

# GIS REGISTRY

## Cover Sheet

July, 2008  
(RR 5367)

### Source Property Information

**BRRTS #:**

**ACTIVITY NAME:**

**PROPERTY ADDRESS:**

**MUNICIPALITY:**

**PARCEL ID #:**

**CLOSURE DATE:**

**FID #:**

**DATCP #:**

**COMM #:**

#### \*WTM COORDINATES:

X:  Y:

*\* Coordinates are in  
WTM83, NAD83 (1991)*

#### WTM COORDINATES REPRESENT:

- Approximate Center Of Contaminant Source
- Approximate Source Parcel Center

**Please check as appropriate:** (BRRTS Action Code)

#### Contaminated Media:

- |   |   |
|---|---|
| <input type="checkbox"/> <u>Groundwater Contamination</u> > ES (236)                | <input checked="" type="checkbox"/> <u>Soil Contamination</u> > *RCL or **SSRCL (232) |
| <input type="checkbox"/> Contamination in ROW                                       | <input type="checkbox"/> Contamination in ROW   |
| <input type="checkbox"/> Off-Source Contamination                                   | <input type="checkbox"/> Off-Source Contamination                                     |
| <i>(note: for list of off-source properties see "Impacted Off-Source Property")</i> | <i>(note: for list of off-source properties see "Impacted Off-Source Property")</i>   |

#### Land Use Controls:

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Soil: maintain industrial zoning (220)                 | <input type="checkbox"/> Cover or Barrier (222)                     |
| <i>(note: soil contamination concentrations between residential and industrial levels)</i> | <i>(note: maintenance plan for groundwater or direct contact)</i>   |
| <input type="checkbox"/> Structural Impediment (224)                                       | <input type="checkbox"/> Vapor Mitigation (226)                     |
| <input type="checkbox"/> Site Specific Condition (228)                                     | <input type="checkbox"/> Maintain Liability Exemption (230)         |
|  | <i>(note: local government or economic development corporation)</i> |

**Monitoring wells properly abandoned? (234)**

- Yes  No  N/A

*\* Residual Contaminant Level  
\*\*Site Specific Residual Contaminant Level*

This Adobe Fillable form is intended to provide a list of information that is required for evaluation for case closure. It is to be used in conjunction with Form 4400-202, Case Closure Request. The closure of a case means that the Department has determined that no further response is required at that time based on the information that has been submitted to the Department.

**NOTICE: Completion of this form is mandatory** for applications for case closure pursuant to ch. 292, Wis. Stats. and ch. NR 726, Wis. Adm. Code, including cases closed under ch. NR 746 and ch. NR 726. The Department will not consider, or act upon your application, unless all applicable sections are completed on this form and the closure fee and any other applicable fees, required under ch. NR 749, Wis. Adm. Code, Table 1 are included. It is not the Department's intention to use any personally identifiable information from this form for any purpose other than reviewing closure requests and determining the need for additional response action. The Department may provide this information to requesters as required by Wisconsin's Open Records law [ss. 19.31 - 19.39, Wis. Stats.].

BRRTS #: 02-16-270226 PARCEL ID #: 05-805-04383-00

ACTIVITY NAME: BELKNAP YARD - AOC #2 WTM COORDINATES: X: 360827 Y: 695976

**CLOSURE DOCUMENTS** (the Department adds these items to the final GIS packet for posting on the Registry)

- Closure Letter**
- Maintenance Plan** (if activity is closed with a land use limitation or condition (land use control) under s. 292.12, Wis. Stats.)
- Conditional Closure Letter**
- Certificate of Completion (COC)** for VPLE sites

**SOURCE LEGAL DOCUMENTS**

- Deed:** The most recent deed as well as legal descriptions, for the **Source Property** (where the contamination originated). Deeds for other, off-source (off-site) properties are located in the **Notification** section.  
*Note: If a property has been purchased with a land contract and the purchaser has not yet received a deed, a copy of the land contract which includes the legal description shall be submitted instead of the most recent deed. If the property has been inherited, written documentation of the property transfer should be submitted along with the most recent deed.*
- Certified Survey Map:** A copy of the certified survey map or the relevant section of the recorded plat map for those properties where the legal description in the most recent deed refers to a certified survey map or a recorded plat map. (lots on subdivided or platted property (e.g. lot 2 of xyz subdivision)).  
**Figure #:**                      **Title:**
- Signed Statement:** A statement signed by the Responsible Party (RP), which states that he or she believes that the attached legal description accurately describes the correct contaminated property.

**MAPS** (meeting the visual aid requirements of s. NR 716.15(2)(h))

Maps must be no larger than 8.5 x 14 inches unless the map is submitted electronically.

- Location Map:** A map outlining all properties within the contaminated site boundaries on a U.S.G.S. topographic map or plat map in sufficient detail to permit easy location of all parcels. If groundwater standards are exceeded, include the location of all potable wells within 1200 feet of the site.  
*Note: Due to security reasons municipal wells are not identified on GIS Packet maps. However, the locations of these municipal wells must be identified on Case Closure Request maps.*  
**Figure #: 1**                      **Title: Site Location Map**
- Detailed Site Map:** A map that shows all relevant features (buildings, roads, individual property boundaries, contaminant sources, utility lines, monitoring wells and potable wells) within the contaminated area. This map is to show the location of all contaminated public streets, and highway and railroad rights-of-way in relation to the source property and in relation to the boundaries of groundwater contamination exceeding a ch. NR 140 Enforcement Standard (ES), and/or in relation to the boundaries of soil contamination exceeding a Residual Contaminant Level (RCL) or a Site Specific Residual Contaminant Levels (SSRCL) as determined under s. NR 720.09, 720.11 and 720.19.  
**Figure #: 2**                      **Title: AOC #2 Site Plan**
- Soil Contamination Contour Map:** For sites closing with residual soil contamination, this map is to show the location of all contaminated soil and a single contour showing the horizontal extent of each area of contiguous residual soil contamination that exceeds a Residual Contaminant Level (RCL) or a Site Specific Residual Contaminant Level (SSRCL) as determined under s. NR 720.09, 720.11 and 720.19.  
**Figure #: 3**                      **Title: AOC#2 - RESIDUAL SOIL CONTAMINATION CPR-BELKNAP YARD**

BRRTS #: 02-16-270226

ACTIVITY NAME: BELKNAP YARD - AOC #2

**MAPS (continued)**

- Geologic Cross-Section Map:** A map showing the source location and vertical extent of residual soil contamination exceeding a Residual Contaminant Level (RCL) or a Site Specific Residual Contaminant Level (SSRCL). If groundwater contamination exceeds a ch. NR 140 Enforcement Standard (ES) when closure is requested, show the source location and vertical extent, water table and piezometric elevations, and locations and elevations of geologic units, bedrock and confining units, if any.

**Figure #:**                      **Title: AOC#2 - Cross Section**

**Figure #:**                      **Title:**

- Groundwater Isoconcentration Map:** For sites closing with residual groundwater contamination, this map shows the horizontal extent of all groundwater contamination exceeding a ch. NR140 Preventive Action Limit (PAL) and an Enforcement Standard (ES). Indicate the direction and date of groundwater flow, based on the most recent sampling data.

**Note:** This is intended to show the total area of contaminated groundwater.

**Figure #:**                      **Title:**

- Groundwater Flow Direction Map:** A map that represents groundwater movement at the site. If the flow direction varies by more than 20° over the history of the site, submit 2 groundwater flow maps showing the maximum variation in flow direction.

**Figure #:**                      **Title:**

**Figure #:**                      **Title:**

**TABLES (meeting the requirements of s. NR 716.15(2)(h)(3))**

Tables must be no larger than 8.5 x 14 inches unless the table is submitted electronically. Tables must not contain shading and/or cross-hatching. The use of **BOLD** or *ITALICS* is acceptable.

- Soil Analytical Table:** A table showing remaining soil contamination with analytical results and collection dates.  
**Note:** This is one table of results for the contaminants of concern. Contaminants of concern are those that were found during the site investigation, that remain after remediation. It may be necessary to create a new table to meet this requirement.

**Table #: 6                      Title: Summary of Detected Soil Analytical Results (August and October Sampling)**

- Groundwater Analytical Table:** Table(s) that show the most recent analytical results and collection dates, for all monitoring wells and any potable wells for which samples have been collected.

**Table #:                      Title:**

- Water Level Elevations:** Table(s) that show the previous four (at minimum) water level elevation measurements/dates from all monitoring wells. If present, free product is to be noted on the table.

**Table #:                      Title:**

**IMPROPERLY ABANDONED MONITORING WELLS**

For each monitoring well not properly abandoned according to requirements of s. NR 141.25 include the following documents.

**Note:** If the site is being listed on the GIS Registry for only an improperly abandoned monitoring well you will only need to submit the documents in this section for the GIS Registry Packet.

- Not Applicable**

- Site Location Map:** A map showing all surveyed monitoring wells with specific identification of the monitoring wells which have not been properly abandoned.

**Note:** If the applicable monitoring wells are distinctly identified on the Detailed Site Map this Site Location Map is not needed.

**Figure #:                      Title:**

- Well Construction Report:** Form 4440-113A for the applicable monitoring wells.

- Deed:** The most recent deed as well as legal descriptions for each property where a monitoring well was not properly abandoned.

- Notification Letter:** Copy of the notification letter to the affected property owner(s).

BRRTS #: 02-16-270226

ACTIVITY NAME: BELKNAP YARD - AOC #2

## NOTIFICATIONS

### Source Property

- Letter To Current Source Property Owner:** If the source property is owned by someone other than the person who is applying for case closure, include a copy of the letter notifying the current owner of the source property that case closure has been requested.
- Return Receipt/Signature Confirmation:** Written proof of date on which confirmation was received for notifying current source property owner.

### Off-Source Property

Group the following information per individual property and label each group according to alphabetic listing on the "Impacted Off-Source Property" attachment.

- Letter To "Off-Source" Property Owners:** Copies of all letters sent by the Responsible Party (RP) to owners of properties with groundwater exceeding an Enforcement Standard (ES), and to owners of properties that will be affected by a land use control under s. 292.12, Wis. Stats.

**Note:** Letters sent to off-source properties regarding residual contamination must contain standard provisions in Appendix A of ch. NR 726.

#### Number of "Off-Source" Letters:

- Return Receipt/Signature Confirmation:** Written proof of date on which confirmation was received for notifying any off-source property owner.
- Deed of "Off-Source" Property:** The most recent deed(s) as well as legal descriptions, for all affected deeded **off-source property(ies)**. This does not apply to right-of-ways.  
**Note:** If a property has been purchased with a land contract and the purchaser has not yet received a deed, a copy of the land contract which includes the legal description shall be submitted instead of the most recent deed. If the property has been inherited, written documentation of the property transfer should be submitted along with the most recent deed.

- Letter To "Governmental Unit/Right-Of-Way" Owners:** Copies of all letters sent by the Responsible Party (RP) to a city, village, municipality, state agency or any other entity responsible for maintenance of a public street, highway, or railroad right-of-way, within or partially within the contaminated area, for contamination exceeding a groundwater Enforcement Standard (ES) and/or soil exceeding a Residual Contaminant Level (RCL) or a Site Specific Residual Contaminant Level (SSRCL).

#### Number of "Governmental Unit/Right-Of-Way Owner" Letters:



## State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor  
Matthew J. Frank, Secretary  
John Gozdziwski, Regional Director

Northern Region Headquarters  
107 Sutliff Avenue  
Rhinelander, Wisconsin 54501-3349  
Telephone 715-365-8900  
FAX 715-365-8932  
TTY Access via relay - 711

February 22, 2010

MR PETER CANGIALOSI  
CANADIAN PACIFIC  
501 MARQUETTE AVE S  
SUITE 1525  
MINNEAPOLIS MN 55402

Subject: Final Case Closure with Continuing Obligations  
Canadian Pacific Belknap Yard AOC #2, 310 North 19<sup>th</sup> Street, Superior, Wisconsin  
WDNR BRRTS Activity #02-16-270226

Dear Mr. Cangialosi:

On January 6, 2010, the Department of Natural Resources' Northern Region Closure Committee reviewed the above referenced case for closure. This committee reviews environmental remediation cases for compliance with state laws and standards to maintain consistency in the closure of these cases.

Based on the correspondence and data provided, the committee recommended closure of your case contingent upon receiving updated maps those maps and GIS packages which were received today and it appears that your case meets the closure requirements in Chapter NR 726, Wisconsin Administrative Code. The Department considers this case closed and no further investigation or remediation is required at this time, however, you and future property owners must comply with certain continuing obligations as explained in this letter.

### **GIS Registry**

This site will be listed on the Remediation and Redevelopment Program's GIS Registry because the site was cleaned up to meet industrial standards as defined in ch. NR 720, Wis. Adm. Code. Before the land use may be changed from industrial to non-industrial, additional environmental work must be completed

This letter and information that was submitted with your closure request application will be included on the GIS Registry. To review the sites on the GIS Registry web page, visit the RR Sites Map page at <http://dnr.wi.gov/org/aw/rr/gis/index.htm>. If the property is listed on the GIS Registry because of remaining contamination and you intend to construct or reconstruct a well, you will need prior Department approval in accordance with s. NR 812.09(4)(w), Wis. Adm. Code. To obtain approval, Form 3300-254 needs to be completed and submitted to the DNR Drinking and Groundwater program's regional water supply specialist. This form can be obtained on-line at the web address listed above for the GIS Registry or at <http://dnr.wi.gov/org/water/dwg/3300254.pdf>.

## **Closure Conditions**

Please be aware that pursuant to Section 292.12, Wisconsin Statutes, compliance with the requirements of this letter is a responsibility to which you and any subsequent property owners must adhere. You must pass on the information about these continuing obligations to the next property owner or owners. If these requirements are not followed or if additional information regarding site conditions indicates that contamination on or from the site poses a threat to public health, safety, welfare, or the environment, the Department may take enforcement action under s. 292.11 Wisconsin Statutes to ensure compliance with the specified requirements, limitations or other conditions related to the property or this case may be reopened pursuant to s. NR 726.09, Wis. Adm. Code. The Department intends to conduct inspections in the future to ensure that the conditions included in this letter are met.

## **Industrial Soil Standards**

Soil sample 2DP10E, collected on October 26, 2005, is representative of remaining residual soil contamination on this property and contained lead in concentrations that exceeded the values in Table 2 of s. NR 720.11, Wis. Adm. Code, non-industrial soil standards but met s. NR 720.11, Wis. Adm. Code, industrial soil standards.

Soil samples 2DP10E, 2DP10S, 2DP10W and 2DP10N were collected on October 26, 2005, and are representative of remaining soil contamination on this site. These samples contained the polynuclear aromatic hydrocarbons (PAH) benzo(a)pyrene, benzo(b)fluoranthene and indeno(1,2,3-cd)pyrene in concentrations that meet the site-specific industrial soil standards developed for this site.

Therefore, pursuant to s. NR 726.05(8)(b)1., Wis. Adm. Code, this property may not be used or developed for a residential, commercial, agricultural or other non-industrial use, unless (at the time that the non-industrial use is proposed) the property owner provides notification to the Department of Natural Resources of the change in land use and an investigation is conducted, to determine the degree and extent of lead and PAH contamination that remains on the property, and remedial action is taken as necessary to meet all applicable non-industrial soil cleanup standards. If soil in AOC #2 as shown on the attached Figure 3 – AOC #2 – Remaining Soil Contamination prepared by AECOM in January 2010 and described above is excavated in the future, the property owner at the time of excavation must sample and analyze the excavated soil to determine if residual contamination remains. Figure 1 Site Location Map shows the location of AOC #2 on the property. If sampling confirms that contamination is present the property owner at the time of excavation will need to determine whether the material is considered solid or hazardous waste and ensure that any storage, treatment or disposal is in compliance with applicable statutes and rules. In addition, all current and future owners and occupants of the property need to be aware that excavation of the contaminated soil may pose an inhalation or other direct contact hazard and as a result special precautions may need to be taken during excavation activities to prevent a health threat to humans.

## **Post-Closure Notification Requirements**

In accordance with ss. 292.12 and 292.13, Wis. Stats., you must notify the Department before making changes that affect or relate to the conditions of closure in this letter. For this case, examples of changed conditions requiring prior notification include, but are not limited to development, construction or other changes, including zoning changes, that change the land use from industrial to non-industrial.

Please send written notifications in accordance with the above requirements to the Northern Region Headquarters office in Rhinelander, to the attention of the Remediation and Redevelopment Program's Environmental Program Associate.

The Department appreciates your efforts to restore the environment at this site. If you have any questions regarding this closure decision or anything outlined in this letter, please contact Chris Saari at 715-685-2920, or by e-mail at Christopher.Saari@Wisconsin.gov.

Sincerely,



John Robinson  
Northern Region Supervisor  
Remediation & Redevelopment Program

Attachments: Figure 1 Site Location Map  
Figure 3 AOC #2 Remaining Soil Contamination

cc: Greg Brooks  
AECOM  
200 Indiana Ave  
Stevens Point, WI 54481

***Soil GIS Registry Information***

**AOC # 2- The  
Roundhouse Disposal  
and Sewage Discharge  
Area  
Belknap Yard  
310 North 19<sup>th</sup> Street  
Superior, Wisconsin**

**DNR BRRTS No. 02-16-270226**

*Prepared for:*

Soo Line Railroad doing Business as Canadian Pacific Railway  
501 Marquette Avenue South, Suite 840  
Minneapolis, MN 55402

*Prepared by:*

Earth Tech  
200 Indiana Avenue  
Stevens Point, WI 54481

*January 2007*

Earth Tech Project No. 96963

## **Source Legal Documents**

- **Deed**
- **Signed Statement**

J. L. Woodbury

12-31-05

The WISCONSIN & NORTHERN MINNESOTA RAILWAY COMPANY, a railroad corporation organized under the Laws of the State of Wisconsin and the BELLAIR RIVER LAND COMPANY also a Wisconsin Corporation, GRANTORS, hereby grant according to their several and respective estates and interests, unto the MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY COMPANY, a railroad corporation, GRANTEE, in consideration of the sum of One Dollar and other good and valuable consideration, all Lots, portions of Lots and Lands situate in the County of DOUGLAS and State of WISCONSIN, hereinafter specifically described, together with all rights and privileges therein or thereon and in the public ways appurtenant thereto, acquired by purchase condemnation or otherwise included within the bounds and dimensions hereinafter set forth, namely:-

IN SOUTH SUPERIOR, CENTRAL DIVISION

Those portions of the following Lots in said Division or the public ways appurtenant thereto lying and being included within two lines parallel with, one Eighteen (18) feet Westerly; the other Thirty-two (32) feet Easterly from the center line of the main track of the railroad of the said WISCONSIN & NORTHERN MINNESOTA RAILWAY COMPANY, which track center line is hereinafter specifically described, namely:-

Lots Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10) and Eleven (11) in Block Thirty-seven (37)

Lots Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23) and Twenty-four (24) in Block Thirty-eight (38)

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20) and Twenty-one (21) in Block Twenty-seven (27)

Lots Twenty-seven (27), Twenty-eight (28), Twenty-nine (29), Thirty (30), Thirty-one (31) and Thirty-two (32) in Block Twenty-six (26)

Lots Thirteen (13), Fourteen (14), Fifteen and Sixteen (16) in Block Twenty-two (22)

Those portions of the following described Lots in said Central Division on of the public ways appurtenant thereto lying and being Easterly of a line drawn parallel with, on the Easterly side of and Thirty-two (32) feet distant from the track center line above mentioned, namely:-

Lots Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27), Twenty-eight (28), Twenty-nine (29), Thirty (30), Thirty-one (31) and Thirty-two (32) in Block Twenty-three (23)

Lots Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27), Twenty-eight (28), Twenty-nine (29), Thirty (30), Thirty-one (31) and Thirty-two (32) in Block Ten (10)

All of the following described Lots in said Central Division, namely:-

Lots One (1), Two (2), Three (3), Four (4), Five (5) and Six (6) in Block Ten (10)

Lots Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27), Twenty-eight (28), Twenty-nine (29), Thirty (30), Thirty-one (31) and Thirty-two (32) in Block Seven (7)

IN SOUTH SUPERIOR, FIRST DIVISION.

All of the following described Lots in said First Division, namely:-

Lots Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27), Twenty-eight (28), Twenty-nine (29) and Thirty (30) in Block Thirty-seven (37)

Lots Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27) and Twenty-eight (28) in Block Thirty-four (34)

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27) and Twenty-eight (28) in Block Twenty-three (23)

Lots Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27) and Twenty-eight (28) in Block Twenty (20)

Those portions of the following described Lots in said First Division or the public ways appurtenant thereto lying and being included within two lines, parallel with, one Eighteen (18) feet Westerly and the other Thirty-two (32) feet Easterly from the track center line above mentioned, namely:-

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27) and Twenty-eight (28) in Block Nine (9)

Lots Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19) and Twenty (20) in Block Six (6)

Lots One (1), Two (2), Thirty (30), Thirty-one (31), Thirty-two (32), Thirty-three (33) and Thirty-four (34) in Block Seven (7)

IN SOUTH SUPERIOR, WEBSTER DIVISION.

Those portions of the following described Lots in Webster Division or of the public ways appurtenant thereto lying and being included within two lines, parallel with, one Eighteen (18) feet Northward

erly, the other Thirty-two (32) feet Southeasterly from the track center line above mentioned, namely:-

Lots Three (3), Four (4), Five (5) and Six (6) in Block One (1)

IN SOUTH SUPERIOR, WAVERLY DIVISION.

Those portions of the following described Lots in said Waverly Division or of the public ways appurtenant thereto lying and being included within two lines, parallel with, one Eighteen (18) feet Northwesterly, the other Thirty-two (32) feet Southeasterly from the track center line above mentioned and lying Southeasterly of, adjacent to and parallel with the right of way of the NORTHERN PACIFIC RAILWAY COMPANY, namely:-

Lots Six (6), Seven (7), Eight (8), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16) and Seventeen (17) in Block Six (6)

Lots One (1), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27), Twenty-eight (28), Twenty-nine (29), Thirty (30), Thirty-one (31) and Thirty-two (32) in Block Seven (7)

Lots Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17) and Eighteen (18) in Block Four (4)

IN SOUTH SUPERIOR, ALBANY ADDITION.

Those portions of the following described Lots in said Albany Addition or the public ways appurtenant thereto, lying and being included within two lines, parallel with, one Eighteen (18) feet Northwesterly, the other Thirty-two (32) feet Southeasterly from the track center line above mentioned, namely:-

Lots Eleven (11), Twelve (12), Thirteen (13) and Fourteen (14) in Block Two (2)

IN THE NORTHWEST QUARTER (NW $\frac{1}{4}$ ) OF  
SEC. 2 $\frac{1}{2}$  TOWN. 48N., RGE. 14W.

That part of the Northeast Quarter of the Southwest Quarter (NE $\frac{1}{4}$  of SW $\frac{1}{4}$ ) of the Northwest Quarter (NW $\frac{1}{4}$ ) of Section Two (2), Township Forty-eight (48) North, of Range Fourteen (14) West, Southeasterly of and adjacent to the right of way of the NORTHERN PACIFIC RAILWAY COMPANY, lying and being included within two lines, parallel with, one Eighteen (18) feet Northwesterly, the other Thirty-two (32) feet Southeasterly from the track center line above mentioned.

IN SOUTH SUPERIOR, SECOND DIVISION.

Those portions of the following described Lots in said Second Division, or of the public ways appurtenant thereto lying and being included within two lines, one Thirty-two (32) feet Northwesterly, the other Eighteen (18) feet Southeasterly from the center line of the main track of the railroad of the Wisconsin & Northern Minnesota Railway Company

hereinafter more specifically described, namely:-

Lot Six (6) in Block Eight (8)  
Lots One (1), Two (2), Five (5), Six (6), Seven (7), Eight (8)  
and Nine (9) in Block Nine (9)

IN SHORT LINE ADDITION TO SOUTH SUPERIOR

Those portions of the following described Lots in said Short Line Addition or the public ways appurtenant thereto, lying and being included within two lines, parallel with, one Thirty-two (32) feet Northwesterly, the other Eighteen (18) feet Southeasterly from the track center line above mentioned, namely:-

Lots Fifteen (15), Sixteen (16), Seventeen (17), Eighteen, Nineteen (19), Twenty (20) and Twenty-one (21) in Block Four (4)  
Lots Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Twenty-seven (27), Twenty-eight (28), Twenty-nine (29), Thirty (30) and Thirty-one (31) in Block Five (5)  
Lots "B" and "C"

IN DUDLEY PARK ADDITION TO SOUTH SUPERIOR.

Those portions of the following described Lots in said Dudley Park Addition or the public ways appurtenant thereto, lying and being included within two lines, parallel with, one Thirty-two (32) feet Northwesterly, the other Eighteen (18) feet Southeasterly from the track center line above mentioned, namely:-

Lots Eighteen (18) and Nineteen (19) in Block Three (3)  
Lots Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25) and Twenty-six (26) in Block Four (4)

IN HARRIET PLACE ADDITION TO SOUTH SUPERIOR.

Those portions of the following described lots in said Harriet Place Addition or the public ways appurtenant thereto, lying and being included within two lines, parallel with, one Thirty-two (32) feet Northwesterly, the other Eighteen (18) feet Southeasterly from the track center line above mentioned, namely:-

Lot "B"  
Lot "C"  
Lots Eighteen (18) in Block Four (4)  
Lots Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11)  
Lots in Block Five (5)  
Lots Twenty (20), Twenty-one (21) and Twenty-two (22)  
excepting however from the above such portions as are included in the next succeeding description.

All that portion of Harriet Place Addition to South Superior and the Southeast Quarter of the Southwest Quarter (SE $\frac{1}{4}$  SW $\frac{1}{4}$ ) of Section Thirty-five (35), in Township Forty-nine (49) North, of Range Fourteen West described as follows to-wit:-

Commencing at the South quarter corner of said Section Thirty-five (35); thence South along the North and South center line of Section Two (2) in Township Forty-eight (48) North, of Range Fourteen (14) West, a distance of One and  $\frac{7}{10}$  (1.7) feet to the intersection with the Northwesterly boundary line of the right of way of the NORTHERN PACIFIC RAILWAY COMPANY, said Northwesterly boundary line of said right of way being Fifty (50) feet distant from, Northwesterly of and parallel with the center line of the Westerly main track of said Northern Pacific Railway Company's railroad; thence Southwesterly, following along said Northwesterly boundary line of said Northern Pacific Railway Company's right of way, a distance of Three Hundred Sixty-four (364) and  $\frac{5}{10}$  feet to a point; thence at right angles Northwesterly, a distance of Fifty (50) feet to a point; thence Northeast along a Five (5) degree curve to the left, said curve having a radius of Eleven hundred and forty-six (1146) feet, a distance of Three hundred and forty-six (346) feet to a point, turning through an angle of Seventeen (17) degrees and Eighteen (18) minutes; thence Northeast in a straight line to a point on the North and South quarter line of said Section Thirty-five (35), which point is One Hundred and forty-one (141) feet North of the place of beginning; thence South along said North and South quarter line to the place of beginning.

IN SOUTHWESTERN DIVISION, TOWNSHIP OF SUPERIOR.

All that part of said Southwestern Division described as follows namely:- Commencing at the point where the North and South center line through Section Thirty-five (35), Township Forty-nine (49) North, of Range Fourteen (14) intersects the Northerly boundary line of the Northern Pacific Railway Company's right of way; thence Northeast along said Northerly right of way line to the Westerly boundary line of the WISCONSIN CENTRAL RAILWAY COMPANY'S right of way; thence North along said Westerly right of way line of said Wisconsin Central Railway Company to the center of West Thirty-ninth (39th) Street; thence Northwesterly along the center line of West Thirty-ninth (39th) Street to a point Six hundred and sixty (660) feet West of said Westerly right of way line of the Wisconsin Central Railway Company, and Five hundred and ninety-four (594) feet East of the North and South center line of said Section Thirty-five (35), between said distances being measured at right angles with said lines; thence Northwesterly parallel with and Six hundred and Sixty (660) feet distant from said Westerly right of way line of said Wisconsin Central Railway Company to the center line of Morgan Avenue; thence Northeast along the center line of Morgan Avenue to the East and West center line of Section Twenty-six (26) Township Forty-nine (49) North, of Range Fourteen (14) West; thence West along said East and West center line of said Section to a point therein, which point is Three hundred and fifty and  $\frac{2}{10}$  (350.2) feet East of the center of said Section Twenty-six (26); thence Southwesterly in a straight line for a distance of Three Hundred and thirty-nine (339) feet to a point, making an angle to the left with said East and West center line of said Section Twenty-six (26) of Sixty-six (66) degrees and Four (4) minutes; thence Southwesterly and Southerly along a three (3) degree curve to the left, having a radius of One thousand nine hundred and ten (1910) feet, for a distance of Eight hundred and four and  $\frac{4}{10}$  (804.4) feet, and turning through an angle of Twenty-four (24) degrees and eight (8) minutes to a point, which point is Fifty (50) feet East of the North and South center line of said Section Twenty-six (26) when measured at right angles therewith and Ten hundred and eighty-two and  $\frac{6}{10}$  (1082.6) feet South of the East and West center line of said Section, when measured at right angles therewith; thence South on a line parallel with and Fifty (50) feet distant East from the said North and South center line of said Section Twenty-six (26) and from the North and South center line of said Section Thirty-five (35) in said Township Forty-nine (49) North, of Range Fourteen (14) West, to a point that is Six hundred and seven and  $\frac{5}{10}$  (607.5) feet North of the South line of said Section Thirty-five (35); thence South along a Five (5) degree curve to the right, having a radius of Eleven hundred and forty-six (1146) feet, for a distance of Three hundred and forty-one (341) feet, turning through an angle of Seventeen (17) degrees and Five (5) minutes to a point on said North and South center line of said Section Thirty-five (35), which point is distant Two hundred

sixty-eight and 6/10 (268.6) feet North of the South quarter corner of said Section; thence South along said North and South center line to the place of beginning.

IN SECTION 26, TOWN, 49 N., RANGE 14 W.

All that part of the Southwest Quarter of the Northeast Quarter of said Section Twenty-six (26) described as follows to-wit:- Beginning at a point on the South boundary line of said tract, distant Eight hundred seven and 5/10 (807.5) feet West from its southeast corner; thence North on a line bearing Twenty (20) minutes East, for a distance of Three (3) feet; thence Northerly and Northeasterly on a Three (3) degree curve to the right; said curve having a radius of One thousand nine hundred ten (1910) feet, to an intersection with a right line drawn across said Southwest Quarter of the Northeast Quarter (SW $\frac{1}{4}$  NE $\frac{1}{4}$ ) of said Section, the Southerly end of said right line being Three hundred fifty and 2/10 (350.2) feet East of the Southwest corner of said tract and the Northerly end of said right line being Nine hundred thirty-nine and 13/100 (939.13) feet East of the Northwest corner of said tract; thence Northeasterly and following said right line to a point on the North boundary line of said tract, which point is distant Nine hundred thirty-nine and 13/100 (939.13) feet East of its Northwest corner; thence East and following along said North boundary line a distance of Three hundred forty-eight and 47/100 (348.47) feet; thence South Thirteen hundred twenty-six and 9/10 (1326.9) feet along the Westerly line of the right of way of the Wisconsin Central Railway Company to a point on the South line of said Southwest Quarter of the Northeast Quarter (SW $\frac{1}{4}$  NE $\frac{1}{4}$ ), which point is Thirty-eight and 5/10 (38.5) feet West of the Southeast corner of said tract; thence West Seven hundred and sixty-nine (769) feet to the place of beginning.

IN SLAUGHTER'S ADDITION.

All that part of said Slaughter's Addition described as follows;- Beginning at a point on the North line of the Southwest Quarter of the Northeast Quarter (SW $\frac{1}{4}$  NE $\frac{1}{4}$ ) of Section Twenty-six (26) in Township Forty-nine (49) North, of Range Fourteen (14) West, distant Three hundred and eighty-two and 87/100 (382.87) feet West of the Northeast corner thereof; thence Northeasterly in a straight line for a distance of Three hundred and thirty-four and 2/10 (334.2) feet to a point, and making an angle to the right of Sixty-five (65) degrees and (57) Fifty-seven minutes with said North line; thence Northeasterly along a curve to the left a distance of Three hundred and fifty-one (351) feet, said curve having a radius of Eighteen hundred and seventy six (1876) feet, to an intersection with a line drawn parallel with and One Hundred (100) feet West of the West line of the right of way of the Wisconsin Central Railway Company, measured at right angles therewith; thence North and following said line which is One Hundred (100) feet West of a parallel with said Westerly line of said right of way, for a distance of Six hundred and eighty-five and 3/10 (685.3) feet to a point on the North line of said Section Twenty-six (26), distant Eleven hundred eighty-five and 3/10 (1185.3) feet East of the North quarter corner of said Section; thence East along said North line of said Section One hundred (100) feet to the West line of the right of way of said Wisconsin Central Railway Company; thence South and following said West line of said right of way Thirteen hundred twenty-six and 9/10 (1326.9) feet to the North line of said Southwest Quarter of the Northeast Quarter (SW $\frac{1}{4}$  NE $\frac{1}{4}$ ) of said Section; thence West and following said North line Three hundred and forty-eight and 47/100 (348.47) feet to the place of beginning.

IN SECTION 23, TOWN, 49 N., RANGE 14 W.

A certain parcel of land Fifty (50) feet wide and thirty-two (32) acres of the East One hundred and nineteen and 209/1000 (119.209) acres of the West One hundred and nineteen and 209/1000 (119.209) acres of the Southeast Quarter (SE $\frac{1}{4}$ ) of said Section Twenty-three (23), bounded as follows:- On the East by a line that is West of, parallel with and Fifty (50) feet distant from the West boundary line of the right of way of the Wisconsin Central Railway Company as now located; on the North

the center line of Twenty-fourth (24th) Street; on the West by a line drawn parallel with, on the Westerly side of and distant One hundred (100) feet from the Westerly line of said right of way of the Wisconsin Central Railway Company and on the South by the center line of Twenty-eighth (28th) Street.

IN SCHROEDER PARK

All those lots or parts of lots in Blocks Eleven (11), Six (6), five (5) and Four (4) which are included within two lines, one of said lines being West of, parallel with and Fifty feet distant from the Westerly boundary line of the Wisconsin Central Railway Company and the other of said lines being Westerly of, parallel with and One hundred and seventy (170) feet distant from said Westerly boundary line of said Wisconsin Central Railway Company's right of way, also all that part of Block One (1) lying Northeastly of Grand Avenue, which lies West of a line that is West of, parallel with and Fifty (50) feet distant from the West boundary line of said Wisconsin Central Railway Company's right of way, subject however to the agreement to restore Schroeder Avenue or cause it to be restored upon the Westerly Seventy (70) feet of those portions of the lots hereby conveyed located in Blocks Five (5), Six (6) and Eleven (11), such Avenue, when so restored, to extend from Grand Avenue to Twenty-fourth (24th) Street, which agreement the grantee herein assumes and agrees to perform.

IN SECTION 23, TOWN. 49 E., RANGE 14 W.

All that part of the Northeast Quarter (NE $\frac{1}{4}$ ) of said Section Twenty-three (23) which lies East of a line that is Six hundred (600) feet West of and parallel with the West boundary line of the East Half (E $\frac{1}{2}$ ) of said Northeast Quarter (NE $\frac{1}{4}$ ) and West of a line that is West of, parallel with and Fifty (50) feet distant from the West boundary line of the right of way of the Wisconsin Central Railway Company.

IN STINSON'S SUBDIVISION OF DIAGRAM LOT 65

All of Lots Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21) and Twenty-two (22) and the Westerly Seventy (70) feet of Lots One (1), Two (2), Three (3), Four (4), Five (5) and Six (6) and the Westerly Three (3) feet of Lot Eight (8) in Block One (1).

IN TOWNSHIP OF WEST SUPERIOR, EIGHTEENTH DIVISION

All of Lots Five (5), Six (6), Seven (7) and Eight (8) and the Westerly Seventy (70) feet of Lots One (1), Two (2), Three (3) and Four (4) in Block Four hundred and Thirty-one (431).

All of Lots Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27) and Twenty-eight (28) and the Westerly Seventy (70) feet of Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13) and Fourteen (14) in Block Four hundred and twenty-seven (427).

All of Lots Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21) and Twenty-two (22) and the Westerly Seventy (70) feet of Lots Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13) and Fourteen (14) in Block Four hundred and twenty (420).

All of Lots Twenty-five (25), Twenty-six (26), Twenty-seven (27), Twenty-eight (28) and the Westerly Seventy (70) feet of Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7) and Eight (8) in Block Four hundred and fifteen (415).

All of Lots Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23) and Twenty-four (24) in Block Four hundred and eight (408).

All those portions of the following described Lots lying Southwesterly of the right of way of the Wisconsin Central Railway Company in said Eighteenth Division.

Lots Two (2), Three (3), Four (4), Five (5), Six (6), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15) and Sixteen (16) in Block Four hundred and Eight (408), excepting those portions of Lots Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15) and Sixteen (16) lying Easterly of a line drawn parallel with the Westerly line of Spruce Street and distant Fifty (50) feet Westerly therefrom, measured at right angles.

All those portions of the following described Lots lying Easterly of a line drawn parallel with and distant Eighty-two (82) feet Westerly from the center line of the main track of the railroad of the Wisconsin & Northern Minnesota Railway Company as is hereinafter specifically described, namely:-

Lots Seven (7) in Block Four hundred and seven (407) and Lot Eight (8) in Block Four hundred and eight (408)

IN REARRANGEMENT OF TWELFTH STREET BLOCKS OF THE THIRTEENTH AND EIGHTEENTH DIVISIONS OF WEST SUPERIOR AND ROY'S ADDITION TO SUPERIOR CITY.

All of the following Lots in said rearrangement, namely:-

Lots One (1), Two (2), Three (3), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27) and Twenty-eight (28) in Block Four hundred and twenty (420)

Lots Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18) and Nineteen (19) in Block Four hundred and fifteen (415)

IN THE NE $\frac{1}{4}$  OF THE NE $\frac{1}{4}$  OF THE NW $\frac{1}{4}$  OF THE SE $\frac{1}{4}$  OF SECTION 14, TOWNSHIP 49, RANGE 14, KNOWN AS DIAGRAM LOT 42

All that portion of said diagram Lot lying Easterly of a line drawn parallel with, on the Westerly side of and distant Eighty-two (82) feet from the center line of the main track of the Wisconsin & Northern Minnesota Railway Company, which center line is hereinafter more specifically described.

IN ROY'S ADDITION TO SUPERIOR CITY

All those portions of the following described lots in said Addition lying and being included within two lines parallel with, one Eighteen (18) feet Southeastly, the other Eighty-two (82) feet Northwesterly of the center line of the main track of the railroad of the Wisconsin & Northern Minnesota Railway Company, which center line is hereinafter more specifically described, namely:-

Lots Seven (7), Nine (9), Ten (10) and Eleven (11) in Block One hundred and twenty-one (121)

Lots Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11) and Twelve (12) in Block One hundred and twenty (120)

IN SWEETSER DIVISION

These portions of the following lots in said Sweetser Division lying and being included within two lines parallel with, one Thirty-two (32) feet Westerly and one Eighty-two (82) feet Easterly from the center line of the main track of the Wisconsin & Northern Minnesota Railway Company, which center line is hereinafter specifically described, namely:-

Lots One (1), Two (2), Three (3), Four (4) and Five (5) in Block Five hundred and thirty (530)

Lots One (1), Two (2), Three (3), Four (4), Five (5), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19)

(19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-nine (29), Thirty (30), Thirty-one (31), Thirty-two (32), Thirty-three (33), Thirty-four (34), Thirty-five (35), Thirty-six (36) and Thirty-seven (37) in Block Five hundred and nineteen (519)  
Lot Twenty-two (22) in Block Five hundred and fifteen (515)  
Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23) and Twenty-four (24) in Block Five hundred and fourteen (514)

Lots Two (2), Three (3) and Four (4) in Block Five hundred and seven (507)

Those portions of the following lots in said Sweetser Division lying and being included within two lines, parallel with, one Twenty-one (21) feet Southwesterly, the other Twenty-nine (29) feet Northeasterly from the center line of the main track of the railroad of said Wisconsin & Northern Minnesota Railway Company, which center line is hereinafter specifically described, namely:-

Lots Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10) Eleven (11) and Twelve (12) in Block Five hundred and eight (508)

Those portions of Lots One (1), Two (2) and Three (3) in Block Five hundred and eight (508) in said Sweetser Division and of Water Street appurtenant thereto and appurtenant to Block Five Hundred (500) and Five hundred and ten (510) in said Division lying and being included within two lines parallel with, one Twenty-one (21) feet Southwesterly, the other Nine (9) feet Northeasterly from the center line of the main track of the railroad of said Wisconsin & Northern Minnesota Railway Company, which center line is hereinafter specifically described.

#### IN CONNOR'S POINT

Those portions of Lots One (1), Two (2), Three (3) and Four (4) in said Connor's Point and of Main Street appurtenant thereto lying and being Northeasterly of a line drawn parallel with and distant Thirty (30) feet Southwesterly from the Southwesterly line of the right of way of the Northern Pacific Railway Company across said lots.

All those portions of Lots Five (5) and Six (6) in Connor's Point lying Easterly of Main Street and being included within two lines parallel with, one Nine (9) feet Northeasterly and the other Twenty-one (21) feet Southwesterly of the center line of the main track of the railroad of the Wisconsin & Northern Minnesota Railway Company; which center line is hereinafter specifically described.

All those portions of Lots Six (6) and Seven (7) in said Connor's Point lying Southwesterly of Main Street and described as follows:-  
Commencing at an iron monument which is located at the intersection of the North line of Lamborn Avenue with the West line of Main Street, in Lot Six (6) of said Connors Point; thence Northerly along the West line of Main Street for a distance of One Hundred (100) feet to an iron monument; thence Northwesterly in a straight line for a distance of Three hundred eighty-six and  $54/100$  (386.54) feet to an iron monument, making an angle to the left of Sixteen (16) degrees and Thirty-two (32) minutes, said last mentioned iron monument being located on the line between Lots Seven (7) and Eight (8) in said Connor's Point and One hundred ten (110) feet Westerly from the West line of Main Street, measured along said line between said Lots Seven (7) and Eight (8); thence Westerly at an angle of Seventy-three (73) degrees and Twenty-eight (28) minutes for a distance of Four hundred and seventy-four and  $56/100$  (474.56) feet to a point which is on the Government Harbor Line as established the Easterly side of "HOWARD'S POCKET"; thence Southerly along said established harbor line, making an angle of One Hundred (100) degrees and Fifty-six (56) minutes to the left, a distance of Three Hundred thirty-six and  $21/100$  (336.21) feet to a point, which point is located on the line between said Lots Six (6) and Seven (7); thence Easterly along said

line between ~~said Lots Six (6) and Seven (7)~~ said Lots Six (6) and Seven (7), making an angle to the left of Seventy-nine (79) degrees and Four (4) minutes, for a distance of Four hundred and fifty-one and 49/100 (451.49) feet to an iron monument; thence Southerly, making an angle to the right of Seventy-three (73) degrees and Twenty-eight (28) minutes, for a distance of One hundred and forty-six and 24/100 (146.24) feet to an iron monument which is located on the North line of Lamborn Avenue; thence Easterly along said North line of Lamborn Avenue, making an angle to the left of Seventy-three (73) degrees and Twenty-eight (28) minutes and for a distance of Twenty-seven and 68/100 (27.68) feet to an iron monument which is the place of beginning of this survey.

All that portion of Lot Eight (8) in Connor's Point described as follows:- Commencing at a point in the boundary line between Lots Seven (7) and Eight (8) which is One hundred and ten (110) feet Westerly of the Westerly line of Main Street, measured along said line between said Lots Seven (7) and Eight (8); thence Northwesterly in a straight line to the Southeasterly corner of Lot Eighteen (18) Block Three (3) in Hunter's Second Division in said Connor's Point; thence Southwesterly along the Southeasterly side of Blocks Three (3), Eight (8) and Nine (9) of said Hunter's Second Division to the Government Harbor Line as established on the Easterly side of said HOWARD'S POCKET; thence Southerly along said Harbor Line to its intersection with said boundary line between said Lots Seven (7) and Eight (8); thence Northeasterly along said boundary line between said Lots Seven (7) and Eight (8) for a distance of Four hundred seventy-four and 56/100 (474.56) feet to the place of beginning.

IN HUNTER'S SECOND DIVISION, CONNOR'S POINT

All of the following described lots in said Hunter's Second Division, namely:-

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17) and Eighteen (18) in Block Three (3)

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19) in Block Four (4)

Lots Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14) and Fifteen (15) in Block Five (5)

Lots Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14) and Fifteen (15) in Block Six (6)

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18) and Nineteen (19) in Block Seven (7)

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17) and Eighteen (18) in Block Eight (8)

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8) and Nine (9) in Block Nine (9)

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9) and Ten (10) in Block Ten (10)

Lots Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7) and Eight (8) in Block Eleven (11)

The portions of Lots Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15) and Sixteen (16) in said Connor's Point described as follows:-

Commencing at the Northeast corner of Lot Three (3) in Block Five (5) in Hunter's Second Division in Connor's Point; thence North for a distance of Twelve Hundred Thirty-three and 2/10 (1233.2) feet on a line bearing North Thirty-eight (38) degrees Six (6) minutes and Thirty

(30) seconds, West, parallel with and One hundred and twenty-six (126) feet Southwesterly from the Southwesterly line of Main Street and a straight line prolongation Northerly thereof and Twenty-three (23) feet Northeast-erly from and parallel with the center line of the main track of the rail- road of the Wisconsin & Northern Minnesota Railway Company, which center line is hereinafter more specifically described; thence on a curve to the right with a radius of Six hundred ninety-three and  $78/100$  (693.78) feet, for a distance of One hundred seventy-six and  $38/100$  (176.38) feet to an intersection with the Southwesterly line of the land owned by the Duluth- Superior Bridge Company, said point of intersection being One hundred and sixty-two and  $5/10$  (162.5) feet Northwesterly from the common boundary line between Lots Fifteen (15) and Sixteen (16) of Connor's Point; thence Northwesterly and following said Southwesterly line of the land of said Duluth-Superior Bridge Company for a distance of One hundred and thirty- nine and  $34/100$  (139.34) feet; thence Northerly and following the Westerly line of the land owned by the said Duluth-Superior Bridge Company for a distance of Forty-eight and  $49/100$  (48.49) feet to the Southwesterly line of the right of way of the Northern Pacific Railway Company; thence North- westerly and following said Southwesterly line of the right of way of the Northern Pacific Railway Company a distance of Two hundred thirty-six and  $6/10$  (236.6) feet to the established dock line on St. Louis Bay at a point therein One hundred and eighty-six and  $4/10$  (186.4) feet Southwest- erly from the center line of the Duluth-Superior Bridge; thence Southwest- erly and following said dock line to the dock line as established on the Easterly side of Howard's Pocket; thence Southeasterly and following said dock line to its intersection with the Northerly line of Hunter's Second Division; thence Northeasterly along the Northwesterly line of Hunter's Second Division to the place of beginning.

All of the lots, portions of lots and lands hereby conveyed, or intended to be conveyed are colored red upon a map bearing the signatures of the respective parties to this deed and which map is delivered to the grantee simultaneously herewith.

It being the intention of the party of the first part to ASSIGN, TRANSFER, CONVEY and CONFIRM unto the said party of the second part, its successors and assigns, all the rights, privileges and franchises which it may now have to construct, maintain and operate upon the lands hereby conveyed, one or more lines of railroad, together with all railroad tracks, improvements, buildings, structures, bridges, trestles and approaches located upon the said lands hereinbefore described, also all easements, licenses and property, estate and rights of every nature whatsoever, wheth- er real or personal, corporeal or incorporeal, which the said party of the first part now has in connection with its right to construct, maintain and operate a railroad over said real estate hereby conveyed.

The center line of the main track of the Wisconsin and Northern Minnesota Railway Company hereinbefore referred to is described as follows:-

Commencing at a point in the center line of Park Avenue in the City of Superior, County of Douglas and State of Wisconsin, which point is six hundred eleven and  $\frac{3}{10}$  (611.3) feet east from the center line of Tower Avenue, measured along said center line of Park Avenue; thence northeasterly in a straight line, making an angle at the left with said center line of Park Avenue of sixty (60) degrees and fifty-seven (57) minutes, a distance of seven hundred ninety three and  $\frac{8}{10}$  (793.8) feet to a point; thence northeasterly on a transition curve to the left a distance of one hundred and sixty-five (165) feet to the beginning of a three (3) degree curve to the left, thence northeasterly and northerly along said three (3) degree curve to the left, said curve having a radius of one thousand nine hundred ten and  $\frac{8}{100}$  (1910.08) feet, for a distance of eight hundred three and  $\frac{9}{10}$  (803.9) feet to the beginning of a transition curve to the left; thence northerly along said transition curve to the left a distance of one hundred and sixty-five (165) feet to a point, the total angle turned in said three last described curves containing twenty-nine (29) degrees and four (4) minutes; thence north in a straight line at right angles with the radius of the last described curve at its most northerly terminus, for a distance of two thousand two hundred and thirty-five (2235) feet, passing through a point in the center line of 64th Street, which point is one hundred and fifty-two (152) feet east of the center line of Hughitt Avenue and two hundred and thirty-three (233) feet west of the center line of Hammond Avenue when measured along said center line of 64th Street, and through a point in the center line of Central Avenue, which point is two hundred and thirty-three (233) feet west of the center line of Hammond Avenue, when measured along said center line of Central Avenue; thence northerly on a transition curve to the right for a distance of two hundred and thirty-one (231) feet to the beginning of a four (4) degree curve to the right, having a radius of one thousand four hundred thirty-two and  $\frac{69}{100}$  (1432.69) feet; thence northerly and northeasterly along said four (4) degree curve to the right for a distance of eight hundred eighty-one and  $\frac{3}{10}$  (881.3) feet to the beginning of a transition curve to the right; thence northeasterly along said transition curve to the right for a distance of two hundred and thirty-one (231) feet to a point, the total angle turned in said three last above described curves containing forty-four (44) degrees and thirty (30) minutes; thence northeasterly following along a straight line parallel with, southeasterly of, and eighteen (18) feet distant from the southeasterly boundary line of the right of way of the Northern Pacific Railway Company, and at right angles with the radius of the last described curve at its most northerly terminus, for a distance of nine hundred seventy-nine and  $\frac{6}{10}$  (979.6) feet; thence northeasterly on a transition curve to the left for a distance of two hundred and thirty-one (231) feet to the beginning of a four (4) degree curve to the left, having a radius of one thousand four hundred thirty-two and  $\frac{69}{100}$  (1432.69) feet; thence northeasterly along said four (4) degree curve to the left for a distance of two hundred and fifty-nine and  $\frac{4}{10}$  (259.4) feet to a point, the total angle turned in said two last described curves containing fifteen (15) degrees; thence northeasterly in a straight line and at right angles with the radius of the last described curve at its most northerly terminus, a distance of one hundred forty-five and  $\frac{8}{10}$  (145.8) feet to a point, which point lies within the boundary lines of the right of way of the Northern Pacific Railway Company, thence continuing in a northeasterly direction along a four (4) degree curve to the right, said curve having a radius of one thousand four hundred thirty-two and  $\frac{69}{100}$  (1432.69) feet; thence northeasterly along said four (4) degree curve to the right, a distance of two hundred and thirty-one (231) feet to the beginning of a four (4) degree curve to the right; thence northeasterly along said four (4) degree curve to the right, a distance of two hundred and thirty-one (231) feet to a point, the total angle turned in said two last described curves containing fifteen (15) degrees; thence northeasterly in a straight line and at right angles with the radius of said last described curve at its most northerly terminus, a distance of one hundred forty-five and  $\frac{8}{10}$  (145.8) feet and parallel with and on the northwesterly side of and eighteen (18) feet distant from the northwesterly boundary line of said Northern Pacific Railway Company's right of way, for a distance of one thousand five hundred

red forty-nine and  $4/10$  (1549.4) feet, passing through a point which is sixteen and  $8/10$  (16.8) feet distant northwesterly from the iron monument designating the north quarter corner of section Two (2), Township Forty-eight (48) North, Range fourteen (14) West; thence northeasterly along a transition curve to the left for a distance of two hundred and thirty-one (231) feet to the beginning of a four (4) degree curve to the left, having a radius of one thousand four hundred thirty-two and  $69/100$  (1432.69) feet; thence northeasterly and northerly along said four (4) degree curve to the left for a distance of eight hundred and eighty-one (881) feet to the beginning of a transition curve to the left; thence northerly along said transition curve to the left a distance of two hundred and thirty-one (231) feet, the total angle turned in said three last described curves containing forty-four (44) degrees and twenty-nine (29) minutes; thence north in a straight line, at right angles with the radius of the last described curve at its most northerly terminus, for a distance of six thousand six hundred ten and  $2/10$  (6610.2) feet, said tangent passing through a point on the east and west quarter line of section thirty-five (35), township forty-nine (49) north, range fourteen (14) west, which point is five hundred forty-four (544) feet east of the center of said section thirty-five (35), measured along said east and west quarter line and through a point on the north line of said section thirty-five (35) which point is five hundred seventy-three and  $2/10$  (573.2) feet east of the north quarter post and two thousand ninety-six and  $6/10$  (2096.6) feet west of the northeast corner of said section, measured along the north line thereof; thence northerly on a transition curve to the right for a distance of one hundred and sixty-five (165) feet, passing through a point on the east and west quarter line of section twenty-six (26) township forty-nine (49) north, of range fourteen (14) west, which point is five hundred sixty-nine and  $1/10$  (569.1) feet east of the center of said section twenty-six (26), measured along said east and west quarter line, to the beginning of a three (3) degree curve to the right, having a radius of one thousand nine hundred ten and  $8/100$  (1910.08) feet; thence northerly and north easterly along said three (3) degree curve to the right for a distance of six hundred thirty-six and  $7/10$  (636.7) feet, to the beginning of a transition curve to the right; thence northeasterly along said transition curve to the right a distance of one hundred and sixty-five (165) feet. The total angle turned in the said last three above described curves, containing twenty-four (24) degrees three (3) minutes; thence continuing in a northeasterly direction in a straight line at right angles with the radius of the last described curve at its most northerly terminus for a distance of seven hundred forty-four and  $7/10$  (744.7) feet, to the beginning of a transition curve to the left; thence northeasterly along said transition curve to the left, a distance of one hundred sixty-five (165) feet to the beginning of a three (3) degree curve to the left, having a radius of one thousand nine hundred ten and  $8/100$  (1910.08) feet; thence northerly along said three (3) degree curve to the left for a distance of six hundred and thirty-five (635) feet to the beginning of a transition curve to the left; thence northerly along said transition curve to the left, for a distance of one hundred and sixty-five (165) feet. The total angle turned in the three last above described curves being twenty four (24) degrees; thence continuing north in a straight line at right angles to the radius of the last described curve at its most northerly terminus, for a distance of two thousand five hundred nineteen and  $8/10$  (2519.8) feet, passing through a point on the north line of said section twenty-six (26), which north line of said section is also the center line of Pokagama Street in said City of Superior, and which point is one thousand three hundred sixty-seven and  $4/10$  (1367.4) feet west of the northeast corner of said section and one thousand two hundred sixty-seven and  $3/10$  (1267.3) feet east of the northwest corner of said section; thence northerly along said transition curve to the left, said curve having a radius of one thousand four hundred fifty-nine and  $19/100$  (1459.19) feet, turning through an angle of three (3) degrees and two (2) minutes to a point; thence in a northerly direction in a straight line and at right angles with the radius of the last described curve at its northerly terminus one thousand five hundred seventy-nine and  $5/10$  (1579.5) feet; thence in a northerly direction on

a thirty (30) minute curve to the right, having a radius of eleven thousand four hundred fifty-nine and  $19/100$  (11,459.19) feet, a distance of six hundred six and  $6/10$  (606.6) feet, turning through an angle of three (3) degrees and two (2) minutes, to a point; thence north on a straight line and at right angles with the radius of said last described curve at its most northerly terminus a distance of one thousand six hundred and  $9/10$  (1600.9) feet, passing through a point in the center line of Belknap Street, which point is fifty-three and  $2/10$  (53.2) feet west of the center line of Spruce Avenue, measured along said center line of Belknap Street and through a point in the center line of Fourteenth Street, which point is two hundred seventy-two and  $8/10$  (272.8) feet east of the center line of Poplar Avenue, measured along said center line of Fourteenth Street, and through a point in the center line of Thirteenth Street, which point is two hundred seventy-two and  $8/10$  (272.8) feet east of said center line of Poplar Avenue, measured along said center line of Thirteenth Street, and through a point in the center line of Twelfth Street which point is two hundred seventy-two and  $8/10$  (272.8) feet east of the center line of Poplar Avenue, measured along said center line of Twelfth Street thence northerly on a transition curve to the right, for a distance of two hundred and thirty-one (231) feet, to the beginning of a four (4) degree curve to the right, said curve having a radius of one thousand four hundred thirty-two and  $69/100$  (1432.69) feet; thence northerly and northeasterly along said four (4) degree curve a distance of two hundred thirty-seven and  $5/10$  (237.5) feet, to a point. The angle turned in said last two described curves containing fourteen degrees (14) and Ten (10) minutes; thence in a straight line northerly and at right angles with the radius of the last above described curve at its most northerly terminus, a distance of one thousand four hundred sixty-eight and  $4/10$  (1468.4) feet, passing through a point in the center line of Broadway, which point is two hundred forty-three and  $5/10$  (243.5) feet west of the center line of Pine Avenue, measured along said center line of Broadway; thence northeasterly on a transition curve to the left for a distance of two hundred ninety-seven (297) feet passing through a point in the center line of Bay Street, which point is thirty-three and  $8/10$  (33.8) feet southerly of the center line of Spruce Avenue, measured along said center line of Bay Street, to the beginning of a four (4) degree and forty-five (45) minute curve to the left, having a radius of one thousand two hundred six and  $57/100$  (1206.57) feet; thence northerly and northwesterly along said four (4) degree and forty-five (45) minute curve to the left for a distance of eight hundred seventy-three and  $6/10$  (873.6) feet to the beginning of a transition curve to the left; thence northwesterly along said transition curve to the left a distance of two hundred ninety-seven (297) feet, to a point. The total angle turned in said three last described curves containing fifty-six (56) degrees and thirty (30) minutes; thence northwesterly in a straight line at right angles with the radius of the last described curve at its most northerly terminus a distance of five hundred thirty-two and  $1/10$  (532.1) feet to the beginning of a transition curve to the right; passing through a point in the center line of Fifth Street, which point is sixteen (16) feet northeasterly of the center line of Water Street, measured along said center line of Fifth Street; thence northwesterly along said transition curve to the right, a distance of sixty-six (66) feet, to the beginning of a one (1) degree curve to the right, having a radius of five thousand seven hundred twenty-nine and  $65/100$  (5729.65) feet; thence northwesterly along said one (1) degree curve a distance of four hundred seven and  $3/10$  (407.3) feet to the beginning of a transition curve to the right; thence northwesterly along said transition curve to the right for a distance of sixty-six (66) feet to a point; the total angle turned in said three last described curves containing four (4) degrees and forty-five (45) minutes; thence northwesterly in a straight line at right angles with the radius of the last described curve at its most northerly terminus, a distance of three thousand seven hundred seventy and  $1/10$  (3770.1) feet, to the beginning of a six (6) degree curve to the right, having a radius of five hundred fifty-five and  $37/100$  (555.37) feet; thence northwesterly along said six (6) degree curve, a distance of three hundred and forty-eight (348) feet, turning through an angle of twenty (20) degrees and fifty-three (53) minutes; thence northwesterly in a straight line at right angles with the radius of the last above described curve at its most northerly terminus, a distance of three hundred seven and  $6/10$

(307.6) feet, crossing Main Street and making an angle therewith at the right of twenty (20) degrees; one (1) minute to the beginning of a six (6) degree curve to the right; thence northwesterly along a six (6) degree curve to the right, said curve having a radius of nine hundred fifty-five and  $37/100$  (955.37) feet, a distance of three hundred thirty-three and  $6/10$  (333.6) feet, turning through an angle of twenty (20) degrees and one (1) minute, to a point in Lot Fourteen (14), Block Three (3) Hunters Second Division of Connor's Point, which point is the most northerly terminus of said three (3) degree curve and is distant one hundred and seventy-four (174) feet westerly from the center line of Main Street, measured at right angles thereto; thence northwesterly in a straight line and at right angles with the radius of the last above described curve at its most northerly terminus, a distance of two thousand four hundred seventy-five (2475) feet, more or less, passing through a point on the northerly line of lot three (3), in block five (5), of said Hunter's Second Division, which point is twenty-three (23) feet westerly of the most easterly corner of said lot three (3) when measured along the northerly line of said lot, and through a point in the boundary line between lots twelve (12) and thirteen (13) of Connor's Point, which point is one hundred and seventy-four (174) feet southwesterly of the center line of Main Street, when measured along said boundary line between said lots twelve (12) and thirteen (13); thence northwesterly and northerly along an eight (8) degree curve to the right, having a radius of seven hundred sixteen and  $78/100$  (716.78) feet, for a distance of two hundred ninety-eight and  $75/100$  (298.75) feet, turning through an angle of twenty-three (23) degrees and fifty-four (54) minutes; thence northerly in a straight line at right angles with the radius of the last described curve at its most northerly terminus, a distance of two hundred forty-two and  $2/10$  (242.2) feet, to the center of the easterly main track as now located on the southerly end of Interstate Bridge.

† The transition curves hereinbefore mentioned are according to the system of spirals to regular curves as defined by W. H. Searles.

The grantors reserve to themselves, their successors and assigns, forever, the perpetual right and easement to construct and maintain two standard guage railroad tracks laid with thirteen (13) or fourteen (14) foot centers on, over and across the lots and lands hereinbefore conveyed, and forever operate a railroad thereon, at such points thereon as are described as follows, viz:

1. In the northeast quarter of southwest quarter of northwest quarter and the southeast quarter of northwest quarter of northwest quarter of section two (2), township forty-eight (48), range fourteen (14).
2. In Slaughter's Addition to the Townsite of Superior.
3. In Roy's Addition to the Townsite of Superior.
4. In block five hundred and eight (508) Sweetser Division.
5. In Lots six (6) and seven (7) Connor's Point.

Each of said crossings being shown on said map by greenlines.

TO HAVE AND TO HOLD THE SAME, Together with all the hereditaments and appurtenances belonging or in anywise appertaining thereto, to the said MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY COMPANY, its successors and assigns, FOREVER. And the said Wisconsin & Northern Minnesota Railway Company and the Nemadji River Land Company, each for itself, its successors and assigns does covenant with the said MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY COMPANY, its successors and assigns that it has not made, done executed or suffered any act or thing whatsoever whereby the above described lands or any part thereof now or at any time hereafter shall or may be imperiled, charged or incumbered in any manner whatsoever; And the title to the above granted premises against all persons lawfully claiming the same from, through or under the said grantors or either of them, the said WISCONSIN & NORTHERN MINNESOTA RAILWAY COMPANY and THE NEMADJI RIVER LAND COMPANY will forever WARRANT and DEFEND.

IN WITNESS WHEREOF said Wisconsin & Northern Minnesota Railway Company has caused these presents to be signed by C. E. Wales, President, countersigned by Lyman T. Powell, its Secretary and its corporate seal to be hereunto affixed and the Nemadji River Land Company has caused these presents to be signed by Wm. A. Lancaster, its President, countersigned by George A. Lyon, its Secretary and its corporate seal to be hereunto affixed this 7<sup>th</sup> day of January A.D. 1910, pursuant to due authority.

Signed, Sealed & Delivered on behalf of the Wisconsin & Northern Minnesota Railway Company, in presence of....

A. M. Harris  
J. B. ...

WISCONSIN & NORTHERN MINNESOTA RAILWAY COMPANY

By C. E. Wales  
President  
Countersigned Lyman T. Powell  
Secretary

Signed, Sealed & Delivered on behalf of the Nemadji River Land Company, in presence of

Wm. A. Lancaster  
George A. Lyon

NEMADJI RIVER LAND COMPANY  
By Wm. A. Lancaster  
President  
Countersigned George A. Lyon  
Secretary

*Minnesota*  
STATE OF ~~WISCONSIN~~  
*Keuquin* ss  
COUNTY OF ~~DOUGLAS~~

On this *7<sup>th</sup>* day of *January* A.D. 1910  
came before the undersigned, C. E. Wales, President and Lyman T. Powell, Secretary of the Wisconsin & Northern Minnesota Railway Company, one of the Corporation grantors above named, to me known to be such officers thereof and to me known to be the persons who executed the foregoing deed as such President and Secretary and acknowledged that they had executed the same in their capacity as such, as the act and deed of such corporation.

*A. M. Harris*

Notary Public in and for  
~~Douglas County, Wisconsin~~

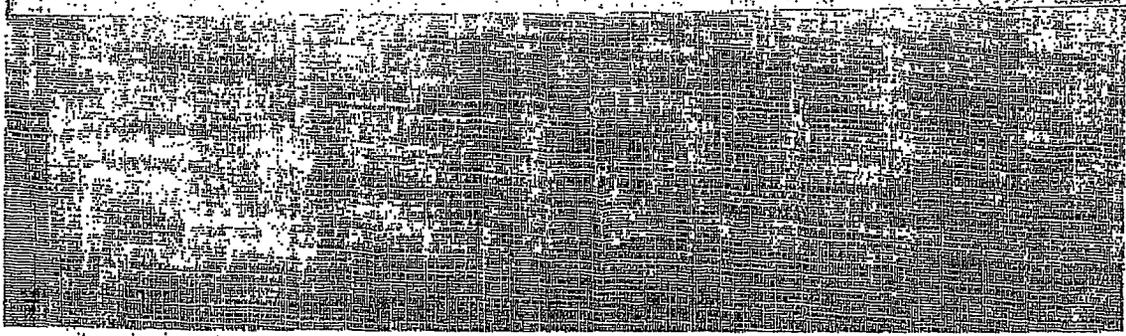
My Commission expires *Jan 22-1914* *Keuquin* *Minnesota*

STATE OF *Minnesota*  
COUNTY OF *Hennepin* ss

On this *seventh* day of *January* A.D. 1910  
came before the undersigned, Wm. A. Lancaster, the President and George A. Lyon, the Secretary of the Nemadji River Land Company, one of the Corporation grantors above named to me known to be such officers thereof and to me known to be the persons who executed the foregoing deed as such President and Secretary and acknowledged that they had executed the same in their capacity as such, as the act and deed of such corporation.

*Selin B. Proskowski*  
Notary Public in and for *Sack*

My Commission expires *Sept. 9<sup>th</sup> 1916* *County of Hennepin, Minnesota*



**2005 Property Record  
Superior/Douglas Co, WI**

**Owner**

SOO LINE RY CO  
501 MARQUETTE AVE  
MINNEAPOLIS MN 55402

**Co-Owner(s)**

**Property Information**

\* Parcel ID: 058050438300  
School Districts: 99 - TIF LEVY  
5663 - SUPERIOR SCHOOL DIST  
1700 - WITC (VTAE)

Township Range Section Qtr Qtr Section Qtr Section  
49N 14W 23

Lot:

Block:

Property Address:

Municipality:

VACANT  
CITY OF SUPERIOR

**Property Description**

THAT PART OF NE 1/4 SEC 23-49-14 WHICH LIES E OF A  
LINE THAT IS 600 FT W OF & PARALLEL WITH W  
BOUNDARY LINE OF E 1/2 OF SAID NE 1/4 & W OF A LINE  
THAT IS W OF PARALLEL WITH & 100 FT DISTANT FROM  
THE

**Tax Information**

		<u>Payments</u>	<u>Balance</u>
Tax Before Lottery Credit:	9,301.24		
Lottery Credit	.00		
Net Tax:	9,301.24	9,301.24	.00
Special Assessment:	.00	.00	.00
Special Charges:	?	.00	.00
Delinquent Charges:	.00	.00	.00
Woodland Tax:	.00	.00	.00
Private Forest Crop:	.00	.00	.00
Managed Forest Land:	.00	.00	.00
Property Tax Interest:	?	.00	.00
Special Tax Interest:	?	.00	.00
Property Tax Penalty:	?	.00	.00
Special Tax Penalty:	?	.00	.00
Total:	9,301.24	9,301.24	.00

**Land Valuation**

<u>Tax Code</u>	<u>Acres</u>	<u>Value</u>	<u>Improvements</u>	<u>Total</u>
G2	28.84	475,900.00	.00	475,900.00
	0.0	.00	.00	.00
	0.0	.00	.00	.00
	0.0	.00	.00	.00
	0.0	.00	.00	.00
	28.84	475,900.00	.00	475,900.00
Total Acres:				0
Assessment Ratio:				1.0332
Fair Market Value:				460600

## Responsible Party Statement Regarding Legal Description

The SOO Line Railroad Company doing business as Canadian Pacific Railway believes that the following legal document identifies the property that is within the contaminated site boundary at 310 North 19<sup>th</sup> Street (the Belknap Yard, AOC #2-The Roundhouse Disposal and Sewage Discharge Area) in Superior, Wisconsin (DNR BRRTS No. 02-16-270226).

- Deed, December 31, 1909

SOO Line Railroad Company doing business as Canadian Pacific Railway  
Responsible Party

Jeremy Coughlin - Project Consultant  
Printed Name and Title

  
Signature

8/11/09  
Date

## **Maps**

- **Location Map**
- **Detailed Site Map**
- **Geologic Cross-Section Map**
- **Soil Contamination Map**

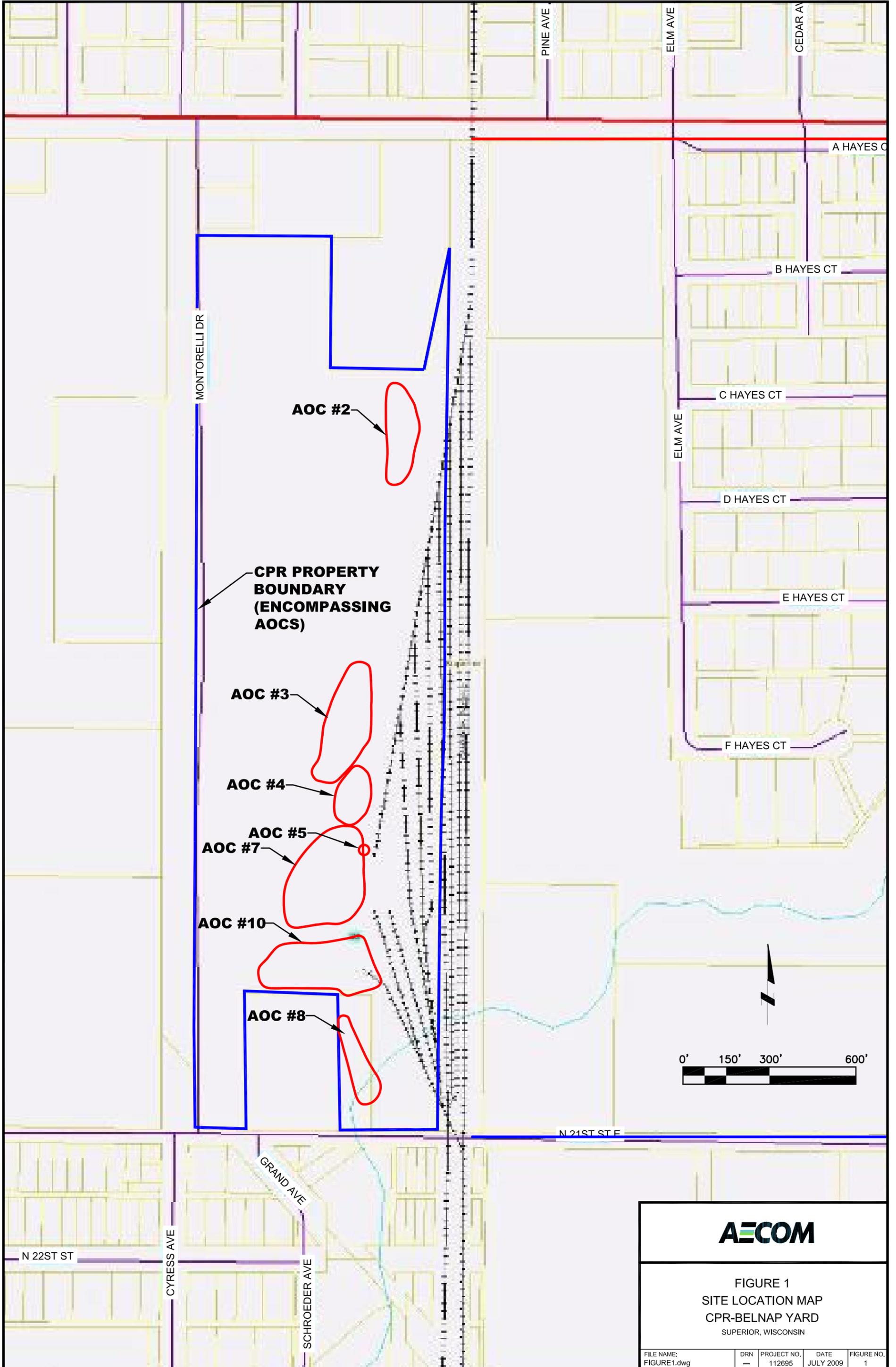
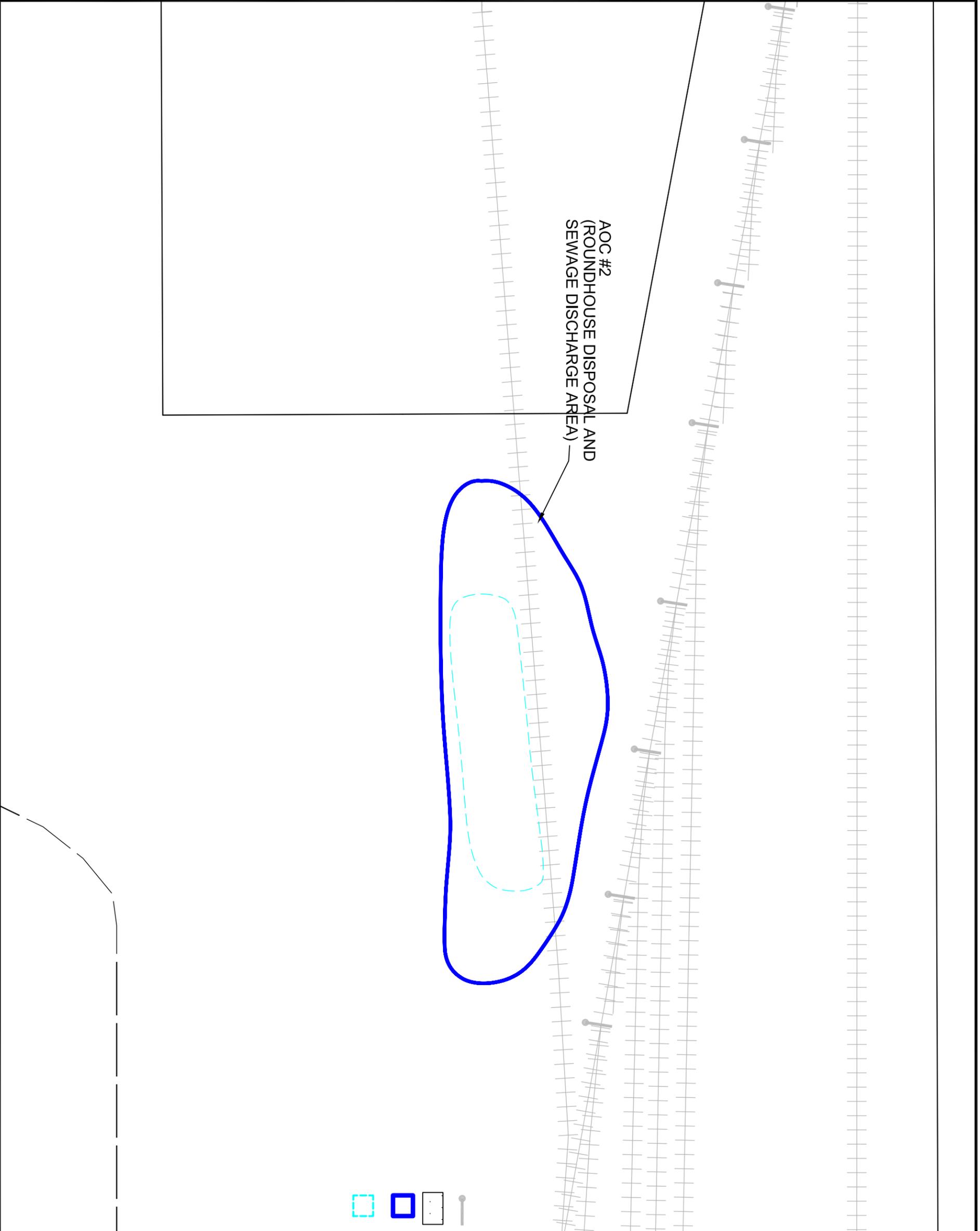


FIGURE 1  
SITE LOCATION MAP  
CPR-BELNAP YARD  
SUPERIOR, WISCONSIN

FILE NAME:	DRN	PROJECT NO.	DATE	FIGURE NO.
FIGURE1.dwg	-	112695	JULY 2009	1



- LEGEND**
- SWITCH
  - GRAVEL SURFACE
  - EXTENT OF AOC
  - EXCAVATION AREA

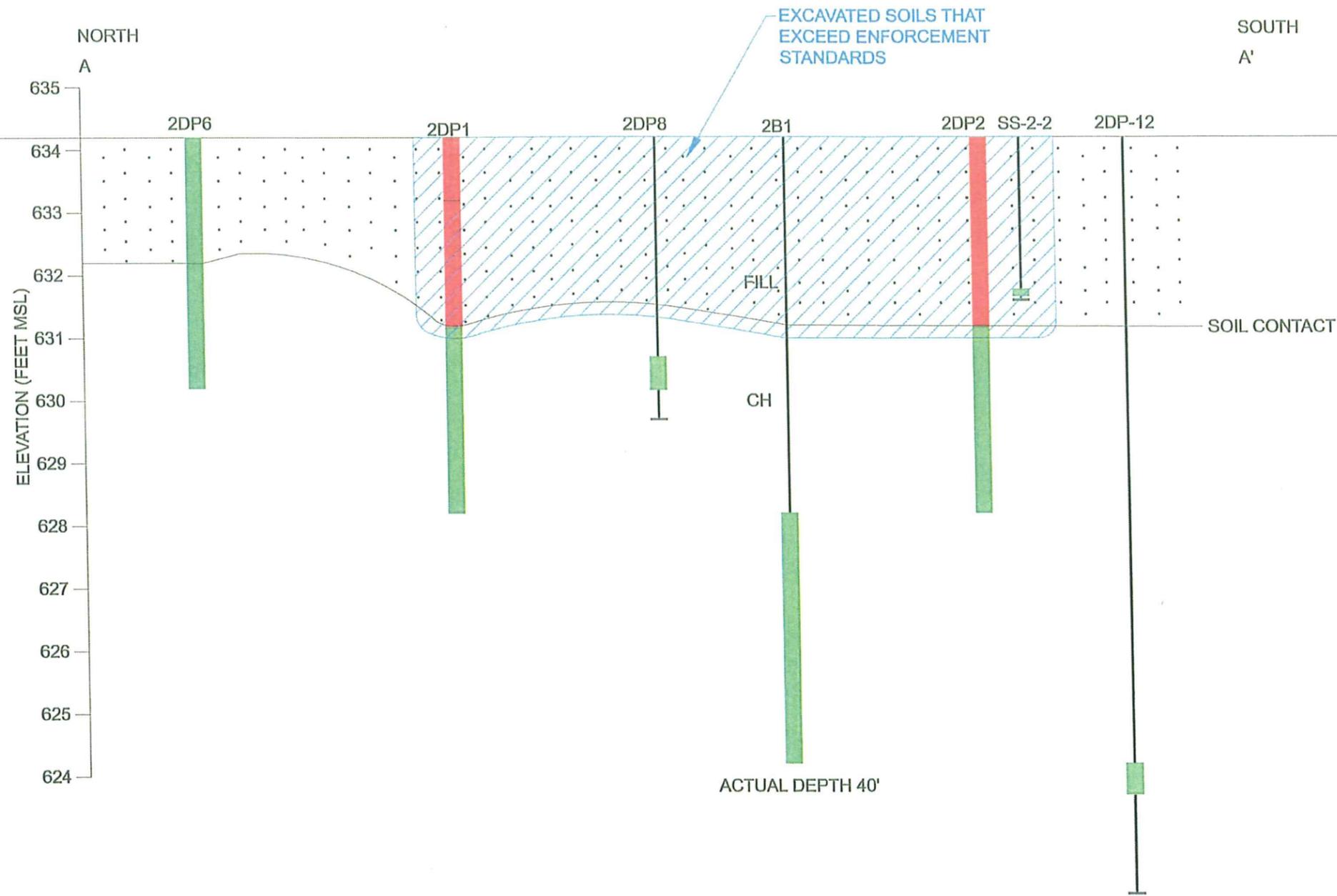


FIGURE 2  
 AOC #2  
 SITE PLAN  
 CPR-BELKNAP YARD  
 SUPERIOR, WISCONSIN

FILE NAME: FIG3_AOC2_2010.dwg	DRN DMA	PROJECT NO. 112695	DATE JAN 2010	FIGURE NO. 2
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(sebowi)\$( :sebowi  
(sjax)\$( :sjax

PSLscale: \$(getvar, "psl(scale)") Lscale: \$(getvar, "l(scale)")  
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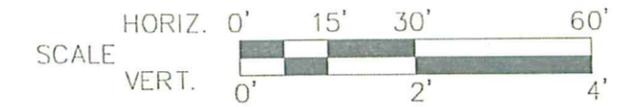
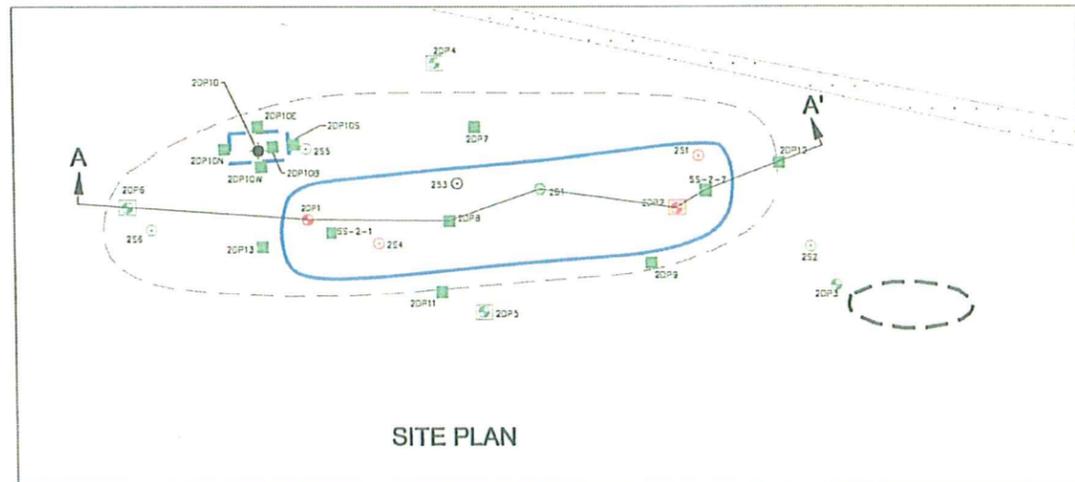


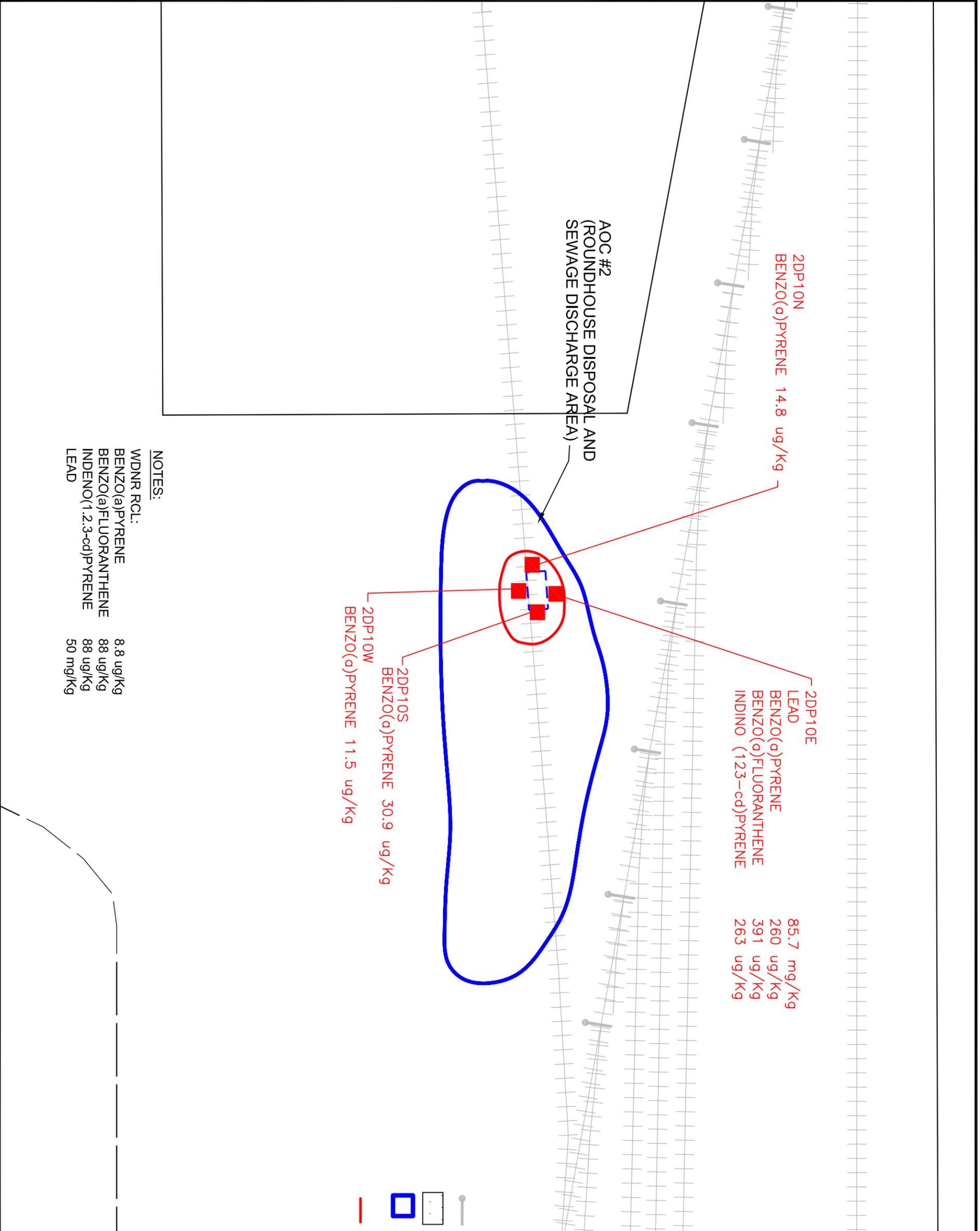
**LEGEND**

- FILL DARK BROWN TO BLACK SAND
- CH REDDISH BROWN FAT CLAY

**NOTE:**

1. RED SOIL SAMPLE INTERVALS INDICATE THAT CONTAMINANTS IN SAMPLE EXCEED ENFORCEMENT STANDARDS.
2. GREEN SOIL SAMPLE INTERVALS INDICATE THAT CONTAMINANTS IN SAMPLE BELOW ENFORCEMENT STANDARDS.





- LEGEND**
- SWITCH
  - ▭ GRAVEL SURFACE
  - ▭ EXTENT OF AOC
  - ESTIMATED EXTENT OF RESIDUAL SOIL CONTINUATION EXCEEDING NON-INDUSTRIAL DIRECT CONTACT OR GROUNDWATER PROTECTION RCL's.

**NOTES:**  
 WDNR RCL:  
 BENZO(a)PYRENE 8.8 ug/Kg  
 BENZO(a)FLUORANTHENE 88 ug/Kg  
 INDENO(1,2,3-cd)PYRENE 88 ug/Kg  
 LEAD 50 mg/Kg



FIGURE 3  
 AOC #2 - RESIDUAL  
 SOIL CONTAMINATION  
 CPR-BELKNAP YARD  
 SUPERIOR, WISCONSIN

FILE NAME:	DRN	PROJECT NO.	DATE	FIGURE NO.
FIG3_AOC2_2010.dwg	DMA	112895	JAN 2010	3

## **Tables**

- **Soil Analytical Table**

Summary of Detected Soil Analysis Results - AOC # 2  
Canadian Pacific Rail, Belknap Yard, Superior, WI

Sample ID	Industrial RCL for Direct Contact	Residential RCL for Direct Contact	RCLs for Protection of Groundwater	2DP10 N	2DP10 S	2DP10 E	2DP10 W	2DP10 B
Sample Date				10/26/2005	10/26/2005	10/26/2005	10/26/2005	10/26/2005
Sample Depth (feet)				1	1	1	1	1
Sample Description				fill	fill	fill	fill	clay

RCRA Metals (mg/kg)	500	50	NE	26	15	85.7	20.7	9.02
---------------------	-----	----	----	----	----	------	------	------

Volatile Organic Compounds (ug/kg)								
Benzene	NE	NE	5.5	<25	<25	<25	<25	<25
Bromobenzene	NE	NE	NE	<25	<25	<25	<25	<25
Bromodichloromethane	NE	NE	NE	<25 CSH, LCH, DUP				
n-Butylbenzene	NE	NE	NE	<25	<25	<25	<25	<25
sec-Butylbenzene	NE	NE	NE	<25	<25	<25	<25	<25
tert-Butylbenzene	NE	NE	NE	<25	<25	<25	<25	<25
Carbon Tetrachloride	NE	NE	NE	<25	<25	<25	<25	<25
Chlorobenzene	NE	NE	NE	<25	<25	<25	<25	<25
Chlorodibromomethane	NE	NE	NE	<25	<25	<25	<25	<25
Chloroethane	NE	NE	NE	<25 CSH, LCH				
Chloroform	NE	NE	NE	<25	<25	<25	<25	<25
Chloromethane	NE	NE	NE	<25 CSH, LCH				
2-Chlorotoluene	NE	NE	NE	<25	<25	<25	<25	<25
4-Chlorotoluene	NE	NE	NE	<25	<25	<25	<25	<25
1,2-Dibromo-3-chloropropane	NE	NE	NE	<25 CSH, LCH				
1,2-Dibromomethane	NE	NE	NE	<25	<25	<25	<25	<25
1,2-Dichlorobenzene	NE	NE	NE	<25	<25	<25	<25	<25
1,3-Dichlorobenzene	NE	NE	NE	<25	<25	<25	<25	<25
1,4-Dichlorobenzene	NE	NE	NE	<25	<25	<25	<25	<25
Dichlorodifluoromethane	NE	NE	NE	<25 CSH, LCH, DUP				
1,1-Dichloroethane	NE	NE	NE	<25	<25	<25	<25	<25
1,2-Dichloroethane	NE	NE	4.9	<25	<25	<25	<25	<25
1,1-Dichloroethylene	NE	NE	NE	<25	<25	<25	<25	<25
cis-1,2-Dichloroethylene	NE	NE	NE	<25	<25	<25	<25	<25
trans-1,1-Dichloroethylene	NE	NE	NE	<25	<25	<25	<25	<25
1,2-Dichloropropane	NE	NE	NE	<25	<25	<25	<25	<25
1,3-Dichloropropane	NE	NE	NE	<25 CSH, LCH				
2,2-Dichloropropane	NE	NE	NE	<25	<25	<25	<25	<25
Ethylbenzene	NE	NE	2,900	<25	<25	<25	<25	<25
Hexachlorobutadiene	NE	NE	NE	<25	<25	<25	<25	<25
Isopropylbenzene	NE	NE	NE	<25	<25	<25	<25	<25
Isopropyl Ether	NE	NE	NE	<25	<25	<25	<25	<25
p-Isopropyltoluene	NE	NE	NE	<25	<25	<25	<25	<25
Methyl t-Butyl Ether (MTBE)	NE	NE	NE	<25 CSH, LCH				
Methylene Chloride	NE	NE	NE	<25 LCH				
Naphthalene	NE	NE	NE	<25	<25	<25	<25	<25
n-Propylbenzene	NE	NE	NE	<25	<25	<25	<25	<25
Tetrachloroethylene	NE	NE	NE	<25 LCH				
1,1,2,2-Tetrachloroethane	NE	NE	NE	<25 CSH, LCH, DUP				
Toluene	NE	NE	1,500	<25	<25	<25	<25	<25
1,2,3-Trichlorobenzene	NE	NE	NE	<25	<25	<25	<25	<25
1,2,4-Trichlorobenzene	NE	NE	NE	<25	<25	<25	<25	<25
1,1,1-Trichloroethane	NE	NE	NE	<25	<25	<25	<25	<25
1,1,2-Trichloroethane	NE	NE	NE	<25 LCH				
Trichloroethylene	NE	NE	NE	<25 CSH				
Trichlorofluoromethane	NE	NE	NE	<25	<25	<25	<25	<25
1,2,4-Trimethylbenzene	NE	NE	NE	<25	<25	<25	<25	<25
1,3,5-Trimethylbenzene	NE	NE	NE	<25	<25	<25	<25	<25
Vinyl Chloride	NE	NE	NE	<25 DUP				
m- & p-Xylene	NE	NE	4,100	<25	<25	<25	<25	<25
o-Xylene	NE	NE	4,100	<25	<25	<25	<25	<25

PAH Compounds (ug/kg)								
Acenaphthene	60,000,000	900,000	38,000	<6.66	<6.55	<6.46	<5.47	<5.87
Acenaphthylene	360,000	18,000	700	<9.38	<9.19	<9.08	<7.67	<8.12
Anthracene	300,000,000	5,000,000	3,000,000	<2.98	<2.92	<2.89	<2.44	<2.58
Benzo(a)Anthracene	3,900	88	17,000	8.22 J, LCL	<5.71 LCL	<5.64 LCL	<4.77 LCL	<5.04 LCL
Benzo(a)Pyrene	390	8.8	48,000	14.8 LCL	30.9 LCL	260 LCL	11.5 LCL	<2.83 LCL
Benzo(b)Fluoranthene	3,900	88	360,000	23.2	43.5	391	13.7	3.33 J
Benzo(k)Fluoranthene	39,900	880	870,000	7.29 J	15.7	164	22.3	<3.57
Benzo(ghi)Perylene	39,000	1,800	6,800,000	20.2	42.6	301	14.2	4.38 J
Chrysene	390,000	8,800	37,000	14.8	3.2	260	<2.67	<2.83
Dibenzo(a,h)Anthracene	390	8.8	38,000	<1.99	<1.95	<1.93	<1.63	<1.72
Fluoranthene	40,000,000	600,000	500,000	51.6	114	1,410	<2.58	10.6
Fluorene	40,000,000	600,000	100,000	<2.64	<2.79	<2.75	<2.33	<2.46
Indeno(1,2,3-cd)Pyrene	3,900	88	680,000	15.5	34.3	263	11.2	2.69 J
1-Methyl Naphthalene	70,000,000	1,100,000	23,000	<4.97	<4.87	168	30.3	<4.31
2-Methyl Naphthalene	40,000,000	600,000	20,000	<5.82	<5.71	179	32.3	<5.04
Naphthalene	110,000	20,000	400	<2.27	<2.23	110	17.6	<1.97
Phenanthrene	3,900	18,000	1,800	19.7	40.9	271	26.9	4.78 J
Pyrene	30,000,000	500,000	8,700,000	13.5	57.9	248	<2.44	7.93 J

Notes:

- NE - Not Established
  - NA - Not Applicable
  - RCL means applicable "Residual Contaminant Level" based on human health risk from direct contact related to land use as listed in Table 2, Wisconsin Administrative Code, September 2007.
  - PAH standards are suggested generic RCLs for the industrial direct contact pathway listed in Table 1 of the DNR's Soil Cleanup Level's for PAHs Interim Guidance, April 1997.
  - J - estimated concentration below laboratory quantitation level.
  - CSH - Check standard for this analyte exhibited a high bias. Sample results may be biased high.
  - LCL - the laboratory control sample for this analyte exhibited a low bias. Sample results may also be biased low.
  - LCH - The laboratory control sample for this analyte exhibited a high bias. Sample results may also be biased high.
  - DUP - result of duplicate analysis in this quality assurance batch exceeds the limits for precision.
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