



**CIVIL ENGINEERING
LAND SURVEYING**

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Surveyor's Report:

See report put together by Rick Wagner of the Park Service in regards to the history of the Spruce RR grade.

This report will try to summarize his findings and combine my findings with regard the portion of abandoned RR R/W through the SW ¼ of the NW ¼ of Section 28, Twn 30 N, Rgn 10 W.

See Wagner report for early history of the Spruce Production Corporation. I begin with the Corporation contracting with the Siems, Carey, Kerbaugh Corp for the construction of the railroad. The railroad was constructed late 1918, early 1919.

In regards to the SW 1/4 of the NW 1/4 of Section 28, deed recorded in Vol. 102, Page 201 dated 2/28/1919 conveyed from T.D. & R.D. Merrill, Inc, to Siems, Carey, Kerbaugh Corp. a strip of land 100 feet wide in fee across said quarter of Section 28.

On March 31, 1919, all R/W owned by the Siems, Carey, Kerbaugh Corp. was conveyed to the U.S. Spruce Production Corp. This information is from the Wagner report.

On 11/30/1946, the U.S. Spruce Production Corp. conveyed to the U.S. of America all interest, see deed, Vol. 225, Pg. 243.

On 8/18/1953, U.S. of A. conveys to Port Angeles Western Railroad Company and Sol Duc Investment Company all interest per AF#279183. It appears that the Railroad Company had abandoned it's use of the railroad during this time period prior, hence where it had only easement, such as across Forest Service lands, all rights were extinguished by the non-use as a railroad. However, where the right of way was an ownership in fee, this ownership was held by the Railroad Company.

On 12/15/1953, under Railroad Reorganization No. 39383, Commercial Salvage Company purchased at auction all real estate and interests in real estate held by the Port Angeles Western Railroad Company and Sol Duc Investment Company. This conveyance had no effect on easements as they had been extinguished, but it did convey ownerships in fee.

On 7/30/1954 Commercial Salvage Company quit claimed to the United States of America per AF#307454 some of it's holdings. However, this deed does not include any holdings in Section 28, Twn 30N, Rgn 10 West.

Also on July 30, 1954 Commercial Salvage quit claims to Fibreboard Products, Inc. all interest in the real property. One of the parcels is described as an easement across the SW of the NW of Section 28-30-10. Since all interest was conveyed and Commercial Salvage owned fee in this strip, fee was conveyed to Fibreboard.

On June 28, 1972, per AF#414023, Fibreboard conveyed to M & R Timber the SW of the NW of said Section 28, which in my opinion, is where the ownership now resides.

In regards to the RR R/W through the SE, NE and the S1/2, SW, NE of Section 28 and Section 27, I have not researched these right of ways to see how they were conveyed to the Railroad, however if they were easements, they would have reverted back to the underlying owners when abandoned. If they were in fee, they would have passed to Commercial Salvage who then deeded them to Fibreboard in 1954 per aff# 283342. Fibreboard then deeded their ownership in this land to M&R who then deeded their ownership to USA. The right of way would have merged with the underlying owners in 1954, hence there should be no separate ownership shown on the map.

Need to research portion of the NW of the NW of Section 26 and N1/2,SW,NEand
SE,NW of Section 28.

Since Fibreboard acquired the RR R/W through these parcels, it is logical to assume that they owned the underlying parcels and conveyed them to USA because the Assessor shows the Park as the current owner.

Brad R. Lymangrover, PLS