, which evaluated widening the highway between Eureka and Bayside in Arcata (JRP 2004), CA-HUM-048 is believed to have been destroyed during historic-era railroad and road construction projects.

MP 289-289.5 Bracut Industrial Park, Bracut

The 35-acre Bracut Industrial Park is located at 4051 U.S. 101 in Bracut, adjacent to the west side of the rail corridor between Eureka and Arcata (MP 289-289.5). According to two prior studies, the industrial park has been previously found ineligible for NRHP or CRHR listing (County of Humboldt 2018a; JRP 2004).

RTT Carlotta, Samoa, and Korblex Branches*RTT Carlotta Branch (MP 0-9)*

There do not appear to be any potentially significant cultural resources within the Carlotta Branch of the rail corridor between Alton and Carlotta (MP 0-9). The three-story Carlotta Hotel built in 1903-1904 on Central Avenue (MP 4.9) in Carlotta, which had been listed in the NRHP in 1978 and thus automatically listed in the CRHR, was destroyed in the mid-1990s due to an electrical fire. It is difficult to discern from Google Earth imagery whether the building at the site of the Alton Depot (Figure D-14; MP 0) at the corner of Old State Highway 101 and SR 36 retains any historic integrity.



Source: SunnyFortuna.com
(https://sunnyfortuna.com/railroad/local_stations.htm)

Figure D-14 Alton Depot Circa 1955

RTT Samoa Branch (MP 1-9.8)*MP 6.7-9.2 Sensitive Archaeological Area, Samoa Peninsula*

There is a high possibility that Native American and historic-era archaeological resources may be present on the Samoa Peninsula. The peninsula has an approximately 2,000-year history of occupation by Wiyot peoples, specifically the central division of Wiki, and of lumber-processing and shipyard industries by the late 1800s. According to the Samoa Industrial Waterfront Preliminary Transportation Access Plan (HBHRCD 2013), five documented Wiyot archaeological sites are located within the freight rail and highway access improvement area between the Samoa Bridge and Fairhaven (MP 6.7-9.2).

MP 7-7.7 Samoa Historic District, Samoa

The Samoa Historic District is bisected by the Samoa Branch of the rail corridor between MP 7 and MP 7.7. The district has been previously found eligible for NRHP and CRHR listing through survey evaluation for the Samoa Town Master Plan (County of Humboldt 2019b). Of 227 resources, a total of 194 buildings, sites, and landscape elements have been found eligible for NRHP and CRHR listing as contributing resources to the district. These buildings, sites, and landscape elements maintain the integrity of the town's collective importance as a historic, company-owned lumber mill town dating back to the 1890s. The buildings are of architectural styles that relate to the character of the neighborhood grouping in terms of scale, materials, proportion, or other factors. The site and landscape elements contribute to the overall significance of the town. Exceptional individual buildings include, but

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are not limited to, the Samoa Cookhouse south of Vance Avenue, the Samoa Block (south of Vance Avenue, west of Cutten Street, north of Bayview Avenue), and the Hostelry. After changing owners many times, Samoa was purchased in 2001 by the Samoa Pacific Group, LLC, which plans to develop the town but keep its historic nature.

MP 7.2 Samoa Railroad Shop Complex, Samoa Branch

The THA leases and manages tours of the Samoa Railroad Shop Complex (“Samoa Shops”) at MP 7.2 in Samoa. The complex includes an intact roundhouse, plus a machine shop, blacksmith shop, boiler shop, tin shop, and car shop that were built beginning in 1893 by the former Hammond Lumber Company. The complex is located between the rail corridor and the Samoa Cookhouse, one of the exceptional buildings contributing to the Samoa Historic District. The THA operates a 4-mile round trip speeder crew car ride on the NWP tracks from Samoa north to Manila, and is working to develop a Humboldt Bay excursion train, plus a heritage and rail museum (THA 2019). Presumably the Samoa Railroad Shop Complex was evaluated as a contributing resource to the Samoa Historic District.

MP 8.2 USS Milwaukee Memorial, Samoa

A memorial to the USS Milwaukee was designated a California Point of Historical Interest in 1978. The memorial is on LP Drive, approximately 300 feet west of the rail corridor at MP 8.2. In accordance with the Samoa Town Master Plan, LP Drive will be renamed Samoa Pulp Lane (County of Humboldt 2019b).

RTT Korblex Branch (MP 295.57-302)

MP 296.9-299.1 Mad River Bridge and Wooden Trestles, between Korblex and Blue Lake

The Mad River Bridge and four large, freestanding wooden trestles within the Arcata & Mad River Railroad (A&MR) rail corridor between Korblex and Blue Lake (Figure D-15; MP 296.9-299.1) in Humboldt County are of potential historic significance. The A&MR was founded in 1854, serving as a link between Humboldt Bay and the Trinity River mines, and is California’s first operating railroad. By the 1890s, the line was extended from Arcata along the Mad River to Glendale, Blue Lake,

and Korblex, and was linked to the NWP in 1914. Around 1900, the line came to be known as the “Annie and Mary Railroad.” In late 1997, the rail and ties were removed for salvage.

Between Korblex and Glendale, the Warren Creek trestle, largest of all extant trestles on the A&MR rail corridor, crosses Warren Creek Road and Warren Creek at MP 297. The Schoolhouse trestle and Green Tank trestle are located between MP 297 and the Mad River Bridge at MP 298. The 620-foot long Mad River Bridge (MP 298) is a three-span, steel truss superstructure supported by concrete footings and wooden approach trestles, on which the Humboldt Bay Municipal Water District maintains a pipeline. The fourth trestle, the Minor Creek trestle, is adjacent to Glendale Drive in Glendale (MP 299). A fifth trestle, over Mill Creek in Glendale, is no longer standing.

The A&MR is a California Historical Landmark (CHL No. 842), designated in 1970. As noted in the Annie & Mary Rail-Trail Feasibility Study (RCAA 2003), the trestles are considered by the public to be important historic elements of the region and are indeed some of the last wooden trestles left in the region. The Mad River Bridge (Figure D-16) and the trestles are major built elements of the railroad that were crucial to the operation of the rail line along the A&MR corridor in Humboldt County. The bridge and trestles may thus have engineering or architectural significance and may be contributing elements of a railroad corridor historic district.



Source: RCAA 2003

Figure D-15 **Wooden Trestle Along the Annie & Mary Railroad Corridor**



Source: RCAA 2003

Figure D-16 Annie & Mary Railroad Mad River Bridge

MP 298 Arcata & Mad River Railroad Rail Yard, Glendale

A historic 1-acre A&MR rail yard is adjacent to the rail corridor on the north side of the Mad River (MP 298) in Glendale. The yard, which is full of equipment representing the lifetime operations of the railroad (Figure D-17), is managed by the Northern Counties Logging Interpretive Association. According to the Annie & Mary Rail-Trail Feasibility Study (RCAA 2003:18), the Association's goal is to create a museum for historic logging and railroad equipment and to restore passenger rail for tourism. While the rail yard has not been previously evaluated for NRHP, CRHR, or local listing, either individually or as a contributing element to a railroad corridor historic district and may or may not reach the statutory level of significance, it would nonetheless make an excellent interpretive and visitor facility.



Source: RCAA 2003

Figure D-17 Train Equipment in Glendale Rail Yard

MP 300.8 Arcata and Mad River Railroad Depot, Blue Lake

The A&MR Railroad Depot at 330 Railroad Ave (Figure D-18; MP 300.8) in downtown Blue Lake is the site of the plaque designating the railroad as a California Historical Landmark (CHL No. 842). The Depot, built in 1893 is located adjacent to the rail

corridor. The 1970 landmark plaque is located on a boulder adjacent to the Depot's parking area within the linear park northwest of the building between Railroad Avenue and South Railroad Avenue. The A&MR Depot presently houses the Blue Lake Museum (Figure D-19), which was opened in 1982 by the Blue Lake Museum Society in 1982. The exterior of the building is presently painted a pale blue.



Source: RCAA 2003

Figure D-18 Arcata & Mad River Depot Circa 1900



Source: RCAA 2003

Figure D-19 Arcata & Mad River Depot That Now Houses Blue Lake Museum

MP 300.8-301 Downtown Historic District, Blue Lake

The City of Blue Lake contains over 60 historic buildings that may contribute to a potential downtown historic district. Examples of the properties adjacent to the rail corridor (MP 300.8-301) that may contribute to a downtown historic district include the A&MR Depot built in 1893 at 330 Railroad Avenue (MP 300.8) that presently houses the Blue Lake Museum; the Logger Bar at 510 Railroad Avenue (MP 300.9), built circa 1889; the Mad River Grange (No. 590) established in 1900 at 110 Hatchery Road (MP 300.9) just west of the Logger Bar; and the Blue Lake Emporium built circa

Appendix D

1871 on H Street (MP 300.9) opposite the Mad River Grange. The rail corridor runs between the historic Grange and Logger Bar buildings and between the Blue Lake Emporium and the building with the iconic “Blue Lake Downtown 1910” mural at 410 South Railroad Avenue (Figure D-20; MP 300.85) south of the Depot. The Skinner Store, built in 1894 as a creamery, has been restored and is located off the east side of South Railroad Avenue (MP 300.7) behind the modern Blue Lake City Hall at 111 Greenwood Avenue. A tavern building, built in 1912 at 120 H Street at the Railroad Avenue intersection (MP 300.9), presently houses the Chumayo Spa. The Independent Order of Odd Fellows Hall at 131 H Street (one block east of the rail corridor at MP 300.9), built in 1912, houses the International School of Physical Theatre, one of the longest-running theatrical ensembles in the U.S. While no record was found of these buildings having been previously evaluated for listing in the NRHP, CRHR, or any local register, either individually or as contributors to a downtown Blue Lake historic district, according to the Annie & Mary Rail-Trail Feasibility Study (RCAA 2003), these buildings and the public mural are valued as locally significant historic resources by the residents of the City of Blue Lake.



Source: RCAA 2003

Figure D-20 Mural on Historic Building at
410 South Railroad Avenue in Blue Lake

Table D-1 Potentially Significant Historic and Archaeological Resources Within or Adjacent to the Rail Corridor

Name	Milepost	Summary
RWT Southern Section		
Oliveto Winery	68.9	Located adjacent to the rail corridor. Was previously found eligible for NRHP listing as an individual property through survey evaluation.
Nervo Winery	73.7	Located adjacent to the rail corridor. Was previously found eligible for NRHP listing as an individual property through survey evaluation.
Italian Swiss Colony	78.8, 80.5-81.5	Located adjacent to rail corridor. It has been designated as a California Historical Landmark (CHL No. 621).
Redwood Empire Mill	81.7-82.3	Located adjacent to the rail corridor. Was previously found eligible for CRHR listing as an individual property through survey evaluation.
RTT Southern Section		
Tunnels: Cloverdale to Pieta	85.4, 87.4-87.8, 88.8, 93.7, 94.5	A series of five tunnels of potential historic significance are located within the rail corridor.
From Woman Rock	93.7	A distinctive volcanic monolith located within the rail corridor. It has been designated as a California Historical Landmark (CHL No. 549).
Thatcher Hotel	99.7	Located adjacent to the rail corridor. Was previously found eligible for NRHP listing as an individual property through survey evaluation. It is also a contributor to a historic district determined and listed in the CRHR.
Holz Company Store	113.5	Located adjacent to the rail corridor. Was previously found eligible for NRHP listing as an individual property through survey evaluation.
NWP Depot	113.7	Located adjacent to the rail corridor. Was previously found eligible for NRHP listing as an individual property through survey evaluation.
Wooden Trestle	114.1	Located within the rail corridor. It may have local significance and may be a contributing element of a railroad corridor historic district.
Holman Beatty/Briggs Brickyard/Empire Milling Company	114.3	Located adjacent to the rail corridor. The building was evaluated by the City of Ukiah in 1999 and is considered locally significant. The building may be individually eligible for listing in the NRHP.
Bridges: Ukiah to Calpella	115.9, 116.4, 117.6, 119, 120.5	A series of five bridges on the Ukiah Mainline of potential historic significance are located within the rail corridor.
Sensitive Archaeological Areas	117.3-119.3	Sensitive archaeological areas are potentially present along the Russian River adjacent to the rail corridor north of Ukiah, between The Forks and Calpella.
Sensitive Archaeological Areas	137.9, 138.6, 139, 139.4	Sensitive archaeological areas are potentially present near corridor stream crossings in the vicinity of Willits.
California Western Railroad	138.5-139.1	Runs parallel to the rail corridor. It has been previously found eligible for NRHP listing as an individual property by consensus through the Section 106 process and is also listed in the CRHR.
Willits Depot	139.1	Located adjacent to the rail corridor. It was listed in the NRHP in 1999 and is listed in the CRHR.
Tunnels & Bridges: Willits to Longvale	138.6-157	A series of three tunnels and 11 bridges of potential historic significance are located within the rail corridor.

Name	Milepost	Summary
RTT Eel River Canyon Section		
Tunnels & Bridges: Longvale to Ramsey	159.5-189.5	A series of 14 tunnels and nine bridges of potential historic significance are located within the rail corridor.
Tunnels & Bridges: Ramsey to South Fork	194.4-233.9	A series of eight tunnels and three bridges of potential historic significance are located within the rail corridor.
RTT Northern Section		
Tunnels & Bridges: South Fork to Loleta	237.6-271.8	Three tunnels and one bridge of potential historic significance are located within the rail corridor.
Scotia Historic District	253.7-256	The town of Scotia was identified as a potential historic district, eligible for listing in the NRHP and CRHR, in a 2007 historic resources report prepared for Pacific Lumber Company. The boundaries of the potential historic district are along the east side of the Eel River and encompass the railroad mainline, spurs, and rail corridor.
Sensitive Archaeological Areas	262-268.6	Sensitive archaeological areas are potentially present along the rail corridor in the Eel River Valley between Alton and Ferrbridge.
Ferrbridge Depot	268.5	Located adjacent to the rail corridor. It has not been evaluated but may be individually eligible for listing in the NRHP and CRHR.
Clendenen Orchard & Jasper House	265.5-266.5	Located adjacent to the rail corridor. Each are of potential historic significance.
Bank of Loleta	270.8	Located adjacent to the rail corridor. Was listed in the NRHP in 1985 and is listed in the CRHR.
Carlotta, Samoa, and Korblex Branches		
Sensitive Archaeological Areas (Samoa Branch)	6.7-9.2	Sensitive archaeological areas are potentially present along the rail corridor on the Samoa Peninsula.
Samoa Historic District	7-7.7	The Samoa Historic District is bisected by the Samoa Branch of the rail corridor. It has been previously found eligible for NRHP and CRHR listing through survey evaluation for the Samoa Town Master Plan.
Mad River Bridge & Wooden Trestles: Korblex to Blue Lake	297-299	The Mad River Bridge and four large, freestanding wooden trestles within the rail corridor are of potential historic significance.
Arcata & Mad River Railroad Yard (Korblex Branch)	298	Located adjacent to the rail corridor. It has not been evaluated but is of potential historic significance.
Arcata & Mad River Railroad Depot (Korblex Branch)	300.8	Located adjacent to the rail corridor. It is the site of the plaque designating the railroad as a California Historical Landmark (CHL No. 842).
Downtown Historic District (Korblex Branch)	300.8-301	Located adjacent to the rail corridor. Includes over 60 historic buildings that may contribute to a potential downtown historic district. It has not been evaluated, however, according to the Annie & Mary Rail-Trail Feasibility Study, components are valued as locally significant historic resources by the City of Blue Lake.

Notes: CHL = California Historic Landmark; CRHR = California Register of Historical Resources; No. = Number; NRHP = National Register of Historic Places; NWP = Northwestern Pacific Railroad; RTT = Rail to Trail; RWT = Rail with Trail. There were no potentially significant historic or archaeological resources identified within the Carlotta Branch of the rail corridor.
Source: *NIC 2020; Ascent Environmental 2020*

Exhibit M – Potential Hazardous Waste sites

Summary of Potential Waste Sites for Underground Characterization
Willits North
By
NCRA Engineer, Dave Anderson, P.E.
September 2020

Yard Site	MP	Latitude	Longitude	TCRP Surface Clean-up	Candidate for Subsurface Investigation	Suspected Hazardous Material	Notes based on Kleinfelder's NCRA hazardous waste studies and discussions with Bradley Erskine (Kleinfelder Project Manager)
Willits	139.8	39.417548°	-123.351146°	yes	yes	Hydrocarbon's Voc's	200 yds of petroleum contaminated soil removed during cleanup, Locomotive maintenance area adjacent to the contaminated soil pile that was removed. Two former above ground storage tank locations identified. Areas of heavy oil staining in area of equipment servicing.
Dos Rios	166.5	39.717270°	-123.352686°	Yes			No above ground storage tanks, storage of rail cars, storage of maintenance equipment and materials.
Nashmead	175.5	39.824207°	-123.416593°	Yes			No evidence of locomotive maintenance. 2005 aerial photo shows bermed fuel tank and stored secondhand railroad steel bridge span.
Island Mountain	194.5	40.027147°	-123.491389°	Yes	yes	Hydrocarbon's VOC's	Maintenance Yard, above ground riveted storage tanks (diesel & oil), areas of heavy oil staining, waste storage boxcars, rail and tie storage, two vacant houses.
Alderpoint	209	40.178384°	-123.609735°	Yes	yes	Hydrocarbon's	Above ground storage tanks with visible ground staining. Hazardous waste storage boxcar. Spur track with heavy oil staining.
Fort Seward	216.5	40.222530°	-123.641939°	Yes	yes	Hydrocarbon's	Hazardous waste storage boxcar, rail and tie storage, cook house, crew overnight stays.
South Fork	237.2	40.344362°	-123.916164°	Yes	yes	Hydrocarbon's	1000 gal diesel & 500 gal gas above round storage tanks.
Scotia	255.5	40.484789°	-124.105229°	Yes	yes	Hydrocarbon's VOC's	Hazardous waste storage boxcars. 500gal oil tank, soil stockpile with drums containing contaminated soil. Spill recorded at this site. Documented past remediation activities. Existing soil stockpile believed to be contaminated.
Eureka	284	40.803956°	-124.173176°	Yes	Yes	Hydrocarbons	Boxcar used to store hazardous materials. Heavy oil staining in areas of locomotive and other maintenance equipment.

Hazardous Material Site	Type & Cleanup Status	Location Relative to Rail Corridor	Contaminants of Concern	Notes
Southern Pacific Redwood Valley Station	Cleanup Program Site Open: Inactive as of 5/28/2009	Within/immediately adjacent, near MP 122	Diesel Potential concerns under investigation	As of May 2019, the Regional Water Board anticipated they would evaluate the site for the need for additional remediation work and draft an environmental covenant during fiscal year 2019/2020.
Union Oil	DTSC Historical Refer to the Regional Water Board as of 7/27/1988	Within/immediately adjacent, near MP 139	N/A	The site was identified during a drive by and screening was completed in 1988. No additional information is available through GeoTracker.
Little Lake Industries	LUST Cleanup Site Completed: Case Closed as of 9/22/1997	Within/immediately adjacent, between MP 139 and MP 140	Solvents Potential contamination of an aquifer used for drinking water	Remediation and verification monitoring activities occurred in 1997 and the case was closed shortly thereafter.
NCRA Willits Rail Yard	Cleanup Program Site Open: Site Assessment as of 12/27/1991	Within/immediately adjacent, between MP 139 and MP 140	Diesel Potential concerns under investigation	As of May 2019, the Regional Water Board anticipated they would evaluate the site status, prepare a deed restriction and closure documentation, and bring the case through the closure process during fiscal year 2019/2020.
RTT Eel River Canyon Section				
Dos Rios Rail Yard	N/A	Within/immediately adjacent, between MP 166 and MP 167	N/A	As of 2002, the Dos Rios maintenance yard contained oil and grease waste, a diesel storage tank, and lead-acid batteries. Heavy surface staining was noted between rails of the side rail, and there was a large pile of disposed rail ties (Kleinfeider 2002). Cleanup activities were conducted at the Dos Rios maintenance yard in 2004 (Kleinfeider 2005). No rail-related waste or other debris were identified by PWA during field assessment in early 2020 at this location.
Nashmead Maintenance Yard	N/A	Within/immediately adjacent, between MP 175 and MP 176	N/A	According to a Consent Decree and Stipulated Judgment (California v. NCRA, Case No. CV80240, July 1999), at one point there was a railroad car in the streambed of the Eel River at MP 175 (Kleinfeider 2002), which is near the Nashmead maintenance yard. As of 2002, it was suspected that petroleum storage facilities had been removed, but that ties were buried (Kleinfeider 2002). PWA noted the presence of railroad infrastructure, rail metal debris, and railroad cars in this area during their field assessment in early 2020.
Bell Springs Maintenance Yard	N/A	Within/immediately adjacent, near MP 185	N/A	Previously-documented petroleum storage, oil spills, and rail ties, as well as an underground fuel tank (Kleinfeider 2002). PWA noted the presence of a rail car in the Eel River and rail debris near this location during their field assessment in early 2020.
Island Mountain Maintenance Yard	N/A	Within/immediately adjacent, near MP 194	N/A	This maintenance yard was noted in the 1999 Consent Decree and Stipulated Judgment as having contaminated equipment; the consent decree required additional sampling and investigation as well as

Hazardous Material Site	Type & Cleanup Status	Location Relative to Rail Corridor	Contaminants of Concern	Notes
				<p>preparation of a remediation plan. As of 2002, the site contained drums and containers with petroleum waste and product within boxcars. There are also storage tanks and drums that were empty but suspected to have previously held petroleum, oil, and fuel. Surface staining was noted, and discarded rail ties were present (Kleinfeider 2002). Aerial imagery in this location shows multiple parallel tracks with 10 rail cars and various structures.</p> <p>PWA noted the presence of rail cars, track switches, and other rail-related debris near this location during their field assessment in early 2020.</p>
Alderpoint Maintenance Yard	Cleanup Program Site Open: Inactive as of 2/27/1992	Within/immediately adjacent, near MP 209	Diesel Potential contamination is under investigation	Per correspondence from December 2015, the Regional Water Board expected to review the soil and groundwater investigation workplan and associated reports and conduct site inspections.
Fort Seward Maintenance Yard	N/A	Within/immediately adjacent, near MP 216	N/A	As of 2002, the Fort Seward Maintenance Yard contains many drums and buckets in a boxcar, with some containing grease and oil. Oil surface staining was noted (Kleinfeider 2002). Cleanup activities were conducted at the Fort Seward Maintenance Yard in 2004 (Kleinfeider 2005). No rail related waste or other debris were identified by PWA during their site visit in early 2020 at this location.
RTT Northern Section				
South Fork Maintenance Yard/ Station	LUST Cleanup Site Open: Site Assessment as of 9/25/2018	Within/immediately adjacent, near MP 237	Diesel Potential contamination of an aquifer used for drinking water	Per correspondence from September 2019, UPRR is working on a subsurface investigation work plan to determine if groundwater has been impacted by the LUST.
Scotia Maintenance Yard	N/A	Within/immediately adjacent, near MP 253	N/A	As of 2002, the Scotia Maintenance Yard in Scotia was used for storage of oil supply and waste products, and an aboveground storage tank was present. Rail ties were stored in the area, and an oil deposit was noted in the side rail tracks (Kleinfeider 2002). Cleanup activities were conducted at the Scotia Maintenance Yard in 2004 (Kleinfeider 2005). No rail-related waste or other debris were identified by PWA during their field assessment in early 2020 at this location.
Eel River Sawmills	Cleanup Program Site Open: Verification Monitoring as of 6/22/2017	Within/immediately adjacent, near MP 259	Diesel, gasoline, pesticides, fumigants, waste oils Potential contamination of an aquifer used for drinking water	The site is jointly led by the Regional Water Board with the DTSC. All but one of the major mill buildings were removed between 2007 and 2008. The City of Rio Dell has standby wells adjacent to the site. Per correspondence from October 2016, the Regional Water Board expected to conduct site inspections, review monitoring reports, and review any plans needed to complete investigation of the extent of groundwater contamination in fiscal year 2016/2017.

Hazardous Material Site	Type & Cleanup Status	Location Relative to Rail Corridor	Contaminants of Concern	Notes
Pacific Lumber Company Fortuna Mill	Cleanup Program Site Open: Assessment & Interim Remedial Action as of 6/22/2017	Within/immediately adjacent, near MP 265	Diesel, dioxin/furans, gasoline, waste oils Potential contamination of soil and an aquifer used for drinking water	Per correspondence from February 2020, the Regional Water Board requested that the entire parcel be included in the Land Use Covenant, not just the areas of residual contamination, prior to site closure.
Unocal Bulk Plant	Cleanup Program Site Open: Assessment & Interim Remedial Action as of 12/29/2010	Within/immediately adjacent, between MP 266 and MP 267	Gasoline Potential contamination of an aquifer used for drinking water	Per correspondence from May 2019, the Regional Water Board anticipated they would review and comment on draft environmental covenant agreements and facilitate the institution of the land use covenant in fiscal year 2019/2020.
Eureka Former Fuel Pipeline	Cleanup Program Site Open: Inactive as of 6/13/2017	Within/immediately adjacent, near MP 283	Heating oil, fuel oil Potential contamination of soil and an aquifer used for drinking water	Per correspondence from May 2019, the Regional Water Board anticipated they would evaluate the site status and conduct site inspections/evaluate the site for closure in fiscal year 2019/2020.
NWP Railroad Yard	Cleanup Program Site Open: Inactive as of 2/10/1998	Within/immediately adjacent, near MP 284	Under investigation	The GeoTracker case summary indicates that there was a leak discovered and reported in 1998 and there are potential stormwater issues.
R.E. Davenport	DTSC Historical Refer to the Regional Water Board as of 1/3/1994	0.02 mile north of Rail Corridor, near MP 284	Waste oil, mixed oil	The bankrupt owner was unable to cleanup 150 bulging and leaking drums of bilge oil from boats. Emergency response was undertaken at the waterfront site and the Regional Water Board funded part of the cleanup. Since the site is only oil contaminated, it was referred to the Regional Water Board (no information available through GeoTracker).
Southern Pacific – Waterfront/G & R Metal	Cleanup Program Site Open: Verification Monitoring as of 6/14/2017	Within/immediately adjacent, between MP 284 and MP 285	Gasoline, arsenic, chromium, copper, lead, nickel, PCBs, waste oils Potential contamination of surface water and groundwater	The GeoTracker case summary for Southern Pacific – Waterfront indicates that the case was combined with G&R Metals in 2002. Per correspondence from May 2019, the Regional Water Board anticipated they would review site closure documents, prepare a site closure summary, develop site closure documents for public notice, and prepare the deed restriction in fiscal year 2019/2020.
Beaver Lumber Company of Arcata	Cleanup Program Site Completed: Case Closed as of 1/3/2007	Within/immediately adjacent, near MP 292	Pesticides, fumigants, solvent, distillates Potential contamination of an aquifer used for drinking water	A No Further Action Letter was issued on January 2, 2007 by the Regional Water Board confirming that site investigation and remedial action is complete.
RTT Carlotta, Samoa, and Korblex Branches				
Samoa Peninsula	Cleanup Program Site Open: Inactive as of 6/14/2017 Land Use Restrictions	Immediately adjacent to Samoa Branch	Aviation Potential contamination of an aquifer used for drinking water	Per an Annual Estimation Letter from May 2019, the Regional Water Board anticipated they would review reports needed to complete investigation of the vertical and horizontal extent of contamination and conduct site inspections in fiscal year 2019/2020.

Hazardous Material Site	Type & Cleanup Status	Location Relative to Rail Corridor	Contaminants of Concern	Notes
Former Evergreen Pulp Incorporated	Cleanup Program Site Open: Assessment & Interim Remedial Action as of 3/6/2016	Immediately adjacent to Samoa Branch	Gasoline, metals, solvents Potential contamination of soil and aquifer used for drinking water	In September 2014, EPA completed the removal of spent pulping liquors that were previously stored in multiple onsite aboveground storage tanks. Per an Annual Estimation Letter from May 2019, the Regional Water Board expects to conduct site inspections and review monitoring reports and remedial action plans in fiscal year 2019/2020.
McNamara and Peepe Lumber Mill	DTSC Site Cleanup Program Active as of 1/2/2019 Land Use Restrictions	Immediately adjacent to Korblex Branch	2,3,4,6-TCP, PCP, waste potentially containing dioxins Potential contamination of soil and groundwater	Land use restrictions are in place and notification prior to a change in land use or subsurface work is required.
McNord Lumber Company	DTSC Site Cleanup Program Active as of 11/21/2019	Immediately adjacent to Korblex Branch	2,3,4,6-TCP, PCP Potential contamination of sediments and soil	McNord Lumber Company operated a lumber mill from at least 1961 through 1974. Mill operations included the dipping of wood products in a fungicide and PCP, and allowing them drip dry. Blue Lake Forest Products currently operates a lumber and trailer storage facility. A dip tank, using Britewood S dip solutions, is located on the north side of the property.

Notes: CEQA = California Environmental Quality Act; DTSC = Department of Toxic Substances Control, ELT = Environmental Liability Transfer, Inc., EPA = U.S. Environmental Protection Agency, LUST = leaking underground storage tank, MP = Milepost, N/A = Not Available, NCRRA = North Coast Railroad Authority, NWP = Northwestern Pacific Railroad, PAHs = polynuclear aromatic hydrocarbons, PCB = polychlorinated biphenyls, PCE = perchloroethylene, PCPs = pentachlorophenol, PWA = Pacific Watershed Associates, RAP = remedial action plan, Regional Water Board = Regional Water Quality Control Board, RTT = Rail to Trail, RWT = Rail with Trail, TCP = tetrachlorophenol, TPH = total petroleum hydrocarbons, UPRR = Union Pacific Railroad.
Source: DTSC 2019, 2020; Kleinfeider 2002, 2005; PWA 2020; SWRCB 2019, 2020.

Table C-7 Abandoned Rail Equipment, Structures, and Rail Debris within the Rail Corridor

Description	MP Location	Segment
RWT Southern Section		
No rail debris was found in this section	NA	NA
RTT Southern Section		
Multiple rail cars and miscellaneous railroad items, Skunk Train/Depot area	139.4	19
Multiple rail cars on east tracks	139.6	19
Multiple rail cars on west tracks	139.7	19
Multiple rail car axles on west tracks	139.9	19
Multiple overturned rail cars on outboard fillslope of railroad track bench	151.6	21
RTT Eel River Canyon Section		
Overturned rail car to west of tracks	152.7	22
Railroad infrastructure	166.5	24
Crane - Rail metal debris	166.5	24
Railroad cars	166.5	24
Railroad cars	166.5	24
Rail metal debris chassis	166.5	24
Rail metal debris	166.5	24
Rail metal debris	166.5	24
Rail metal debris	166.6	24
Railroad debris	166.6	24
Old railroad infrastructure	166.6	24
Old track switch	166.7	24
Old railroad infrastructure	166.7	24
Rail car	166.8	24
Rail debris	168.5	24
Rail debris	170.6	24
Rail debris	170.6	24
Concrete tunnel portal failed and slide into river	171.8	25
Rail waste from rail removal	173.6	25
Rail car in middle of river	174.1	25
Rail debris (potential old culvert)	174.3	25
Grease box	176.4	25
Rail debris	177.6	25

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Description	MP Location	Segment
Rail debris	177.8	25
Rail waste	179.2	26
Track switch #17	180.0	26
Rail car	180.1	26
Rail car/debris	180.1	26
Rail car/metal waste	180.5	26
Rail car/metal waste	180.5	26
Rail car/metal waste	180.5	26
Rail car/metal waste	180.5	26
Rail car/metal waste	180.5	26
Rail car/metal waste	180.5	26
Grease box	181.9	26
Crossing debris	183.9	26
Crossing debris	183.9	26
Rail car	184.1	26
Rail car	184.1	26
Rail car	184.1	26
Track switch number 818	184.2	26
Rail car	184.3	26
Rail car	184.3	26
Track switch	184.3	27
Grease box	185.2	27
Grease box	186.3	27
Rail car	187.1	27
Culvert debris	187.5	27
Rail car	188.0	27
Grease box	188.4	27
Rail waste	189.3	28
Track switch	190.0	28
Track switch	194.2	28
Rail metal waste (old culverts, rails)	194.4	28
Rail waste	194.4	28
Trailer	194.4	28
Rail car	194.4	28

Description	MP Location	Segment
Rail car	194.4	28
Excavator	194.4	28
Rail car	194.4	28
Rail car	194.4	28
Rail car	194.4	28
Rail car	194.5	28
Rail car	194.5	28
Rail car	194.5	28
Rail car	194.5	28
Rail car	194.5	28
Rail car	194.5	28
Rail car	194.5	28
Communication tower	194.5	28
Living quarters	194.5	28
Rail car (2)	194.5	28
Railroad building	194.6	28
Rail car	194.7	28
Rail waste	194.7	28
Rail car	195.7	28
Rail metal waste	195.7	28
Excavator	196.2	28
Rail metal waste (potential old culvert)	196.2	28
Rail metal waste	196.3	28
Rail car	196.9	28
Potential old culvert	197.2	28
Old culvert	197.7	28
Potential old culvert	199.3	28
Flat rail car	200.1	28
Horse trailer	200.2	28
Potential old culverts	200.7	28
Old culvert	200.8	28
Old culvert	201.2	28
Grease box	205.3	28
Flat car	205.7	28

Appendix C

Description	MP Location	Segment
Rail car	205.7	28
Rail waste	207.9	29
Rail car	208.9	29
Metal waste	209.0	29
Metal waste	209.0	29
Old culvert	212.1	29
Old culvert	212.2	29
Old culvert	212.3	29
Rail waste	216.4	30
Rail waste	216.4	30
Rail car	216.4	30
Grease box	220.3	30
Rail car	224.9	30
Old culverts	224.9	30
Rail car	232.2	32
RTT Northern Section		
No rail debris was found in this section	NA	NA
RTT Korblex Branch		
No rail debris was found in this section	NA	NA
RTT Carlotta Branch		
No rail debris was found in this section	NA	NA
RTT Samoa Branch		
No rail debris was found in this section.	NA	NA

Notes: MP = Milepost; NA = Not Applicable; RTT = Rail to Trail; RWT = Rail with Trail
 Source: Compiled by Ascent Environmental in 2020.

Table C-8 Landslides and Slope Failures

Segment	MP Location	Approximate Length (feet)	Description
RWT Southern Section			
NA	NA	NA	No landslides or slope failures have been documented in this section.
RTT Southern Section			
8	90.4	150	A downslope slide is undermining the tracks.
8	90.6	20	A downslope slide is undermining the tracks.
8	90.7	100	Area of soil creep and erosion.

Exhibit N – Narrative History of Line

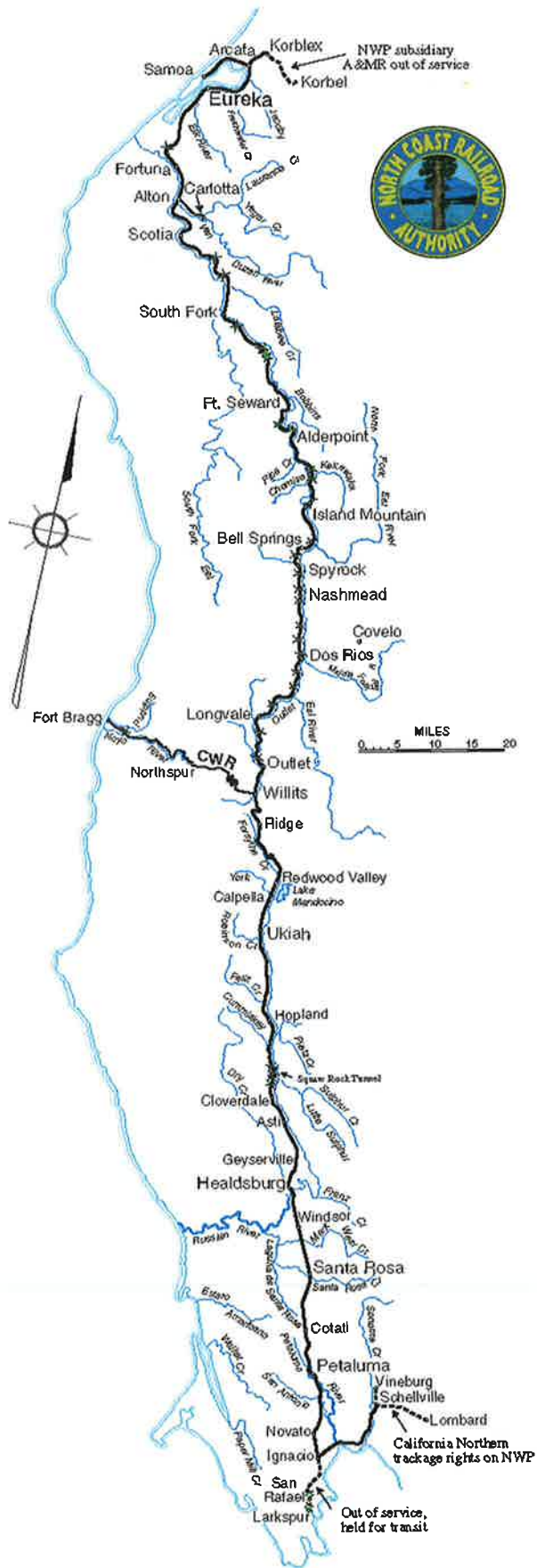


Fig. 1: Route map of North Coast Railroad Authority (2020) (from NCRA website)

Korbex = MP 301.8
 Korbex = MP 295.5

Outlet = MP 142.5
 Willits = MP 139.5

Healdsburg = MP 68
 Petaluma = MP 38.5
 Novato = MP 30
 Ignacio = MP 25.6
 Lombard/Napa Junction = MP 63.4
 (redesignated MP 49.8 S)
 [Mileposts approximate]

This proceeding involves a portion of the railroad line owned by North Coast Rail Authority (NCRA), a public agency created by the California legislature for the specific purpose of purchasing the assets of the bankrupt Eureka Southern Railroad and operating them in railroad service. The segment at issue encompasses much of the backbone of the old Northwestern Pacific Railroad (“NWP”) (organized in 1907), namely, (a) 175 miles of rail line extending from the north side of Commercial Street in Willits (roughly MP 139.5) up the Eel River Canyon through Mendocino, Trinity, and Humboldt Counties, CA, with the mainline termination point in Eureka at MP 284.1, and also (b) three branches: Carlotta Branch (MP 262.74 near Alton to MP 267.22 near Carlotta); Korblex (MP 284.1 near Eureka to 295.57 near Korblex); and Samoa (MP 292.84 near Arcata to MP 300.50 near Samoa), extending to MP 302.86 (Fairhaven) plus NCRA’s “subsidiary”--Arcata and Mad River Railroad (or “Annie and Mary”) -- from Korblex to Korbel at MP 301.8.

Summary of Relevant Federal, and Federally-related State,
Regulatory History Relating to NCRA

NCRA acquisition of interests in old NWP line. NCRA, then a non-carrier, acquired all but MP 139.5 to MP 142.5 (Willits to Outlet Station) from Eureka Southern Railroad pursuant to North Coast Railroad Authority – Acq. & Op. Exemption – Eureka Southern Railroad, ICC Finance Dkt. 32052, decided April 20, 1992 (1992 WL 89295 (I.C.C.)).¹ NCRA subsequently acquired an

¹ By way of background, SP, owner of the old NWP line, sought abandonment authority, claiming losses of \$1 million per month, but was initially denied such authority pending preparation of an environmental impact statement. See Northwestern Pacific Railroad Company – Abandonment in Mendocino, Trinity and Humboldt Counties, CA, ICC AB-14 (Sub-no. 4), served March 5, 1984 (ordering EIS). Service was embargoed and then surcharged. While the abandonment proceeding was pending, ICC authorized SPT/NWP to sell the line to two related companies owned by Bryan Whipple. See Northwestern Pacific Acquiring Corporation and Eureka Southern Railroad Company – Exemption from 49 U.S.C. 10901 and 11301, reconsideration denied decision served Jan. 29, 1985, aff’d in part and remanded for further consideration on labor protection issues, RLEA v. ICC, 784 F.2d 959 (9th Cir. 1986), recon. denied decision December 22, 1987. Eureka Southern operated trains for about two years before going into bankruptcy. To preserve rail service, the state of California in 1989 established NCRA to acquire the line from the bankrupt estate pursuant to legislation under the

additional 74.3 miles of rail line from Outlet (MP 142.5) to Healdsburg (MP 68.2) in Mendocino and Sonoma Counties pursuant to North Coast Railroad Authority – Purchase Exemption – Southern Pacific Transportation Company, F.D.32788, served March 20, 1996 (1996 STB Lexis 85). This latter transaction was related to a transaction in which NCRA was granted authority to acquire by lease and to operate approximately 142.2 miles of the California Northern Railroad Company line, including Outlet (MP 142.5) to Healdsburg (MP 68.2) and to acquire and operate a surface freight and passenger excursion easement for a total of 67.9 miles of line from (i) Healdsburg (MP 68.2) to Novato (MP 26.96), (ii) Novato (MP 29.96) to Ignacio (MP 25.6), and (iii) Ignacio (MP 25.6) to Lombard Station in Napa County, CA (SPM MP 63.4). See North Coast Railroad Authority – Lease and Operation Exemption – California Northern Railroad Company, Northwestern Pacific Railroad Authority, and Golden Gate Bridge, Highway and Transportation District, F.D. 33115, served Sept. 27, 1996.

FRA emergency embargo. Due to washouts and flooding events associated with El Nino storms rendering track unsafe, the Federal Railroad Administration (“FRA”) in December 1998 imposed an “emergency order” (embargo) on all rail operations on NCRA’s lines from Arcata [actually, Korblex] (MP 295.5) to M.P. 63.4 (a point between Schellville and Napa Junction). See 63 Fed. Reg. 67976 (Dec. 9, 1998) (emergency order no. 21; notice no.1).² In that order, FRA noted that California Western operates over about one mile of NCRA trackage to reach its passenger depot in Willits (and to interchange freight). Id. FRA granted partial relief from the emergency order to allow California Western Railroad to operate approximately 1.5 miles between its junction with the NCRA track and the Willits depot. 64 Fed. Reg. 30557 (June 8, 1999) (emergency order no. 21, notice no. 2) (this modification permitted California Western to operate its passenger excursion trains into the Willits depot provided certain conditions were met).³ On February

leadership of local Assemblyman and Senator (respectively) Dan Hauser and Barry Keene. See CA Government Code Sections 93000, et seq. Lack of funding delayed acquisition until 1992.

² NCRA’s ownership extended only to MP 68 (Healdsburg); the remainder of the embargoed line was owned by Northwestern Pacific Railroad Authority, a joint powers agency. See 63 Fed. Reg. 67976.

³ In approximately March 1999, California Western (acting through certain individuals) acquired the Willits depot from NCRA, and also acquired some trackage rights “to operate over switching, yard, and other track that is excepted

1, 2001, FRA lifted emergency order No. 21 (per notice no. 3, see 66 Fed. Reg. 9625 (Feb. 8, 2001), for approximately 40.8 miles of track owned by Northwestern Pacific Railroad Authority (NWPRA), a joint powers entity comprised of Golden Gate Bridge, Highway and Transportation District (“Golden Gate”), Marin County, and NCRA, between Lombard/Napa Junction (MP 63.4) and MP 43 (Petaluma). On or about January 1, 2003, the State replaced NWPRA with Sonoma Marin Area Rail Transit District (“SMART”), comprised of representatives from Golden Gate, Marin and Sonoma Counties. As authorized by this Board, SMART acquired interests in former NWP trackage in Sonoma and Marin Counties, on at least some of which NCRA had operated. In May 2011, FRA lifted emergency order No. 21 on a total of 61.1 miles of track owned by SMART, all of which is south of a point designated MP 62.9 near Windsor, CA. 76 Fed. Reg. 27171 (May 10, 2011) (emergency order no. 21, notice no. 4). Emergency order 21 remains in effect for all NCRA trackage north of MP 62.9, except for approximately 1.5 miles at Willits to accommodate California Western, now Mendocino Railway.⁴

Lessees of NCRA. NCRA in 1997 contracted with an operator (Rail-Ways, owned by John Darling) to provide service on the line. But as an aftermath of the El Nino storms and FRA embargo, Rail-Ways went into bankruptcy. Mr. Darling

from this Board’s licensing regulation within the meaning of 49 U.S.C. 10906.” Northwestern Pacific Railroad Company – Change in Operators Exemption – North Coast Railroad Authority, et al., F.D. 35073, served Sept. 2, 2007 (slip op. at 3). California Western’s successor, Mendocino Railway, operating as Skunk Railroad, uses the depot and trackage rights for tourist excursion purposes. See note 3 below. The NCRA line at the time was subject to the FRA embargo.

⁴ See Mendocino Railway – Acq. Ex. – Assets of the California Western Railroad, F.D. 34465, served April 9, 2004 (authorizing acquisition from California Western’s trustee in bankruptcy). Georgia Pacific, formerly a major freight customer of California Western/Mendocino Railway, sold its long inactive lumber mill in Fort Bragg to Mendocino Railway, which reportedly plans to develop the property for residential, mixed use and tourism. See <https://www.pressdemocrat.com/article/news/skunk-train-deal-for-bluff-property-could-spur-fort-braggs-remodel/?ref=related>; <https://www.pressdemocrat.com/article/news/fort-braggs-skunk-train-owner-finalizes-buy-of-77-acre-coastal-tract-from/>. Mendocino Railway itself experienced a tunnel collapse, and now only operates passenger excursion trains and/or rail bikes seasonally at each end of its line (Ft. Bragg and Willits). See <https://www.skunktrain.com/> (offers tickets for tourist rides at both ends).

formed another company, Northwestern Pacific Railway Co., LLC. (“NWP Rwy” or “NWPY)), to provide service. STB authorized Mr. Darling’s new company to lease and to operate all 317.6 miles of NCRA’s lines in Northwestern Pacific Railway Co., LLC – Lease and Operation Exemption – North Coast Railroad Authority, Northwestern Pacific Railroad Authority, and Golden Gate Bridge, Highway and Transportation District, F.D. 33998, served Feb. 6, 2001.⁵ Mr. Darling announced cessation of service effective Sept. 17, 2001, evidently due to disputes over payment for rehabilitation and maintenance expenses and low operating revenues. In the terse words of FRA, NWPY “ceased operations in September 2001.” 76 Fed. Reg. 27171 (May 10, 2011).

NCRA sought proposals for a new lessee and ultimately negotiated a lease and operating agreement for the line with Northwestern Pacific Railroad Company (“NWPCo”). Although the lease agreement effectively encompassed all of NCRA’s line,⁶ NWPCo sought, and STB authorized, a change in operators only for NCRA’s line from Outlet Station (MP 142.5) south. See Northwestern Pacific Railroad Company – Change in Operators Exemption – North Coast Railroad Authority, Sonoma-Marin Area Rail Transit District and Northwestern Pacific Railway Co., LLC, F.D. 35073, served August 24, 2007, as corrected served August 30, 2007. Mendocino Railway sought a stay, denied Sept. 7, 2007. Friends of the Eel River sought revocation of the exemption on grounds STB characterized as relating to the environmental impact of resumption of train operations on the line. STB denied revocation on the ground that environmental thresholds from operations would not be exceeded. Decision in F.D. 35073, served

⁵ STB described the line as a “Eureka segment” from MP 302.86 near Fairhaven to MP 142.5 near Outlet Station, inclusive of the Korblex Branch from MP 285.2 to MP 295.2, and the Carlotta Branch MP 262.7 to MP 267.7. In addition, the STB described additional segments, and noted that NCRA was granting its surface easement rights for a total of 67.9 miles in the Healdsburg, Novato and Lombard segments (none owned by NCRA) to NWPY. Because this history report focusses on the line from Willits north, we are providing only summaries of regulatory developments in connection with the Sonoma and Marin County segments of past or current NCRA trackage.

⁶ See “Agreement for the Resurrection of Operations upon the Northwestern Pacific Railroad Line and Lease, North Coast Railroad Authority and Northwestern Pacific Railroad Authority, Sept. 6, 2006,” Parts V and VI (items I and J).

Feb. 1, 2008. NWPCo has subsequently provided freight service on portions of the line south of Windsor.

NWPY's lease terminated on October 31, 2005, pursuant to an agreement dated June 23, 2005. NWPY is now a defunct LLC in the State of California for failure to pay taxes. Its principal and last stated agent for service of process (Mr. Darling) passed away in 2010. NCRA expects to apply for an "adverse" or "third party" discontinuance authorization for NWPY's common carrier obligations under its expired lease for MP 142.5 north.

Additional litigation amounting to regulation bearing on resumption of operations. As the regulatory history indicates, there has been little use of the line north of Willits since NCRA acquired ownership, and none since the FRA embargo in 1998. Most if not all environmental conditions on the line north of Willits arose under the ownership and management of other entities, principally Sothern Pacific (hereinafter "SP"). There are two major litigation-related regulatory events, both arising from environmental concerns, that are germane to the line's regulatory history.

The first litigation-related event concerns possible toxic waste requiring clean up on NCRA's property. Subsequent to NCRA's acquisition of the line, it was sued by a variety of state and local entities to force a clean-up on what was now State property. NCRA entered into an extensive consent decree in 1999,⁷ and obtained an appropriation of \$4.1 million from the State of California to comply with the decree. NCRA's environmental consultant (Kleinfelder) has used those funds for, inter alia, an initial assessment, surface clean-up of eight inactive rail yards north of Willits, and waste tie removal.⁸ A prior carrier has contractual responsibility to provide further cleanup of the Willits yard.⁹

The second litigation-related regulatory event involves future rail operations on the property. NCRA received state funding for stabilization of the roadway, and

⁷ Hight v. NCRA, Mendocino County Superior Court No. CV 80240, Consent Decree, July 14, 1999.

⁸ Kleinfelder, Inc., Documentation of Completion of Waste and Debris Cleanup North Coast Railroad Authority (report prepared for David Anderson), May 1, 2005.

⁹ When NCRA acquired the Willits segment in 1996, an escrow was established whereby UP (successor to NWP/SP) agreed to clean up four railyards, including Willits. NCRA represents that only Willits remains un-remediated.

the funds were extended on the condition of compliance with the California Environmental Quality Act (CEQA). Although arguably not required to prepare a CEQA report (environmental impact report or “EIR”) on resumption of rail service on the portion of line from Lombard to Willits, NCRA did, and Friends of the Eel River and Californians for Alternatives to Toxics sued in California Superior Court, claiming NCRA’s EIR¹⁰ was inadequate, and seeking to prevent NWPCo from moving rail traffic between Willits and Lombard pending NCRA compliance with CEQA. The California courts initially found that 49 U.S.C. 10501(b) preempts application of CEQA to resumption of rail operations. See Friends of the Eel River v. N. Coast R.R. Auth., 178 Cal. Rptr. 3d 752 (Cal Ct. App. 2014). While appeals were pending at the California Supreme Court, NWPCo sought an STB declaratory order that preemption applied.¹¹ The Board declined to issue a declaratory order in Northwestern Pacific Railroad Company – Pet. Dec. Order, F.D., 35977, served April 25, 2016. The California Supreme Court subsequently reversed the lower courts, holding that federal preemption does not apply to release NCRA from CEQA compliance, but that NWPCo operations could not be enjoined. Friends of the Eel River v. N. Coast R.R. Auth., 220 Cal Rptr. 3d 812, 399 P.3d 37 (Cal. Sup. Ct. 2017).¹² NCRA has decertified the EIR.

SB 1029. Effective November 8, 2018, California adopted amendments to NCRA’s enabling statute providing for the State’s Transportation Agency in consultation with the State’s Natural Resources Agency to assess the most appropriate means to dissolve NCRA and to dispense with its assets, consistent with (a) potential transfer of the southern portion of the rail line to SMART, (b) preserving freight rail service where it currently exists, and (c) railbanking and potential trail use of some or all of the remaining portions of the NCRA’s lines. The Transportation Agency was required to report to the legislature by July 1, 2020. The Agency’s report is now publicly accessible at <https://calsta.ca.gov/subject-areas/reports>.

A&MR or “Annie and Mary.” The Arcata and Mad River Railroad (“A&MR”) connected to the NWP system at Korblex (approximately MP 295.57) and ran

¹⁰ A copy of the final EIR (2011) may be found at:
<http://www.northcoastrailroad.org/Acrobat/FEIR/>

¹¹ [https://www.stb.gov/filings/all.nsf/ba7f93537688b8e5852573210004b318/66e2fb232d24009e85257f02006d3260/\\$FILE/239584.pdf](https://www.stb.gov/filings/all.nsf/ba7f93537688b8e5852573210004b318/66e2fb232d24009e85257f02006d3260/$FILE/239584.pdf)

¹² The Superior Court for Marin County in December 2018 awarded \$1.9 million in attorney’s fees against NCRA as a result of the California Supreme Court ruling.

eastward to Korbel. ICC authorized the A&MR for abandonment in Arcata and Mad River Railroad Company – Ab. Ex. – in Humboldt County, CA, ICC AB 241X, served April 23, 1985, decision effective May 24, 1985. A stay was denied by ICC decision served June 4, 1985, and reconsideration was denied by an ICC decision served April 10, 1986. NCRA, with assistance from Josh Buck’s research efforts, states the subsequent history for this line in Exhibit B to this combined ER/HR. In a nutshell, Simpson Timber Company sold the line to Eureka Southern (then in bankruptcy) in September 1988 evidently for reinstatement of freight rail service, and NCRA acquired AMR from Eureka Southern. There is no indication that Simpson Timber Company, Eureka Southern, or NCRA sought ICC (or STB) authority for acquisition of the A&MR as a common carrier railroad. The line was operated for freight rail purposes as late as 1993-94, and was scheduled for a multi-million-dollar rehabilitation at the time NCRA acquired the southern portion of its system from NWP/SP in 1996. Rail was removed in anticipation of replacement, but the funds were diverted to fixing the mainline, and then the entire northern system was embargoed in 1998, suspending all forward progress. NCRA adopted a Resolution in 2008 that indicates that NCRA regarded the A&MR as subject to federal rail regulatory abandonment jurisdiction, and NCRA continues to include AMR as a subsidiary on its system map. Should AMR, which has historic significance,¹³ still be within STB abandonment jurisdiction, NCRA includes it in this proceeding, will seek a railbanking order for it, and therefore includes it in this narrative. If outside STB abandonment jurisdiction, NCRA reserves the right to railbank the line “privately,” per Southern Pacific Transportation Company – Exemption – Abandonment of Service in San Mateo County, CA, AB 12 (Sub-no. 118X), served Feb. 20, 1991, 1991 ICC Lexis 54 at *12 [spur outside ICC jurisdiction may be privately railbanked under the language of 16 U.S.C. 1247(d)] and other authorities.

NCRA’s dilemma. When NCRA was formed, California did not adopt any stable funding mechanism for repairing, maintaining, or cleaning up the line. NCRA instead had to rely on sources such as FEMA (in the event of catastrophic weather events) or annual appropriations. These have not proved adequate to address problems that triggered the 1998 emergency embargo by FRA, much less

¹³ In particular, the old A&MR was the original railroad at Humboldt Bay and one of its original segments was incorporated into the original NWP and is now what is known as the Korblex Branch of NCRA’s lines. (To be clear, the Korblex Branch has not heretofore been proposed or authorized for abandonment.)

subsequent events impacting the line, except for portions of the line south of Windsor. NCRA is now heavily in debt. NCRA's situation is summed up in the following paragraph from the "history" section of its website:

"Since its inception, the NCRA has been confronted with three substantial challenges: (1) to establish a public-private partnership whereby the NCRA would have policy and oversight authority, while the railroad itself would be operated by a qualified and experienced private entity; (2) to operate an ongoing railroad enterprise without start-up operating capital on a right-of-way that had suffered from years of deferred maintenance; and (3) to obtain Federal and State funds to repair the right-of-way, as a result of both deferred maintenance and consecutive years of weather-related disasters, so as to allow the railroad operation to be viable for the long-term future."

It is now over 20 years since the embargo. There has been no freight rail service north of Windsor in all that time. Funds to restore the line to lift the FRA embargo so as to allow such service have not been available from Federal or State sources. Moreover, NCRA has not achieved compliance with CEQA for freight rail operations.

The State with the adoption of SB 1029 has resolved NCRA's dilemma by adopting legislation directing a focus on (1) preservation of the railroad corridor -- but not for current rail purposes -- in the north, and (2) cooperation with SMART in the south, including preservation of freight rail service that currently exists. SMART in February 2021 received authorization to acquire NCRA's lines from the Sonoma/Mendocino County line (approximately MP 89) south. Sonoma-Marin Area Rail Transit District – Acquisition and Operation Exemption – North Coast Railroad Authority, FD 36481, served Feb. 18, 2021. NCRA is now seeking abandonment/railbanking (16 USC 1247(d)) authority for the line from Commercial Street in Willits north (approximately MP 139.5). NCRA has not yet determined the appropriate path forward in connection with Willits to Cloverdale.

The next section of this summary of the line's history will address, among other things, why the line has had the maintenance, rehabilitation, and insolvency issues to which the regulatory history above alludes.

Summary of the Assembly and Operational (Economic) History of NWP¹⁴

The location of the railroad route of the NWP can best be understood as flowing from (1) the burgeoning timber industry in Humboldt Bay and in northern California, and (2) rivalry and ultimately cooperation between two major railroads: SP and the Atchison, Topeka and Santa Fe (ATSF). The subsequent history of the railroad on that route is largely controlled by (3) the rough terrain (exposing the line to tunnel fires) and geological instability of the region traversed, particularly between Outlet Station and Scotia (Eel River Canyon), which in turn exposed the line to (4) increased competition from the trucking industry following upon the development of better public highways.

First railroad in California (Humboldt Bay). The first railroad in California was constructed in 1854 by the Union Wharf and Plank Walk Company in Humboldt Bay at Arcata. It employed wooden rails overlain with scrap iron, with carriages pulled by horse, in support of, initially, the Trinity River gold mines. During the next two years, it was extended inland two miles. In 1875 it was renamed the Union Plank Walk and Railroad Company, with iron faced rails and a small steam locomotive.

Fig. 2: plaque commemorating original plank RR in Arcata Marsh Wildlife Area



¹⁴ The remainder of this synopsis of NWP/NCRA history relies heavily on information compiled and provided by Josh Buck, whose senior thesis (history) at Humboldt State University was a study of the history of the NWP line. Mr. Buck has also furnished relatively current photographs of tunnels, bridges, and other notable structures on this line, 50 years old or older, to accompany this report.

In 1875 it became the Arcata Transportation Company, adding track to more local mills. The Arcata and Mad River Railroad (“A&MR” or “Annie and Mary”) took over, replacing the plank rails with steel T-rail, and extending the line to the Humboldt Lumber Mill, owned by the Korbel Brothers, in what is now Korbel. In

1884 the Korbels purchased the A&MR, and the system eventually had 27 miles of common carrier and private logging track. A&MR was narrow gauge until 1925, when a third rail was added to support standard gauge. The southern portion of the A&MR line was a grandparent (along with Cal. & Northern) of the Korplex Branch of NWP (Eureka/Arcata to Korplex).¹⁵ Simpson Logging Company acquired

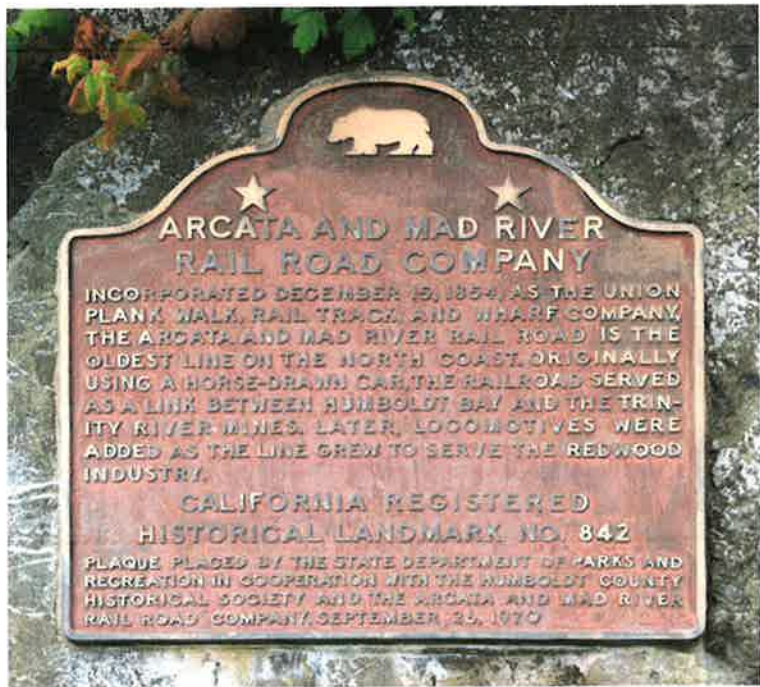


Fig 3: plaque commemorating the A&MR (California Historical Landmark No. 842) near Blue Lake Depot.

Fig 4 (right): Blue Lake Depot in its heydays, now the Blue Lake Museum. A&MR’s nickname (“Annie & Mary”) reportedly refers to Annie Carroll and Mary Buckley, bookkeepers in the North Fork (Korbel) and Arcata depots.



¹⁵ See S. Borden, Arcata and Mad River, *The Western Railroader* (vol 17, no.8, 1954) p. 4, passim, and map; generally, W.E. Butler, “Our Two Oddest Roads,” *Railroad Magazine*, Sept. 1934, at 38;

the northeastern portion in 1956.¹⁶ The line had 15 shippers on its then 7.5 miles. But in 1982-83, storms washed out the main NWP line in several places, and although service was restored, the NWP \$1200 surcharge drove shippers to trucks, largely dooming the A&MR, on which service ceased in 1983. Simpson Timber Company (which then owned A&MR) acquired the line out of abandonment, transferring it to Eureka Southern in September 1988 for \$30,000. It was acquired by NCRA in 1992 out of Eureka Southern's bankruptcy.¹⁷ NCRA removed A&MR's track in anticipation of rehabilitation but had to divert grants intended for rail restoration to address intervening additional storm damage to the mainline, which was then embargoed after more damage. See Exhibit B to ER/HR.

The A&MR pioneered railroads for the local timber industry in Humboldt County. Another important early Humboldt County railroad, especially for the history of the NWP, was the Eel River and Eureka, organized in 1882, with a primary run of 25 miles from a depot at Second Street in Eureka to Alton to a terminus at Burnell's station, near Hydesville.¹⁸ (The line from Alton to Burnell's station, and then on to Carlotta is now NWP's Carlotta Branch. The extension to Carlotta is attributed to California Midland Railroad.¹⁹) Alton became a junction as a result of the purchase, in 1863, by the founders of the Pacific Lumber Company (TPLC, later PALCO) of 6000 acres of timberland lying along the banks of the Eel River in Humboldt County.²⁰ TPLC sought a way to transport its timber to its mill south of Eureka, and ended up choosing a geologic anomaly known as

¹⁶ "Simpson Takes over Northern Redwood at Korbell!" The Times Standard, March 5, 1956, at 12 (<https://www.newspapers.com/image/37593683>).

¹⁷ See generally H. Sorensen et al, Steam in the Redwoods (Caldwell, ID: The Caxton Printers) 1988 at 8; Tunnel Fire Closes Down Eureka Southern, Ukiah Daily Journal, Nov. 6, 1988 at 12 (<https://www.newspapers.com/image/2974055>) (\$30,000); Arcata & Mad River Railroad in Wikipedia gives price as \$300,000.

¹⁸ G. Gneiss, Redwood Railways: A Story of Redwoods, Picnics and Commuters, (Berkeley CA, Howell North Press) 1956, p. 93.

¹⁹ S. Borden, "San Francisco & Northwestern," The Western Railroader, Jan. 1963, at 7 (California Midland was a subsidiary of Eel River & Eureka).

²⁰ S. Baker, "Scotia Home of the Pacific Lumber Company," within Susie Baker Fountain Papers, ed., Humboldt Room Archive, 1st ed. (Arcata CA: Humboldt St. University Library), 1967, at 96: 194.

Scotia's Bluffs (blue sandstone and layers of clam shells) in the Rio Dell area.²¹ The Bluffs were unstable and TPLC had to monitor for slides regularly (see fig. 11 infra). The TPLC line ran from the Scotia area north to intersect with the Eel River and Eureka at Alton.

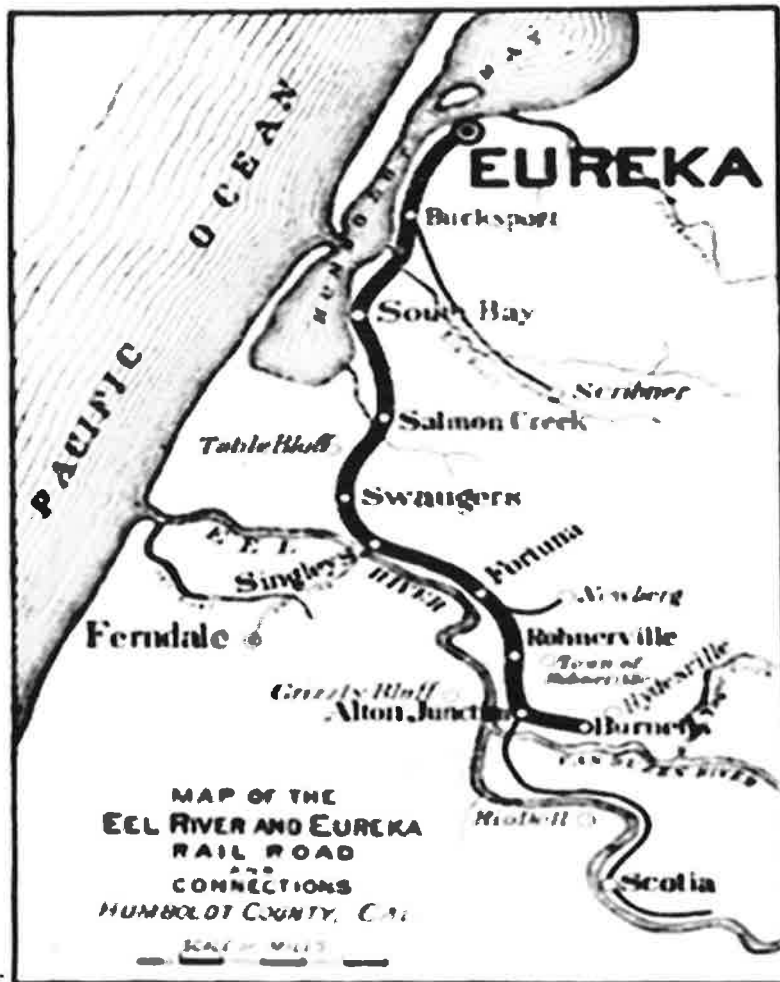


Fig. 5. Map, circa 1896. The Pacific Lumber Company railroad through Scotia is depicted south of Alton. The line to “Burnell’s” became part of NWP’s Carlotta Branch.

²¹ F. Cook, “Alonzo Painter: A Bad Loser,” in History of Rio Dell and Scotia Bi-Centennial Ed., Pioneer, CA: Cal. Traveler, 1980 at 47. TPLC wanted their line to pass through Rio Dell using two bridges over the Eel River. TPLC allegedly [footnote cont’d] rejected Mr. Painter’s initial asking price for a right-of-way, but when, on reconsideration, TPLC said it would pay, Mr. Painter doubled it. TPLC backed out. Painter later fell into economic hardship and allegedly jumped to his death off Scotia Bluffs.

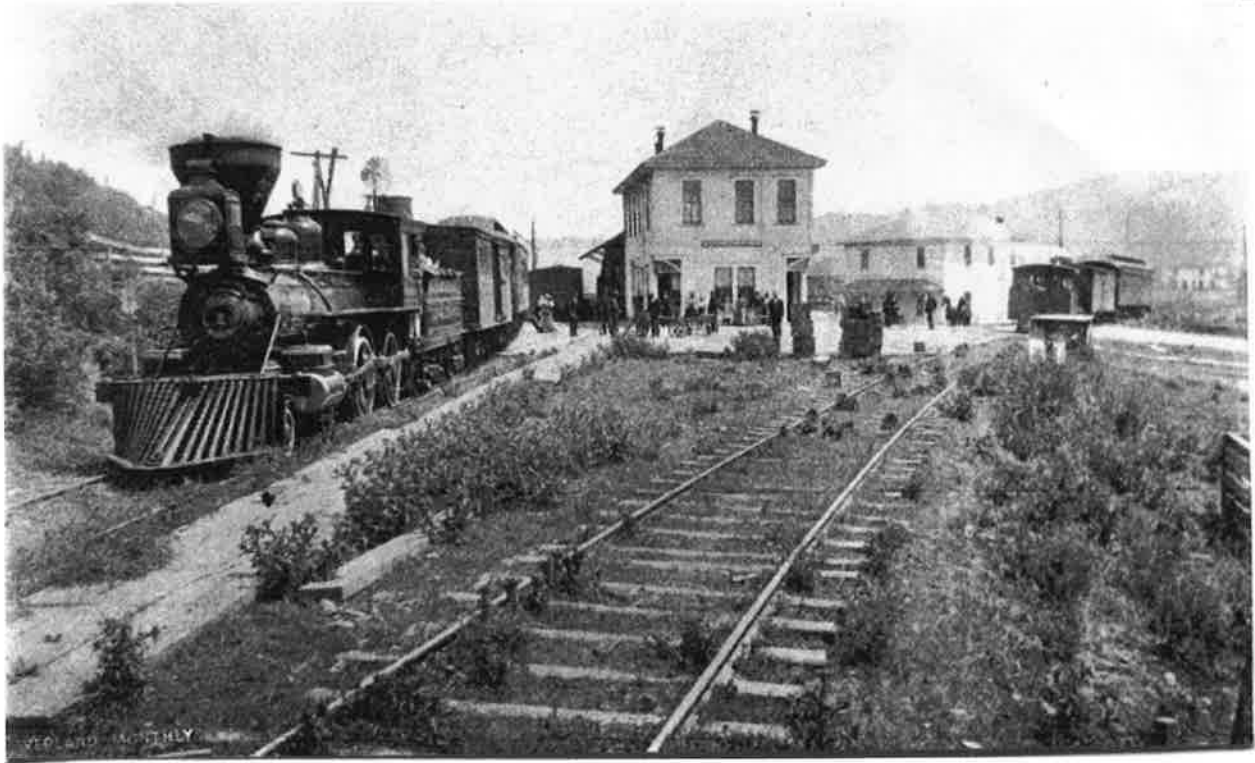


Fig. 6. Alton Junction, c. 1890's

Attracted by the booming timber trade, ATSF through its subsidiary San Francisco and Northwestern Railway (SF & NW) acquired a group of Humboldt Bay lines, including the Eel River and Eureka as well as TPLC's line to Scotia and up the Eel River (TPLC retained the right to use the lines for timber operations²²). SR & NW ultimately created a 50-mile mainline from Arcata to points south of Scotia.

In the meantime, timber interests in 1896 organized the Eureka and Klamath River Railroad, which served among other properties, a mill in Samoa (genesis of NWP Samoa Branch). The mill and railroad were purchased by Andrew Hammond in 1900. In 1903, Mr. Hammond's railroad was acquired by SP's subsidiary Oregon and Eureka Railroad, and was extended north toward Trinidad

²² E.g., S. Borden, "NWP's Carlotta Branch," *Western Railroader*, 1958, at 5; Wikipedia entry for Pacific Lumber Company (chapter on TPLC railroads).

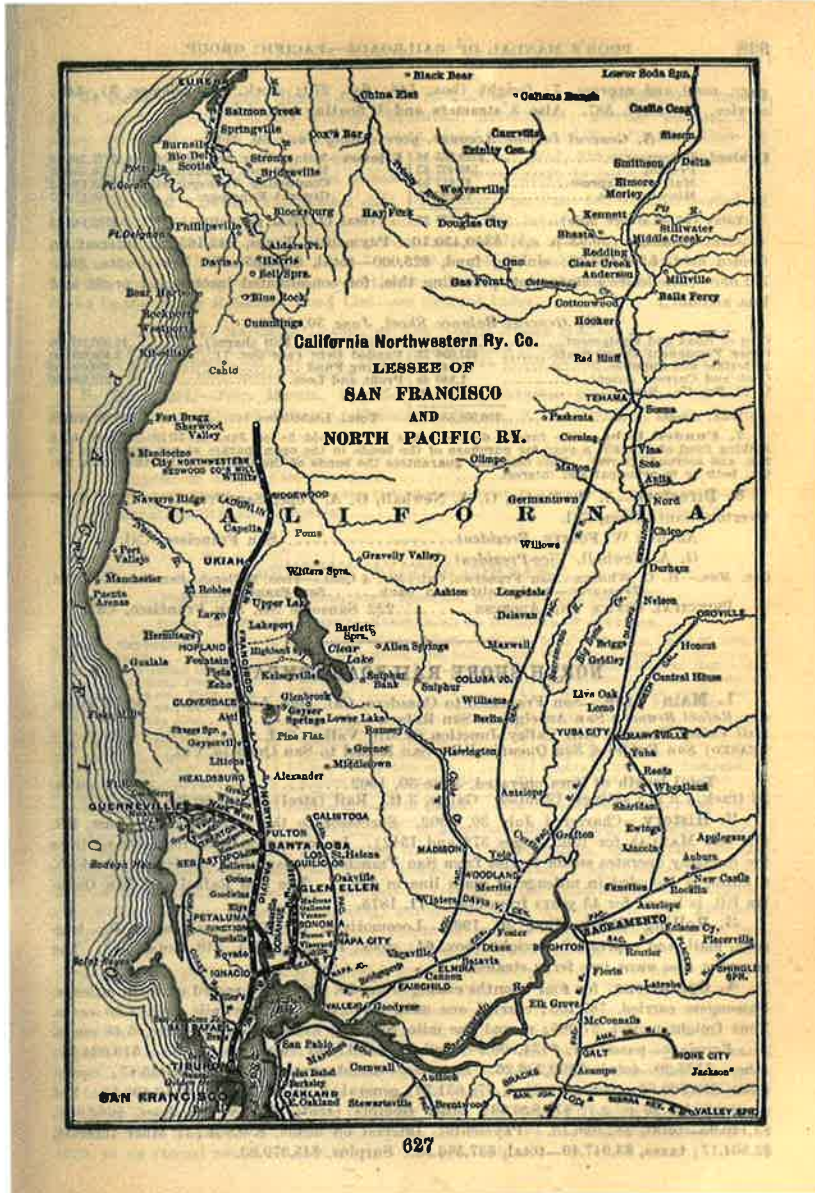
to serve additional logging operations.²³ This also rendered more difficult ATSF's task to construct a northern connection toward Oregon.



Fig. 7. Eureka and Klamath River RR, redwood logs, 1888

ATSF and SP apparently both pondered connections from Humboldt Bay either north to Portland via Oregon or south to San Francisco. SP formed the California Northwestern Railway in 1898 to assume control of the San Francisco and Northern Pacific, which had extended from the Petaluma River to Santa Rosa

²³ "Here and There," Ferndale Enterprise, Nov. 17, 1903, at 8 (<https://www.newspapers.com/image/629470085>).



(1870), to Cloverdale (Mendocino/Sonoma County line) in 1872, and Ukiah in 1889.²⁴ California Northwestern extended the line to Willits in 1902.²⁵

Fig. 8. Poor’s 1903 Map of SP’s California Northwestern and SF&NP; note ATSF’s San Francisco and Northwestern from Eureka to the Eel River.

Realizing that the cost to reach Humboldt Bay with one line was enough

of a challenge, ATSF and SP in 1906 pooled their resources, forming Northwestern Pacific Railroad (NWP), merging into it their various relevant subsidiaries, and

²⁴ “Four Routes Surveyed into the Northern Forests: Traffic Arrangements Between the California Northwestern and the Donahue Lines,” San Francisco Chronicle, March 25, 1898, at 12 (<https://www.newspapers.com/image/27363241>).

²⁵ “Want Right of Way,” Ukiah Daily Journal, Dec. 26, 1902, at 1 (<https://www.newspapers.com/image/334647>)

sharing ownership 50/50.²⁶ For unknown reasons, but most likely simply because it seemed the shortest link between ATSF's line terminating south of Scotia and SP's line terminating near Willits, the railroads elected to construct the line to Humboldt County along the middle fork of the Eel River. Ultimately, ATSF sold all of its interests in NWP to SP on January 17, 1929 for \$4,443,349.00, rendering SP the sole owner of the line.²⁷

The geography (terrain and steep grades of the hills) in the river valley traversed by the line made construction no easy task. Between Sausalito and Eureka, the line passed through 41 tunnels, with 30 in the Eel River Canyon alone. Arguably more problematic over the long term was the geology. The ground was unstable: the tunnels and roadbed tended to "move."²⁸ This problem was not limited to the Scotia Bluff's to which TPLC's extension from Alton had in effect committed the NWP, but also included the Eel River Canyon. In addition, the Eel River Canyon was prone to flooding. The geography meant that the railroad was at risk of costly and disruptive tunnel collapse in the event of fires or earthquakes. The geology meant that the line was subject to a need for constant realignment, as well as slide removal and prevention. The accompanying flood hazard meant the line was subject to expensive and disruptive wash-outs, as well as loss of bridges. In short, although considerable capital was invested in construction, the route chosen rendered the line "high maintenance."

During the glory years of the timber industry, the line generated the traffic necessary to sustain a high maintenance operation. But as highways improved, truck competition increased, limiting the ability of a rail carrier to increase or even to maintain adequate tariffs to cover maintenance costs. Even worse, the railroad's frequent embargoes due to tunnel fires, mudslides, and wash-outs made it a less reliable transportation supplier than trucks. Ultimately NWP's market share of redwood and timber production dropped to the point that the line became speculative rather than profitable.

²⁶ "Seven Railways Joined: Southern Pacific and Santa Fe Will Jointly Control the Northern Coast Lines," *The San Francisco Chronicle*, Dec. 30, 1996, at 43 (<https://www.newspepers.com/image/87825982>).

²⁷ See "Sale of Northwestern Pacific Confirmed by Commission," *The Mendocino Beacon*, Jan. 5, 1929 (<https://www.newspapers.com/image/624922007>).

²⁸ E.g., G. Gneiss, *supra*, Redwood Railways 134.

SP gave the following overview of the geological issues faced by NWP in NWP's 1983 abandonment application for the line:

“The NWP main line in the proposed abandonment territory [MP 142.5 near Outlet to MP 284.1 near Eureka] exists in an area that is geological unstable. [NWP's] track parallels the Eel River between Dos Rios (MP 166.5) and Fernbridge (MP 268.7). In that territory, the railroad crosses 150 locations where its subgrade constantly sinks during the rainy season – from 2 to 14 inches each week – and/or where slides are active above the track. Many of these locations are relatively short (50-75 feet), but still require almost daily attention each winter to keep the track in alignment and free of debris.”

Application of NWP for a Certificate of Public Convenience and Necessity authorizing the Abandonment of a Line of Railroad at p. 8 (Sept. 1, 1983) in Northwestern Pacific Railroad Company, ICC dkt. AB-14 (Sub-no. 4).

Two examples of chronic slide problems: (a) MP 201.0 mud glacier in the Eel River Canyon (Fig. 9 below): “[w]hen it would get saturated the old mud would flow like ice.”²⁹

(b) Berger Creek slide near Dos Rios (MP 167.1-.35), resulting in both sink areas and bumps.³⁰ NWP constructed some track in panels so it could be more easily realigned.

²⁹ Bill Lynch, “Island Mountain Escape and Rebuild of the NWP,” interview by Josh Buck, Nov. 11. 2011.

³⁰ Lynch, *supra*.



Fig. 9. MP 201 mud glacier c. late 1990's; J. Buck collection, photo attributed to Dan Hauser; note excavator recontouring grade for NCRA. (Slide is 900 feet wide, est. 2.75 miles long, 1600 feet over top of rail, 18 million cubic yards of material³¹)

Before turning to SP's exit, it is appropriate to summarize some of the more significant fires, floods, and wash-outs impacting the line from its completion (1914) up to SP's exit (sale to Eureka Southern) in 1985. The schematic map below may assist in locating various events on the line.

³¹ F. Codini, "Slide at MP 201! Eel River Canyon Mud is NWP's Nemesis." *The Northwesterner* Vol. 12 No.1 (Santa Rosa: The Northwestern Pacific Railroad Historical Society) Spring-Summer 1998, p. 13.

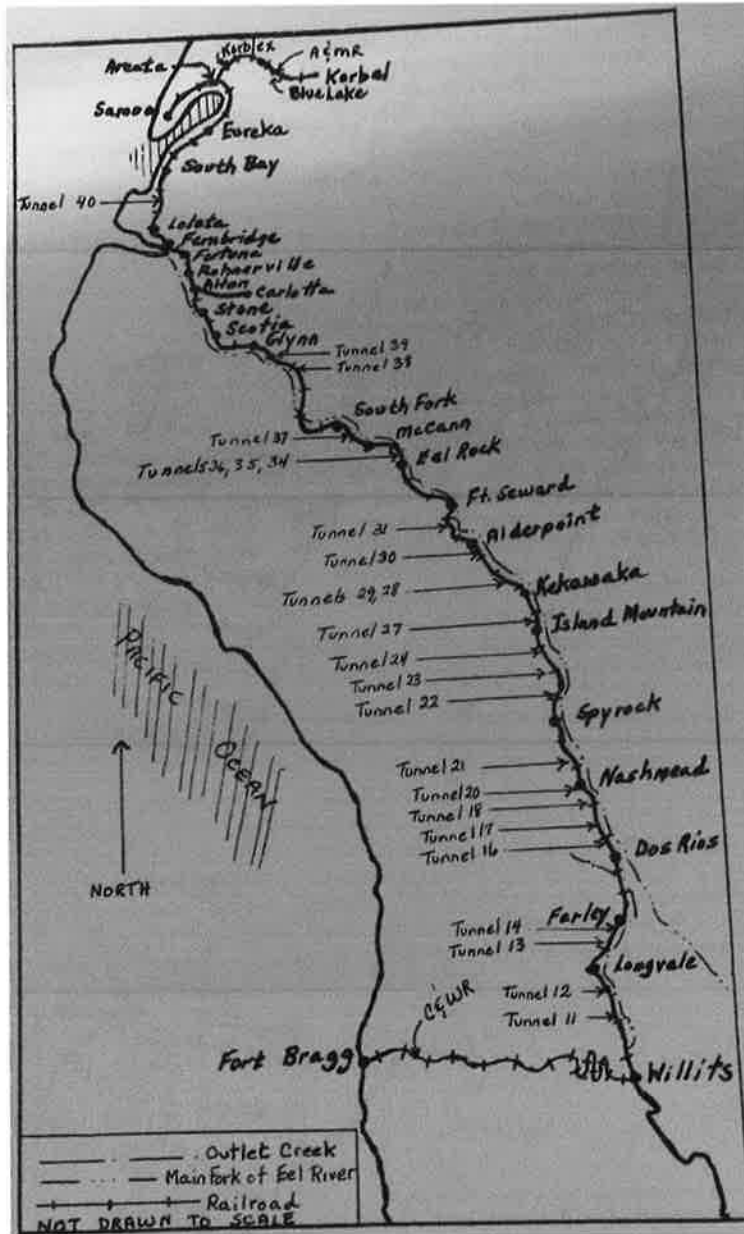


Fig. 10. From W. Fox, Northwestern Pacific Railroad and its Successor.

Notable slides impacting NWP (1914 to 1985):

October 23, 1914 (the day that SP general superintendent Warren Palmer and his daughter drove the golden spike into the last tie at Cain Rock in Eel River Canyon): 300-yard slide at Sonoma Creek near Whitlow and south of McCann delayed the arrival in Eureka of the first passenger train from Sausalito until 2 AM.³²

³² "Eureka Finally Connected with Outside World Despite Landslide," The Los Angeles Times, Oct. 24, 1914 (<https://www.newspapers.com/image/380180638>).

November 24, 1945: Scotia Bluffs slide buried 550 feet of track up to 48 feet deep in dirt, trees and stumps. Nonetheless, crews from NWP and Morrison-Knudsen reopened the railroad after only ten days.³³



Fig 11. French's Gulch portion of Scotia Bluffs, postcard photo showing slide circa 1890-1906 knocking out TPLC trestle and roadbed, photographer unknown, from J. Buck collection. (Same route used by NWP.)

January 17, 1953: A massive slide at Scotia Bluffs knocked an eighty-ton locomotive into the Eel River, killing three railroad employees who could not escape from the cab.³⁴ There is a memorial to the three men at the former NWP Fortuna depot, now a museum (see fig 12, next page).

³³ "Restraining a River... Rescuing a Railroad: It's All Dirt to Em-Kayans," *The Em-Kayan*, Feb. 1946, at 4. The rail line maintained an elaborate series of benches, retaining walls, and trestles approximately 50 feet (16 meters) above the river at Scotia Bluffs, but the cliffs extend 75 to 500 feet (25–150 meters) above the track. These trestles and benches have been frequently damaged by floods and by massive blocks of sandstone falling from the upper cliffs. Rail service was interrupted in 1907, 1913, 1933, 1938, 1942, 1946, 1955, 1956, 1957, 1964 and 1971. Flood waters reached track level in 1955 and were 11 feet (3.3 m) over the railway in 1964.

³⁴ "Divers Search for Bodies Trapped in Locomotive Disaster," *Humboldt Standard*, Jan. 19, 1953, at 1 (<https://www.newspapers.clom/image/37627237>).

January and March 1983: slide at Scotia Bluffs shuts railroad down for a month. Then “[o]n March 29th at the Scotia Bluffs, an even bigger mudslide than in January closed the North end, while mud and debris were cleared away. During the closure time, the parent company, SP placed an embargo on all traffic moving between Eureka and Willits, stating the tracks were unsuitable for



Fig 12. NWP (and predecessor) depot building 1893-1965, now Fortuna Depot Museum, after move to Rohner Park. A bell visible adjacent to the flag pole commemorates the loss of the engineer, fireman and brakeman who died at Scotia Bluff while working for the railroad 17 January 1953.

further service.”³⁵ The embargo was challenged by shippers at ICC. SP was required to lift the embargo, but imposed a \$1200 surcharge, also challenged.³⁶

³⁵ W. Fox, *Northwestern Pacific Railroad and its Successors* (Arvada Co: Fox Publications) 1995, p. 6.

³⁶ Surcharge Tariff Filing of Northwestern Pacific Railroad Co., eff. July 18, 1983, docketed as (ICC) Tariff NWP 6000.

These slides ultimately resulted in NWP filing an application for abandonment authority with ICC for the line north of MP 142.5 (Outlet Station) on September 1, 1983.

Notable floods (1914-1985)³⁷

December 1955: Record flooding in Humboldt County. The TPLC company town of Scotia lost a million feet of lumber to the raging Eel River. NWP was heavily damaged, with Scotia Bluffs, Fort Seward, Alderpoint, Island Mountain, and Dos Rios being particularly hard hit. Nonetheless the railroad was reopened after only forty-five days, but at a cost of \$3.62 million (inclusive of lost revenue).³⁸ There were proposals to dam the Eel River to control flooding, and to re-route the railroad, but these were criticized on grounds that a re-route was expensive (\$130 million), the local economy was rail-dependent, and truck alternatives were unsatisfactory. By 1962, NWP still retained 80% of the lumber transportation business.³⁹ By 1964, “NWP really was in the best condition it ever was ..., I know that for a fact.”⁴⁰

December 1964: Steady and warm rainfall during the Christmas season exacerbated by melting snow from the mountains caused six local rivers (Eel,

³⁷ There in fact were notable floods in 1909 and 1913 while the railroad was being constructed. Flood waters in 1909 reached as high as the surveyors’ stakes but the rail line was constructed nonetheless. See R. Matheson, *The History of Alderpoint* (Eureka, CA: Matheson Publishing), 1998, pp. 42-43. The 1913 flood caused dozens of slipouts, tunnel closures from slides, loss of a pier at the Island Mountain bridge crossing, and evidence that water topped the Cain Rock Bridge’s piers. See N.W.P. R.R. Willits to Shively photo album (contact Josh Buck). These floods amounted to warning shots of the conditions to be expected on the route.

³⁸ ... And High Water! Pictorial Review of Northwestern California’s Disastrous Christmas Flood 1955 (Eureka, CA: Pacific Logger Publications) 17; “Thank You for Your Patience,” Ukiah News, 16 Feb. 1956 <https://www.newspapers.com/image/4989465/?terms=northwestern+pacific+railroad> at 6.

³⁹ R.E. Foley, et al., *Memorandum: Brief History and Economics of the Operation of the Northwestern Pacific Railroad* (San Francisco, CA: Southern Pacific Co.) at 4 & 6, 5 October 1962.

⁴⁰ Bill Lynch interview, supra (Lynch participated in an inspection tour of the line in September 1964 as a division engineer for the railroad).

Trinity, Smith, Klamath and Van Duzen) to rise dramatically.⁴¹ Water at South Fork rose 20 feet over the roadbed. Water at Scotia Bluffs rose to a height exceeding the headlight of a locomotive standing on the tracks. Bank slumping and landslides contributed to a record sediment load in streams throughout the Eel River basin, contributing to the damage to local communities and the NWP.⁴² Track, depots, crew facilities and three bridges were lost. 100 miles of track needed reconstruction.⁴³ Faced with loss of business to trucking (the highways were also flood-damaged but recovered more quickly), NWP focused on repairing the line as quickly as possible rather than re-routing, with work commencing at both ends of the flood damage: Scotia (north) and Dos Rios (south). In addition, camps were constructed for workmen throughout the Canyon (e.g., South Fork, Spyrock, Eel Rock, Island Mountain).⁴⁴ Although the line was restored to service (at a cost exceeding \$10 million) surprisingly quickly (177 days), the disaster cost NWP most dearly in terms of creating competition: NWP and SP had offered reduced rates on lumber shipments trucked out to the nearest railheads. This enticed the use of trucks.⁴⁵ Mr. Lynch said that “the business never came back on the NWP...we were hauling at least two hundred cars out of Eureka a night before the flood, and after we had the railroad rebuilt, the truckers never gave the business up.”⁴⁶

Some Significant Tunnel Fires (1914-85)⁴⁷

⁴¹ G. Rumney et al, *The 1964 Flood of Humboldt and Del Norte* (Charleston, SC: Arcadia Publishing) 2014, 7-8.

⁴² See W. Brown, et al., *Sediment Transport and Turbidity in the Eel River Basin, California* (Washington, D.C. USGPO) 1971 at 1; “The Christmas Week Storm Disaster on the SP and NWP” (Southern Pac. Co., Southern Pacific Publications) 1965, at 8 (other locations reached 21 feet above roadbed).

⁴³ “One-hundred Miles of NWP Track Ravaged by Flood Waters,” *Humboldt Standard*, 2 January 1965; “Golden Spike Reopens North Coast Railroad,” *The Los Angeles Times*, June 17, 1965 at 1

(<https://www.newspapers.com/image/382083438>).

⁴⁴ Christmas Week Storm Disaster, *supra* at 6.

⁴⁵ “NWP is Back in Business!,” *Southern Pacific Bulletin* (July 1965) 2-3.

⁴⁶ Lynch, *supra*.

⁴⁷ There are significant tunnels south of Willits that have experienced significant damage. For example, the July 1961 Puerto Suello tunnel fire on the outskirts of San Rafael was initially deemed too costly to repair. F. Stindt, *The Northwestern*

June 1955 (Alderpoint): Tunnel fire closes all traffic in Eel River Canyon for a month, costs \$675,000 to repair (not counting lost revenue).⁴⁸

Sept. 9, 1978, tunnel no. 27 (Island Mountain in the Eel River Canyon): Tunnel 27 is hard to reach except by rail and was found engulfed by flames on Sept. 9, 1978. The fire continued for 14 days even after both ends of the tunnel were sealed. The cost to (unsuccessfully) fight the fire was \$1.2 million. Morrison Knudsen estimated six months for repairs.⁴⁹ SP/NWP considered abandoning the line.⁵⁰ After considerable pressure resulting from the view that the line was a “vital link,”⁵¹ SP agreed to rebuild the tunnel. Total cost to repair was \$12 million. Tunnel closures and other disruptions made NWP appear unreliable. Local businesses began entering into long term trucking contracts. According to NWP, the rail disasters resulted in some 47 trucking companies soliciting business away from the railroad.⁵² The lumber market in the meantime fell into a slump.⁵³ According to SP/NWP, the railroad’s business slumped from about 65,000 carloadings in 1972 to only about 15,000 in 1982. See Figure 13.

Pacific Railroad Vol 1: Redwood Empire Route (Kelseyville, CA: Fred A. Stindt publications) 1964, at 58.

⁴⁸ “Fire Continues in NWP Tunnel Near Alderpoint,” Humboldt Standard, July 2, 1955, at 1 (<https://www.newspapers.com/image/37600306>); “Burned Tunnel Under Repair on Rail Route,” The Em-Kayan, Oct. 1956, at 12.

⁴⁹ “Morrison-Knudsen to Work to Reopen the NWP’s Fire Ravaged Island Mountain Tunnel,” Pacific News, August 1979 at 13; A. Tracy, “Northwestern Pacific Railroad Island Mountain Tunnel Fire,” Western Railroader, 1980, at 3; “Humboldt County Fights Plan for Abandonment,” The San Francisco Examiner, March 28, 1979, at 8 (<https://www.newspapers.com/image/460817880>).

⁵⁰ “Humboldt County Fights Plan for Abandonment,” supra; “Northwestern Pacific Threatens Abandonment,” Pacific News, April 1979, at 24.

⁵¹ “Light at the End of the (NWP) Tunnel, The Ukiah Daily Journal, August 5, 1979, at 3 (<https://www.newspapers.com/image/1377334>).

⁵² NWP Abandonment Application, supra, at 33.

⁵³ Id. at 22.

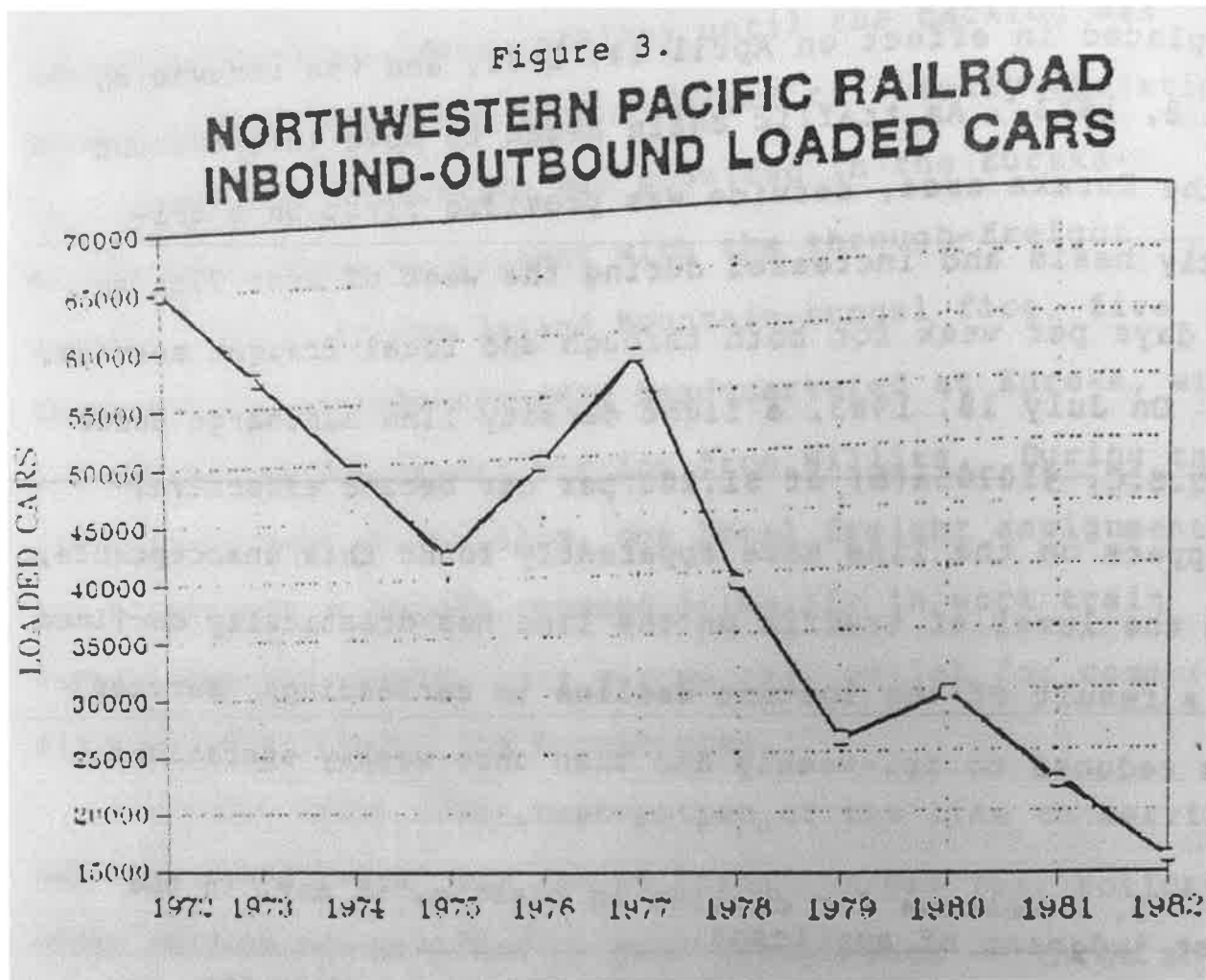


Fig 13. Rail Traffic Decline, NWP Application to Abandon, supra, at p. 22.

Sept. 11, 1983. Recall that NWP in reaction to the January and March 1983 slides embargoed the line. NWP's embargo, after litigation, was lifted but NWP imposed a \$1200 surcharge, which although also challenged, further dramatically reduced use of the line. By application dated September 1, 1983, NWP sought ICC authorization to abandon the NWP line from MP 142.5 (Outlet Station) north. Then on September 11, 1983, tunnel 12 (located at Longvale, just north of Willits) experienced a fire, rendering the railroad inoperable north of Willits.⁵⁴ NWP again halted service, which was resumed by court order in March 1984.⁵⁵ Meanwhile, NWP's abandonment application was placed on hold pending preparation of an EIS (see note 1 supra).

⁵⁴ Wesley, "Northwestern Pacific Railroad and Its Successors," 6.

⁵⁵ "Abandonment Items," *Trains Magazine*, Sept. 1983, at 22.

The Denouement: Part One (Eureka Southern)

Where there is a will, there is a way. Stymied at embargoes, surcharges and abandonments, SP/NWP accepted a proposal from a former employee (Bryan Whipple) to acquire (via one Whipple company) and lease (via another) the line north of MP 142.5, which Mr. Whipple renamed the Eureka Southern (ES). ICC authorized the acquisition over opposition in 1985. See note 1 supra.

ES officially opened on October 31, 1984.⁵⁶ In order to be successful, ES needed to attract business back from trucks. But redwood timber had mostly gone to local trucking companies, and ES was limited to Douglas fir, and discounts to attract wood chips, rocks and sand.⁵⁷ ES instituted the popular North Coast Daylight (NCD) excursion train (fig. 14), but on the last run of NCD's season in 1985, the excursion was halted at Woodman Creek due to a landslide.⁵⁸ Great Western Tours, which financed the NCD, went into financial decline and ultimately bankruptcy. Other related bankruptcies followed, including ES in 1986.⁵⁹ Some excursion service continued. However, tunnel fires recurred,⁶⁰ including another fire at tunnel 11, which shut down the line for 13 days while ES constructed a "shoofly" bend around the hillside that had housed that tunnel. An NCD train was the first to use the shoofly. Excursion services were finally terminated in 1990, due to FRA's determination that the track no longer met

⁵⁶ "Eureka Southern Rolls Thursday," Ukiah Daily Journal, Oct. 31, 1984, at 2 (<https://www.newspapers.com/image/992721>)

⁵⁷ Don Bain, "Eureka Southern Inaugurates Willits-Eureka Freight Operations" Pacific Rail News, Feb. 1985 at 8; Wilson, Burr, "Eureka Southern," CTC Board, Sept. 1985, at 31.

⁵⁸ Kirchanski, Jon, "Engineer Work on the Eureka Southern," Interview by Josh Buck, November 11, 2017.

⁵⁹ S. Hunter, "Eureka Southern's Rocky Road to Northern California," Passenger Train Journal, August 1988, at 34-35.

⁶⁰ E.g., "Tunnel Fire Closes Down Eureka Southern," Ukiah Daily Journal, Nov. 6, 1988, at 12 (https://www.newspapers.com/image/?clipping_id=598223327) (tunnel 18 fire on Nov. 5) (the walls of tunnel 18 are solid rock which resisted collapse).

passenger standards.⁶¹ It was officially announced in *Trains Magazine* in March 1992 that the NCRA would purchase ES, which had been bankrupt for five years.⁶²



Fig. 14. North Coast Daylight Excursion at Fort Seward with engineer Jon Kirchanski leaning out the window of Eureka Southern No. 32, c. 1985. The depot still stands, but unfortunately has significantly deteriorated from the appearance in this picture. Photographer unknown, from collection of J. Buck.

The Denouement: Part Two (California's NCRA)

Although the State adopted legislation creating the NCRA in 1989, the Governor vetoed funding to acquire the bankrupt ES assets, or to repair it.⁶³ By 1992, the

⁶¹ "Tunnel Troubles," *Trains Magazine*, December 1987, at 10; "Lights Out," *Trains Magazine*, Sept. 1990, at 11.

⁶² "Eureka Southern Sold," *Trains Magazine*, March 1992, at 18.

⁶³ Dan Hauser, "Saving a Doomed Railroad, interview by J. Buck, Nov. 12, 2014. (Mr. Hauser was one of the architects/creators of NCRA, see note 1 supra.)

State had appropriated sufficient funds for acquisition of the ES, and acquisition was completed pursuant to the STB authorization discussed on p. 1 *supra*. Efforts to attract private capital (mainly from shippers) sufficient to operate without further loss proved impossible.⁶⁴ By 1995, a 1995 Cal Trans study suggested the northern portion of the line was no longer “a critical component” for the area transportation system or area economy.⁶⁵

SP had leased the south half of old NWP (MP 142.5 at Willits to Schellville) to California Northern Company (CFNC) in 1993.⁶⁶ This arrangement lasted three years. CFNC reportedly found the line a “maintenance headache.”⁶⁷ Effective July 1, 1996, NCRA (Willits segment) and NWPRRA (remaining segments) bought out the south half of the NWP for \$27 million.

Toward the end of 1996, NCRA’s management felt the railroad was breaking even, but due to speed limits on the track, traversing Scotia to Willits took 12 hours.⁶⁸ Then heavy rain closed the line north of Willits, causing \$ 5 million in damage, and tunnel 37 near McCann collapsed. NCRA nonetheless embarked on repairs, but

“since the trains weren't running, the company could not afford overtime pay; repair crews worked only 40 hours a week. The solution—keeping the line through the Eel River Canyon closed from December 28 until March 12—only worsened the problem, sending the railroad further into debt from lost business. Just another Winter in the Canyon...though the track gangs have scarcely had time to scrape last winter's mud off their shoes, the National Weather Service is predicting another wet winter in northern California, with the possibility of the worst flooding in a decade. At times NWP's survival seems so tenuous that every car making it from Eureka to Schellville

⁶⁴ John Woolley, “The Final Years of the NWP,” Interview by J. Buck, Nov. 14, 2014.

⁶⁵ Transportation Planning Program of Caltrans, Evaluation of the North Coast Railroad: Contributions to the Regional Economy and to the Transportation Network, August 1, 1995.

⁶⁶ “Passenger Service Ahead for Railroad,” The Press Democrat, Sept. 13, 1998, at 9 (<https://www.newspapers.com/image/311856326>).

⁶⁷ “Northwestern Pacific to Return,” Trains Magazine, Aug. 1996, at 21.

⁶⁸ Hauser interview, *supra*.

becomes a symbol of perseverance, overcoming an impossible landscape one more time.”⁶⁹

Mother Nature was even more consequential for NCRA’s operations in 1998, in the form of an El Nino event.⁷⁰ The final train run in Eel River Canyon was in February of that year. Train engineer Nick Mitchell and conductor Gary Kittleson were headed south near Island Mountain during a horrific storm when a major slipout occurred farther up the railroad from their location. The crew left their load of timber and backtracked, not a moment too soon, for another slipout occurred north of their prior location, cutting off rail access to the cars left behind.⁷¹ The stranded cars of NCRA’s last revenue train in the Canyon are there to this day. See fig. 15.

Fig 15.

Stranded cars at Island Mountain from the last revenue train in Eel River Canyon. J. Buck, 2019.



⁶⁹ "Northwestern Pacific's Undying Spirit," *Trains Magazine*, December 1997, at 51.

⁷⁰ M.W. Jones, "El Nino-spawned Storms Slam California," *Trains Magazine*, May 1998, at 21.

⁷¹ J. Glionna, "The Ghost Train to Nowhere," *Los Angeles Times*, May 14, 1999, at 1 (<https://www.latimes.com/archives/la-xpm-1999-may-14-mn37113-sotry.html>) (stranded cars held \$500,000 worth of redwood).

Lacking funds, maintenance-of-way crews were laid off, and NCRA/NWP's office staff, including Executive Director Hauser, quit on 28 July 1998. Mr. Hauser explained that "the beleaguered railroad is broke...NWP is \$6 million in debt to contractors and suppliers, most of it from \$23 million in storm damage from winter storms in 1993, 1995, and 1997."⁷² The LA Times reported that a federal audit (by FEMA) triggered by poor accounting practices on the part of NCRA (and FEMA skepticism of funding multiple rounds of repairs) was holding up some \$14 million in repair funds (\$10 million FEMA and \$4 million in other federal funds administered by California).⁷³ NCRA nonetheless made an effort to repair the line in 1998, but repairs "were done quickly and sloppily,"⁷⁴ and FRA after inspection shut down the entire line. See p. 2 supra.⁷⁵ The line by this time was reportedly regarded as "the most expensive stretch of track to maintain in North America."⁷⁶

There has been no revenue freight rail operation north of Windsor since the December 1998 FRA embargo. One train was allowed to pick up 28 cars at the south end.⁷⁷ As already noted, Skunk Railroad operates passenger excursion equipment on roughly a mile of NCRA trackage at Willits.

Pursuant to STB authority discussed at p. 3 supra, in early 2001 NCRA leased the entire line to Northwestern Pacific Railway Co. LLC (NWPY), controlled by John Darling (Mr. Darling also controlled Rail-Ways, a company which went bankrupt operating the line earlier for NCRA). However, NWPY lasted on the line only a few months before ceasing operations after disputes over payments (or

⁷² "Northwestern Pacific," *Trains Magazine*, Nov. 1998, at 3. By this point, NCRA operated the line d/b/a NWP.

⁷³ J. Glionna, supra. FRA says NCRA was seeking the money for repairs to damage from 1995, 1996 and 1998 and that FEMA working with FRA in the end "agreed to make" only \$1 million available. 63 Fed. Reg. 67976 (Dec. 9, 1998).

⁷⁴ Hauser Interview, supra.

⁷⁵ The line is reportedly "the first rail line in U.S. history to be shut down by the federal government for chronic safety hazards." J. Glionna, supra.

⁷⁶ J. Glionna, supra.

⁷⁷ "Northwestern Pacific," *Trains Magazine*, Feb. 2000, at 25.

lack thereof) for rehabilitation and maintenance. Between 2001 and 2006, there was no service on the line. Then, pursuant to STB authority discussed at p. 4, *supra*, in 2006 NCRA leased the line (per a contract styled an “Agreement for the Resurrection of Operations on the Northwestern Pacific Railroad Line and Lease”) with Northwestern Pacific Railroad Company (NWPCo), headed by John Williams. NWPCo and NCRA convinced the State to make available approximately \$42 million in funding to restore the old NWP line as far north as Windsor.⁷⁸ As indicated on p. 3, FRA lifted its emergency embargo from MP 62.9 (near Windsor) south in 2011. Most freight rail is between Napa and Petaluma. SMART operates passenger commuter on portions of the line, and aspires, after rehabilitation to extend passenger services as far north as Cloverdale, and has received STB authorization to take over freight rail obligations on that segment as well.⁷⁹ This is consistent with potential extension of freight service, someday, to Cloverdale.



Fig. 16. Current (August 2020) condition of Abbott Creek crossing, at north edge of MP 201 mud glacier. Track is buried from the south end of the crossing over the entire slide zone. The track rests on a pipe installed in an unsuccessful effort to drain the glacier. The pipe rests on an old NWP gondola car. Photo by J. Buck, Aug. 2020

The Humboldt Bay Harbor, Recreation and Conservation District (“Harbor District”) commissioned a “concept level” study of various rail alternatives to serve Humboldt Bay. The study [“Humboldt Bay Alternative Rail Corridor Concept Level Construction Cost and Revenue Analysis, Final Report,” August 22, 2013 (“Final Report”)] is available on the Harbor District’s website (<http://humboldtbay.org/documents>, click on Humboldt Rail Analysis Final 2013). The study examined five alternative alignments (with variations) as well as reconstruction of the existing NCRA alignment. Two of the east-west alternatives emanated from proposals dating from 1909 (attributed to Jess

⁷⁸ Woolley interview, *supra*.

⁷⁹ Sonoma-Marin Area Rail Transit District – Acquisition and Operation Exemption – North Coast Railroad Authority, FD 36481, served Feb. 18, 2021.

Lentell⁸⁰). Two additional east-west alignments (one through Blue Lake based on A&MR, and one through Carlotta initially along the Carlotta Branch), and a modification of the Eel Canyon route were also examined. The report identified construction challenges for each “new” route, finding that each carried an estimated capital cost in excess of \$1 billion. In contrast, fixing the existing NCRA route was estimated to cost around \$600,000,000. See Final Report at p. 18. The report indicated that all the alternatives (including the existing alignment) shared similar construction and maintenance issues, all depended on construction of additional port infrastructure in order to attract requisite business levels, and even so faced serious competition for the requisite rail traffic from other West Coast Ports. The report concluded that investment in any rail alternative to serve Humboldt Bay “is likely to be both high cost and high risk.” Final Report at 37.

Recent Developments

In July 2017, the California State Transportation Commission called upon NCRA to draft a proposal for abandonment of the long-embargoed north end.⁸¹ In 2018, the California legislature adopted, and the Governor signed, legislation (SB 1029) amending NCRA’s organic act which provides, subject to a study by the California Transportation Agency in consultation with the Resources Agency, for abandonment/railbanking the north end of the line and cooperation with SMART in the south. See page 6 supra. The report (“Assessment of the North Coast Railroad Authority and Viability of a Great Redwood Trail”) was released in late 2020 to the public and appears at <https://calsta.ca.gov/subject-areas/reports> . On the basis of the legislation, the report, the history of the NWP line, and the public interest, NCRA is moving forward with an effort to obtain effective STB authority for abandonment and railbanking of the line from Willits to end of line in the north, and for transfer of rail assets and operating rights to SMART for the portion south of the Mendocino/Sonoma County line (roughly Cloverdale).

⁸⁰ See, e.g., <https://cdnc.ucr.edu/?a=d&d=RBN19090924.2.8&e=-----en--20--1--txt-txIN-----1> (1909 newspaper report of possible route). Lentell was, among other things, an early Humboldt County cartographer.

⁸¹ Hank Sims, “State Transportation Commission Raises Eyebrow at North Coast Railroad Authority Finances, Asks Perennially Beleaguered Agency to Prepare ‘Shutdown Plan,’” Lost Coast Outpost, July 2017 <https://lostcoastoutpost.com/2017/jul/3/state-transportation-commission-raises-eyebrow-nor/>



Fig. 17.
One of
several
stranded
flatcars with
rail for
repairs,
Kekewaka
Creek (near
Island
Mountain).
Photo by J.
Buck, Aug
2020

Exhibit O – Bibliography

**Bibliography and Additional Source Material Applicable to the History of the
Northwestern Pacific Railroad, Branchlines, and Predecessor Railroads**

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Exhibit P – Major Slides

<i>Milepost(s)</i>	<i>Name</i>	<i>Type of Earth Movement</i>	<i>Length</i>	<i>Description</i>
165.7 - 169.9	Grannell Slide	Slide	-	A major slide which required frequent contouring to keep drainage water diverted, which prevented saturation in slide material.
167.1 - 167.35	Berger Creek Slide	Slide	1,000 feet	200 - foot sink area, followed by 650 - foot hump, and then by a 150 - foot sink. Required weekly resurfacing, average track movement was approximately 2-3 inches down and 4-5 inches out of line each week.
169.5	Unnamed	Slide and Sink	150'	Required track surfacing 2-3 times a week and the average weekly movement was 3-4 inches down and 2-3 inches out line.
170.3	Unnamed	Sink	150'	Required surfacing at least once per week and its average movement per week was 1-2 inches out of line.
171.2	Unamed	Sink	100'	Average movement was 4-5 inches down and 4-5 inches out of line on a weekly basis, surfacing required 3-4 times per year.
172.7 - 172.8	Tunnel No. 19 Slide	Slide	-	Loose unstable rock falls from the spot where tunnel no. 19 used to be.
179.8	Unnamed	Sink	120'	Required resurfacing at least once per week.
182.3 - 182.4	Unnamed	Sink(s)	-	Average weekly movement is 1-2 inches down and 1 inch out of line.
182.6	Unnamed	Mudslide	-	Caused culvert to be plugged during winter months which created washout potential and contouring was required during the summer.
183.25 - 183.95	The Bell Springs Sink	Sink	430'	Winter storms caused this location to slipout in sections which vary in length anywhere from 40' to 240' long and 6' - 30' deep.
186.8	Unnamed	Sink	40'	Required resurfacing 2-3 times per week and has an average weekly movement of 3-4 inches down and 2-3 inches out of line.
187.0 - 187.2	Unnamed	Sink(s)	Each 75'	Two sinks, each surfaced 2-3 times per week and had an average weekly movement of 3-4 inches down and 2-3 inches out of line.
187.3	The Hawkins Sink	Sink	150'	A sink which had weekly movement of 3-4 inches down and 2-3 inches out of line.
188	The 188 Sink	Sink	150'	Required weekly surfacing 1-2 times per week and average weekly movement is 1-2 inches down and 1-2 inches out of line.
188.7-188.8	The Oops Sink and Goddard Sink	Sink(s)	-	Weekly movement is about 1-2 inches down and 1-2 inches out of line, which required surfacing 1-2 times per week.
189. - 189..25	The Ramsey Sink	Sink	1,200'	Track moves towards the river about 3 to 4 feet each year, which required linking it back toward the hillside each summer.
190.25	The 190 1/4 Slide	Slide	400'	A major trouble spot located on an active mud glacier that moves all year long - sometimes as much as 6 to 12 inches per day.
194.5	The Island Moutain Tunnel	Bulging	-	Earth movement at the east end of the tunnel causes a bulging of the walls.
195.9 - 196.1	Unnamed	Slide and sink	-	Work forces installed rails and pole pilings during the summer of 1982 to hold the shoulder of this slide/sink in place. They temporarily slowed the movement but then sunk and slipped away from the track as much as 20 feet by the end of the 1982 to 1983 winter. The same poles/rail are now at river level.
201 - 201.2	The 201.0 Slide	Slide	900'	A major slide about 900 feet wide and 3/4s of a mile long. The top of the slide is some 1,600 feet higher than the top of the rail. It is a mass which contains some 18 million cubic yards of material.
201.45 - 221.2	Unnamed	Sink(s)	-	Between these two mileposts there are 34 sinks ranging in length from 50 to 120 feet. All have average weekly movement of 1-4 inches down and 1-4 inches out of line and required surfacing 1-3 times per week.

222	Unnamed	Scaling Rock	300'	Scaling rocks continually onto the track and was a constant clean-up requirement.
222.2 - 222.3	The Denmark Slide	Slide	600'	The slide goes under the track which causes a sink that requires raising 2-3 times per week.
222.4	Unnamed	Shale Slide	400'	Was cleaned once per week.
222.7	Unnamed	Hump	400'	Track becomes humped about 4 feet over a distance of 400 feet.
222.9 - 226.9	Unnamed	Sink(s)	59' - 150'	There are seven sinks throughout this mileage which range in length from 59 to 150 feet long and all had average weekly movement of 2-5 inches down and 2-5 inches out of line. Required surfacing 1-3 times per week.
232.3 - 232.45	The McCann Slide	Slide	-	Major slide which was kept under control but still required the toe of the slide to be cut back yearly as it would crowd the track.
239.0 - 244.03	Unnamed	Sink(s)	75' - 120'	There are four sinks within this mileage and all had average weekly downward movement of 1-4 inches and two also have slide movement of 2-3 inches. Surfacing was required weekly.
244.2 - 244.3	The 244 Sink	Sink	780'	Contouring of the slide area was required annually with drainage ditches requiring cleaning on a monthly basis. Track is surfaced weekly as average weekly movement is 1-1.5 inches down and 2 inches out of line.
251.8 - 252.7	Unnamed	Sink(s)	120' each	There are two sinks in this mileage which had weekly movement of 1.5 inches down and 2 inches out of line.
256 - 258.5	The Scotia Bluffs	Slide	-	In this area the railroad is perched on a narrow ledge between the Eel River and the near vertical hillside. Heavy slides off the Bluffs were a constant hazard.
256.3 - 256.8	Unnamed	Slide(s)	200-250'	Three slides occur within this mileage and extend as far as 20 feet over the rail.

Description	MP Location	Segment
Rail car	205.7	28
Rail waste	207.9	29
Rail car	208.9	29
Metal waste	209.0	29
Metal waste	209.0	29
Old culvert	212.1	29
Old culvert	212.2	29
Old culvert	212.3	29
Rail waste	216.4	30
Rail waste	216.4	30
Rail car	216.4	30
Grease box	220.3	30
Rail car	224.9	30
Old culverts	224.9	30
Rail car	232.2	32
RTT Northern Section		
No rail debris was found in this section	NA	NA
RTT Korblex Branch		
No rail debris was found in this section	NA	NA
RTT Carlotta Branch		
No rail debris was found in this section	NA	NA
RTT Samoa Branch		
No rail debris was found in this section.	NA	NA

Notes: MP = Milepost; NA = Not Applicable; RTT = Rail to Trail; RWT = Rail with Trail
Source: Compiled by Ascent Environmental in 2020.

Table C-8 Landslides and Slope Failures

Segment	MP Location	Approximate Length (feet)	Description
RWT Southern Section			
NA	NA	NA	No landslides or slope failures have been documented in this section.
RTT Southern Section			
8	90.4	150	A downslope slide is undermining the tracks.
8	90.6	20	A downslope slide is undermining the tracks.
8	90.7	100	Area of soil creep and erosion.

Segment	MP Location	Approximate Length (feet)	Description
8	92.8	30	Tracks are covered in debris.
8	93.6	150	Tracks are buried beneath a large slide.
8	93.7	75	Tracks are distorted and sinking.
8	94.5	100	Tracks are buried beneath a large slide.
16	126.4	50	Uphill slide has deposited onto the tracks.
16	126.5	300	Area of soil creep and erosion.
16	126.7	50	Rail bed is undermined.
16	126.7	150	Uphill slide has undermined the tracks.
16	128.1	2,640	Uphill slide with tracks distorted and railbed undermined.
16	130.1	250	Soil creep on a grass slope.
RTT Eel River Canyon Section			
22	156.9	110	A cutslope landslide crosses the tracks.
23	164.9	300	A large landslide has deposited a material on railroad bench.
23	165.8	30	The railroad bench has slumped slightly resulting in tracks being suspended.
24	167.1	570	Large debris flow.
24	167.3	620	A large debris flow on the other side of the river has caused undercutting of the corridor.
24	167.7	520	Large earthflow has covered the rail with debris and rocks; Rails twisted. Outboard slope unstable.
24	168.2	300	Multiple active debris slides or flows across corridor.
24	169.5	385	Intermittent debris slides and rock falls deposited on tracks.
24	169.7	50	Rock slide at tunnel entrance deposited on tracks.
24	169.9	2,100	Intermittent rock/debris slides deposited on tracks.
24	170.0	216	Large hillslope failure initiated by upslope road.
24	170.1	N/A	Three small debris slides initiated by upslope road have deposited on tracks.
24	170.5	60	Debris slide with deposit covering tracks.
24	171.0	97	Debris slide with deposit covering tracks.
24	171.1	55	Debris slide with deposit covering tracks.
25	171.5	145	Upslope debris slide with minor deposition on tracks.
25	171.7	220	A large upslope debris slide has deposited on tracks.
25	171.7	215	A large upslope debris flow completely covers tracks.
25	174.1	260	Upslope debris slides along alignment with stream undercutting.
25	175.1	110	Upslope debris slides deposited onto rail tracks.
25	175.1	25	Upslope debris slides deposited onto rail tracks.
25	175.2	50	Upslope debris slides deposited onto rail tracks.
25	175.2	215	Upslope debris slides deposited onto rail tracks.
25	175.3	670	Long section of upslope debris slide deposition onto rail tracks.
25	175.9	100	Upslope debris slide deposited on tracks.
25	176.0	100	Upslope failure with debris on the tracks leading to the tunnels south entrance.

Appendix C

Segment	MP Location	Approximate Length (feet)	Description
25	176.4	110	Upslope debris slide deposited on tracks.
25	176.6	220	Upslope debris slide deposited on tracks.
25	176.7	120	Upslope debris slide deposited on tracks.
25	177.7	275	Upslope debris slide deposited on tracks.
25	177.9	190	Upslope debris slide deposited on tracks.
25	179.0	150	Upslope debris slide deposited on tracks.
25	179.1	110	Upslope debris slide deposited on tracks.
26	179.2	175	A large upslope debris slide has completely covered the tracks and is blocking the southern entrance to Tunnel 22.
26	180.6	30	An upslope slide has eroded through the track.
26	180.6	95	Upslope debris slides have deposited onto railroad tracks.
26	180.7	140	Upslope debris slide has buried the tracks.
26	180.7	160	Earthflow terrain with deformed and distorted tracks.
26	182.7	77	Earthflow deposits on the tracks.
26	183.1	390	Long section of upslope debris slides that have deposited material onto the tracks.
26	183.1	160	A complex of an upslope debris slide and two downslope debris flows.
26	183.5	2,290	Active large earthflow complex with many slides depositing material on the tracks.
26	183.8	100	Lower slope failure due to an active slump.
26	183.9	60	Upslope debris slide has deformed and undercut the tracks. The lower slope is also failing due to a large hillslope failure across river that has pushed the river into the hillslope below the rail alignment.
26	183.9	139	Unstable slope area with lower slope failures and upslope gullies.
27	186.4	180	Upslope debris slide is covering tracks.
27	186.5	100	Upslope debris slide is covering tracks.
27	186.5	50	Lower slope failure from river undercutting.
27	186.6	275	Upslope debris slides have deposited onto tracks.
27	186.9	262	Upslope earth flow terrain with debris flows and gullies that have eroded, undermined, and pushed tracks downslope.
27	187.7	115	Upslope debris slide has deposited material on tracks.
27	187.8	1,250	Long section of debris slides within earthflow terrain.
27	188.0	280	Upslope debris slides in earthflow terrain have buried the rail alignment in places and caused track distortion. The lower hillslope is also failing due to river undercutting.
27	188.6		An upslope debris flow has covered the tracks.
28	190.2	160	An upslope debris flow has covered the tracks.
28	190.7	230	Lower hillslope failure has eroded into rail tracks and suspended the track in some areas.
28	190.8	190	An earthflow has deformed the rail alignment.
28	193.4	55	Upper hillslope failure resulting in suspended and distorted tracks.
28	193.6	125	Upslope slide has deposited material onto rail tracks.
28	193.9	340	Upper hillslope failure within earthflow complex has pushed tracks into the river.

Segment	MP Location	Approximate Length (feet)	Description
28	194.0	95	Upslope debris flow deposited material on tracks.
28	194.1	80	Upslope hillslope debris slide deposited onto tracks.
28	195.9	100	An active slump below the track is undermining the corridor.
28	196.0	350	Track has been distorted in earthflow terrain.
28	197.4	225	Earthflow toe has buried and pushed rail tracks downslope.
28	199.2	100	Upslope earthflow has deposited material on the tracks.
28	199.3	217	Earthflow has pushed and distorted the tracks downslope.
28	200.7	200	Unstable active earthflow has buried tracks.
28	200.8	131	Upslope debris flow has deposited material on tracks. Tracks are buried and appear to be pushed downslope.
28	200.9	356	Railroad tracks are obscured and appear to be buried by former debris flow.
28	201.3	335	Large earthflow has pushed, distorted and buried tracks.
28	201.4	70	Lower slope failure has eroded into rail alignment and suspended the outer track.
28	201.5	515	Large earthflow has completely buried and distorted rail track.
28	202.3	200	Earthflow related upslope failure has pushed and distorted rail tracks downslope. Tracks look suspended in some places.
28	203.0	980	Large earthflow with multiple debris flows that have eroded the rail alignment and buried and distorted the rail tracks.
28	203.7	375	A large active slide complex within earthflow terrain. There are multiple debris flows and slides upslope and downslope of the rail alignment. Rail tracks are suspended and distorted.
28	203.8	280	Active failures have eroded back into the rail alignment causing rails to be suspended and undercut.
28	204.3	530	Active failures above and below the tracks have caused the rails to be suspended and undercut.
28	204.4	240	Cutbank rockslide has deposited onto tracks. No visible track distortion.
28	205.1	280	Upslope slide has deposited material on tracks.
28	205.4	320	Earthflow has pushed rail tracks downslope. Slide material deposited on tracks.
28	205.6	80	Upslope debris slide has deposited on tracks.
28	205.8	65	Upslope debris slide has deposited on tracks.
28	205.9	40	Upslope debris slide has deposited on tracks.
28	206.6	180	Active rotational slide has eroded into the corridor leaving tracks distorted and suspended.
28	207.5	160	Upslope slide has eroded through rail alignment and distorted the tracks.
28	207.7	130	Upslope slide has eroded through rail alignment and distorted the tracks.
29	209.2	100	Discreet slumps along the rail corridor leave the corridor suspended and undulating.
29	209.8	150	Impounded water on inboard side has saturated the soil and is causing a localized block of corridor to slump.
29	210.2	70	Creeping slope has left tracks and ties suspended.
29	211.0	250	Track is distorted due to soil creep caused by poor drainage.
29	211.7	75	Track is distorted due to soil creep caused by poor drainage. The slump could be affecting right abutment of a nearby bridge.

Segment	MP Location	Approximate Length (feet)	Description
29	212.1	200	Soil creep area has ripped tracks away from soil. Cutbank material is collapsing onto tracks in some locations.
29	212.2	100	Slope failure is covering tracks and has buried a stream crossing culvert.
29	212.6	50	Cutslope failure has covered the tracks.
29	212.7	30	Cutslope failure has covered the tracks.
29	213.1	20	Cutslope failure has covered the tracks.
29	213.6	750	Landslide has buried tracks completely and narrowed the width of bench dramatically. Springs form gullies in various locations.
29	214.3	100	Tracks have been distorted by soil creep. Soil conditions are over saturated and has affected retaining wall.
29	215.5	200	An active deep-seated landslide has left rails suspended.
30	218.3	40	A soil creep feature has resulted the outboard track being suspended, inboard track is in place but slightly distorted and shows sign of strain.
30	218.3	200	A landslide has deposited a large amount of material on railroad bench.
30	219.0	120	A landslide has deposited material on railroad bench for a width of 100 feet, combined with additional smaller slides and a fill-slope failure.
30	219.9	50	A landslide has deposited material on railroad bench.
30	220.0	200	A large, deep seated landslide has completely buried and dislodged the railroad track.
30	220.2	60	A slump feature has left tracks suspended.
30	220.4	300	A slump feature has left tracks suspended.
30	220.9	200	A slump feature has left tracks suspended.
30	221.2	300	A slump feature has left tracks suspended and slightly bent downslope.
30	222.2	150	A slump feature has left tracks suspended and twisted.
30	222.3	210	Combination of a 60 foot slide and 150 foot slump.
30	222.6	120	A cutbank slide has deposited material on the tracks.
30	222.7	225	The railroad bench has slumped resulting in tracks being suspended.
30	223.1	400	A landslide has deposited material on the tracks.
30	224.3	80	The railroad grade appears to have slumped and backtilted resulting in tracks being twisted and slightly suspended.
30	224.5	140	A landslide has deposited material on the railroad grade. Multiple scarps exist downslope of the railroad tracks.
31	226.5	60	A landslide has deposited material on railroad bench. The railroad bench appears intact but there is no bypass around this feature.
31	226.7	70	A landslide has deposited material on railroad bench.
31	227.8	60	A landslide has deposited material on railroad bench.
32	231.4	15	A small landslide has deposited material on railroad bench.
32	231.7	300	A landslide slump feature is undermining the railroad bench with tension cracks observed underneath the tracks.
32	231.9	15	A small landslide has deposited material on railroad bench. The railroad bench appears intact although several landslide benches were observed downslope.

Segment	MP Location	Approximate Length (feet)	Description
32	232.0	150	A landslide has deposited material on railroad bench.
32	234.1	50	A landslide has deposited large and medium sized boulders on railroad bench.
33	236.7	60	A landslide has deposited material on railroad bench, railroad bench appears intact.
RTT Northern Section			
33	237.1	40	A landslide has deposited material on railroad bench for a width of about 40 feet, railroad bench appears intact.
34	244.6	5,075	A Large unstable slide and cliff make the corridor impassible to the south.
34	244.9	30	Small translational slide above corridor has deposited material on tracks.
35	247.1	50	The hillside below the track is slumping causing sever erosion.
38	256.7	163	Active translational slide with material covering tracks.
38	257.0	530	Active translational slide with material covering tracks.
39	262.9	50	A small, active slide is resting just uphill from track.
43	271.8	50	A small area of soil creep.
RTT Carlotta, Samoa, and Korblex Branches			
NA	NA	NA	No landslides or slope failures have been documented in this section.

Notes: MP = Milepost; NA = Not Applicable; RTT = Rail to Trail; RWT = Rail with Trail.

Source: Compiled by Ascent Environmental in 2020.