Canadian Pacific Railway

Canadian Pacific Railway is liable under CERCLA for releases of hazardous substances at the Ashland/NSP Lakefront Site (the "Site"). Section 107(a) of CERCLA provides that the following four categories of persons are liable under CERCLA:

- Current owners and operators[1] of the Site;
- Past owners and operators who owned or operated the facility at the time that hazardous substances were released;
- Persons[2] who arranged for either the treatment and/or disposal, or the transportation for treatment or disposal of hazardous substances at the facility; and,
- Persons who accepted hazardous substances for transport to disposal or treatment facilities that they selected.

A review of various corporate and historical records indicates that the Soo Line Railroad Company, a wholly-owned subsidiary of Canadian Pacific Railway, is the successor in interest to railroad lines originally developed by the Wisconsin Central Railroad Company[3], including the trackage that was developed and operated on the Site (*see* Chronology of Ashland Rail Line, attached as Exhibit A).

A title search and a review of historical operations at the Site shows that the Wisconsin Central began acquiring fee title to property within the Site in the early 1870s for development of a rail line (see Exhibit A and summary of title evidence, attached as Exhibit B). As the attached exhibits indicate, Canadian Pacific Railway had a controlling interest in Wisconsin Central as early as 1908.

The Wisconsin Central continued to own and operate rail lines at the Site until 1961, when the Wisconsin Central was merged with several other railroad companies to create the Soo Line Railroad Company. In 1986, Soo Line Railroad Company created a subsidiary called Lake States Transportation Division and transferred ownership of the former Wisconsin Central trackage to the newly-created subsidiary. The following year, Lake States Transportation Division was sold to a third-party. Canadian Pacific Railway, which had owned a controlling interest in the Soo Line for many years, purchased all remaining shares of Soo Line stock and made the Soo Line a wholly-owned subsidiary.

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[1] Section 101(21) of CERCLA defines an "owner or operator" as "(i) in the case of a vessel, any person owning, operating, or chartering by demise, such vessel, (ii) in the case of an onshore facility or an offshore facility, any person owning or operating such facility, and (iii) in the case of any facility, title or control of which was conveyed due to bankruptcy, foreclosure, tax delinquency, abandonment, or similar means to a unit of State or local government, any person who owned, or otherwise controlled activities at such facility immediately beforehand."

[2] A person is defined in CERCLA Section 101(21) as "an individual, firm, corporation, association, partnership, consortium, joint venture, commercial entity, United States government, State, municipality, commission, political subdivision of a State, or any interstate body."

[3] As indicated by the chronology attached as Exhibit A, the Wisconsin Central Railroad Company was incorporated in 1871 and was reorganized several times throughout its history. The original Wisconsin Central Railroad Company, as reorganized from time-to-time, is referred to herein as the "Wisconsin Central."

Exhibit A

Chronology of the Ashland Rail Line

1871 The **Wisconsin Central Railroad Company** was incorporated by special act of the Wisconsin Legislature. The company was granted hundreds of thousands of acres of land along a proposed route from Menasha to Ashland. From 1871 to 1877, Wisconsin Central Railroad Company was in the hands of Phillips & Colby Construction Company, who built the first 326 miles of tracks. Phillips & Colby Construction Company was an affiliate of Wisconsin Central Railroad Company. After 1877, Phillips & Colby Construction Company ceased to function. [1 2 3]

1872 The Wisconsin Central Railroad Company built the commercial dock on the Ashland waterfront and began laying track for a line from Ashland to Menasha, marking the beginning of Ashland's development as a shipping center.[4 5]

1877 The Wisconsin Central Railroad Company completed the line from Ashland to Menasha.[6]

1888 The **Canadian Pacific Railway** acquired a controlling interest in the Minneapolis, Sault Ste. Marie and Atlantic Railway, consolidating it with the Minneapolis and Pacific Railway, Minneapolis and St. Croix Railway and Aberdeen, Bismarck and North Western Railway to form the **Minneapolis, St. Paul and Sault Ste. Marie Railway** (the "**Soo Line,**" after the phonetic spelling of Sault). The Soo Line goes on to acquire a controlling interest in the Wisconsin Central in 1908 (see below).[7 8 9]

1899 The Wisconsin Central Railroad Company emerges from receivership, reorganized as the **Wisconsin Central Railway Company.**[10]

1908 The Soo Line acquired a majority ownership interest in the Wisconsin Central Railway Company.[11 12]

1909 The Soo Line entered into an agreement pursuant to which it leased all of Wisconsin Central Railway Company's lines for a 99-year period. In this manner, Soo Line acquired control of Wisconsin Central Railway Company, operating it as a separate division.[13 14 15]

1944 The Soo Line (*i.e.* the Minneapolis, St. Paul and Sault Ste. Marie Railway) was reorganized out of receivership as the **Minneapolis, St. Paul and Sault Ste. Marie Railroad Company**. The reorganized company continued to be known as the Soo Line.[16 17 18]

1954 The Wisconsin Central Railway Company once again emerges from receivership, reorganized as the **Wisconsin Central Railroad Company.** The Soo Line continued operating the Wisconsin Central pursuant to an amended operating agreement.[19 20]

1961 Three railroads—the Minneapolis, St. Paul and Sault Ste. Marie Railroad; the Wisconsin Central Railroad Company; and the Duluth South Shore and Atlantic Railway Company—merged to form the **Soo Line Railroad Company.**[21 22]

1986 In an effort to reduce costs, Soo Line formed the **Lake States Transportation Division** to operate a number of lines, including the former Wisconsin Central lines.[24]

1987 Unable to effectuate the desired cost savings, the Soo Line Railroad Corporation sold Lake States Transportation Division to Wisconsin Central Ltd.[25 26]

1992 The **Canadian Pacific Railway**, which had owned a controlling interest in the Soo Line for many years, purchased all remaining shares of Soo Line stock and made the Soo Line a wholly owned subsidiary.[23]

CANADIAN PACIFIC

2001 Wisconsin Central Ltd. was acquired by **Canadian National Railway.**[27 28]

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[1] Canadian National. *History of Wisconsin Central Railway*, http://www.cn.ca/en/company-history-wisconsin-central-railway.htm, 10/26/2009.

[2] Martin, Roy (1941). *History of the Wisconsin Central*. Bulletin No. 54, The Railway and Locomotive Historical Society, Inc., Boston, MA, pgs. 1-4.

[3] Martin (1941), pgs. 3-4

[4] Lyndon, James. *History of the Soo Line*. Ch. 9, www.pshswi.org/rrweb/wiscentral/lyden/chap9.html, 10/26/2009.

[5] Martin (1941), pgs. 22-28.

[6] Martin (1941), pgs. 22-28.

[7] Suprey, Leslie (1962). *Steam Trains of the Soo*, Humbolt & Beacon, Fortuna, CA, p. 12.

[8] 1900 Annual Report of Minneapolis, St. Paul & Sault Ste. Marie Railroad.

[9] Gjevre, John A. (1990). *Saga of the Soo, West from Shoreham* (second ed.). Morehead, Minnesota, pgs. 18-19.

[10] Martin (1941), pgs. 98-99.

[11] Dorin, Patrick C (1979). *The Soo Line*. Burbank, California. Superior Publishing Company, p. 20.

[12] 1909 and 1910 Annual Reports of Minneapolis, St. Paul & Sault Ste. Marie Railroad.

[13] Suprey (1962). p. 12.

[14] Dorin (1979). p. 16.

[15] 1909 and 1910 Annual Reports of Minneapolis, St. Paul & Sault Ste. Marie Railroad.

[16] Gjevre (1990). p. 19.

[17] Suprey (1962). p. 13.

[18] Dorin (1979). p. 13.

[19] Gjevre (1990). p. 19.

[20] 1954 Annual Report of Wisconsin Central Railroad.

[21] Gjevre (1990), p. 19.

[22] Dorin (1979). pgs. 13 and 20.

[23] Gjevre (1990). pgs. 19 and 37.

[24] 1986 Annual Report of Soo Line Corporation.

[25] 1987 Annual Report of Soo Line Corporation.

[26] Gjevre (1990). p. 37.

[27] Plan of Merger between Wisconsin Central Transportation and Canadian National, 1/29/2001.

[28] Railroad Control Application filed by Canadian National, 4/9/2001.

Exhibit B

ASHLAND LAKEFRONT SITE
RAILROAD PROPERTY OWNERSHIP

BLOCK 25 – LOTS 1-6

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
1/28/1899	Pope Lumber Co.	Wisconsin Central Railroad	Easement	V. 55 P. 538 recorded 10/13/1898 V. 55 P. 587 # X9536 recorded 2/1/1899	a strip of land 25 feet in width for construction, maintenance and operation of a spur track over property described as: All of Block 25, Lot 1 of Block 26, and that portion of Lots 19, 20, 21, 22, 23 and 24 of Block 33 which lie north of the right of way of the Wisconsin Central Railroad, all in Ellis Division.	3/17/95 Grantor / Grantee search Railroad Abstract Easement
8/28/1905	John Schroeder Lumber Co.	Wisconsin Central Railway Company	Easement	V. 89 P. 289 # X24893 recorded 8/30/1905	A strip of land 17 feet in width for construction, maintenance and operation of a spur track over property described as: Lots 1, 2, 3, 4, 5, 6 in Block 25, and part of Lots 15, 16, 17, 18, 19 in Block 33, Ellis Division, Ashland, together with the riparian rights appurtenant thereto (Planing Mill Spur Change in line and 400' extension)	3/17/95 Grantor/ Grantee search Railroad Abstract Easement
9/26/1941	Ashland County	Wisconsin Central Railway Co.	Quitclaim Deed	Vol. 156, P. 429 #X106847 Recorded 9/26/1941	All those parts of lots 1-6 in Block 25 which are included within two lines running parallel with and 8 ½ feet distant easterly and 8 ½ feet distant westerly from the center line of the Wisconsin Central Railway Company's spur track #209	5/1941 Petition

BLOCK 27 – LOTS 1-6

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
7/18/1873	Edwin and Martha Ellis	Phillips & Colby Construction	Warranty Deed	Vol. 5, P. 402 Recorded 7/29/1874	Lots 1 & 2, in Block 27	3/17/95 Grantor/ Grantee search
1/1/1877	Phillips & Colby Construction	Wisconsin Central Railroad Co.	Deed	Vol. 7, P. 63 #3249 Recorded 12/19/1877	Lots 1 & 2, in Block 27	3/17/95 Grantor/ Grantee search
1/4/1879	Wisconsin Central Railroad Co.	John Stewart and Edwin Abbot	Quitclaim Deed	Vol. 12 P. 98 #10532 recorded 4/14/1879	Lots 1 & 2, in Block 27	3/17/95 Grantor/ Grantee search
10/9/1882	Wisconsin Central Railroad Co. (Trustees are Steward/Abbot)	Lucy Barber Francis Poor Tirzah Poor Lisa Prentice	Quitclaim Deed	V. 12 P. 98 #10532 Recorded 1/23/1883	Lots 1 & 2, in Block 27	3/17/95 Grantor/ Grantee search

BLOCK 28 – LOTS 1-6

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
7/18/1873	Edwin and Martha Elllis	Phillips & Colby Construction	Warranty Deed	V. 5 P. 402 recorded 7/29/1874	Lots 1-6, Block 28	3/17/95 Grantor/ Grantee search
1/1/1877	Phillips & Colby Construction	Wisconsin Central Railroad Co.	deed	V. 7 P. 63 # 3249 recorded 12/19/1877	Lots 1-6, Block 28	3/17/95 Grantor/ Grantee search
1/4/1889	Wisconsin Central Railroad Co.	John Stewart and Edwin Abbot	Quitclaim Deed	V. 7 P. 313 #3435 recorded 4/14/1879	Lots 1-6, Block 28	3/17/95 Grantor/ Grantee search
6/1/1900	John Stewart and Edwin Abbot	Wisconsin Central Railroad Co.	Warranty Deed	V. 67 P. 439 # X12369 recorded 7/11/1900	Lots 1-6, Block 28	3/17/95 Grantor/ Grantee search
8/12/1941	Ashland County	Wisconsin Central	Quitclaim Deed	V. 156 P. 429 # 106847 recorded 9/26/1941	All that part of Lot 1 in Block 28 which lies southerly of the following described line: Beginning at the point of intersection of the northeasterly line of 7th Ave. E. with a line running parallel with and 50 feet distant northwesterly from the center line of Bay City Spur; thence southwesterly along the last mentioned parallel line and a line running parallel with and 50 feet distant northwesterly from the center line of the Wis. Cen. RR spur Tract #200 to a point where a curve to the right with a radius of 573.686' will begin in order to be tangent to a northwesterly extension of the southwesterly line of Block 29 in Ellis Division, thence southwesterly, westerly and northwesterly along said above mentioned curved line to a point of intersection with the southwesterly line of Block 28	5/1941 Petition
12/15/1981	Soo Line Railroad Co.	Northland College	Warranty Deed	V364 P. 447 # X204751 recorded 4/21/1982	(See deed for complete legal description) A parcel of land comprising…Blocks 28, 29, 30, 31, 32 and 33 all in Ellis Division…commencing at the point of intersection of the northeasterly line of 7th Eve. E. with a line running parallel with the 50 feet distant northwesterly from the center line of the Soo Line Railroad Bay City Spur …over Blockers 37, 36, 21 and 22 in Ellis Division; thence westerly along a line running parallel with and 50 feet distance northwesterly from the center line of said Bay City Spur and the centerline of the Commercial Dock Track of the Soo Line Railroad … across lands to a point in the northerly line of Block 33, Ellis Division where a curve to the right, with a radius of 573.686 feet will start in order to	Deed

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
					be tangent to a line drawn parallel with and 125 feet distant southwesterly from the southwesterly line of 2nd Ave. E. being the actual point of beginning; thence southwesterly, westerly, and northwesterly along said above mentioned curved lien to a point 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly; thence northwesterly on a line drawn parallel with and 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly to the established Government Dock Line in Chequamegon Bay… it being the intent of the Soo Line Railroad Company to convey all the upland, filled land, including the Commercial Dock and riparian rights that it owns lying within the above description.	

BLOCK 29 – LOTS 1-6

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
1/1/1877	Phillips & Colby Construction Co.	Wisconsin Central Railroad Company	deed	V. 7 P. 63 # 3249 recorded 12/19/1877	Lots 4, 5, and 6 in Block 29	3/17/95 Grantor/ Grantee search
1/4/1879	Wisconsin Central Railroad Co.	John Stewart and Edwin Abbot	Quitclaim Deed	V. 7 P. 313 # 3435 recorded 4/14/1879	Lots 4, 5, and 6 in Block 29	3/17/95 Grantor/ Grantee search
6/1/1900	John Stewart and Edwin Abbot	Wisconsin Central Railroad Co.	Warranty Deed	V. 67 P. 439 # X12369 recorded 7/11/1900	Lots 4, 5, and 6 in Block 29	3/17/95 Grantor/ Grantee search
12/15/1981	Soo Line Railroad Company	Northland College	Quitclaim deed	V. 364 P. 447 # X204751 recorded 4/2/1982	(See deed for complete legal description) A parcel of land comprising…Blocks 28, 29, 30, 31, 32 and 33 all in Ellis Division…commencing at the point of intersection of the northeasterly line of 7th Eve. E. with a line running parallel with the 50 feet distant northwesterly from the center line of the Soo Line Railroad Bay City Spur …over Blockers 37, 36, 21 and 22 in Ellis Division; thence westerly along a line running parallel with and 50 feet distance northwesterly from the center line of said Bay City Spur and the centerline of the Commercial Dock Track of the Soo Line Railroad … across lands to a point in the northerly line of Block 33, Ellis Division where a curve to the	Deed

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
					right, with a radius of 573.686 feet will start in order to be tangent to a line drawn parallel with and 125 feet distant southwesterly from the southwesterly line of 2nd Ave. E. being the actual point of beginning; thence southwesterly, westerly, and northwesterly along said above mentioned curved lien to a point 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly; thence northwesterly on a line drawn parallel with and 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly to the established Government Dock Line in Chequamegon Bay… it being the intent of the Soo Line Railroad Company to convey all the upland, filled land, including the Commercial Dock and riparian rights that it owns lying within the above description.	

BLOCK 30 – LOTS 1-6

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
7/18/1873	Edwin & Martha Ellis	Phillips & Colby Construction	warranty deed	V. 5 P. 402 recorded 7/29/1874	Lots 5 and 6, Block 30	3/17/95 Grantor/ Grantee search
1/1/1877	Phillips & Colby Construction Co.	Wisconsin Central Railroad Co.	deed	V. 7 P. 63 # 3249 recorded 12/19/1877	Lots 5 and 6, Block 30	3/17/95 Grantor/ Grantee search
1/4/1879	Wisconsin Central Railroad Co.	John Stewart and Edwin Abbot	quitclaim deed	V. 7 P. 313 # 3435 recorded 4/14/1879	Lots 5 and 6, Block 30	3/17/95 Grantor/ Grantee search
6/1/1900	John Stewart and Edwin Abbot	Wisconsin Central Railroad Co.	warranty deed	V. 67 P. 439 # X12369 recorded 7/11/1900	Lots 5 and 6, Block 30	3/17/95 Grantor/ Grantee search
12/15/1981	Soo Line Railroad Co.	Northland College	quitclaim deed	V. 396 P. 148 # X215149 recorded 1/30/1986	(See deed for complete legal description) A parcel of land comprising…Blocks 28, 29, 30, 31, 32 and 33 all in Ellis Division…commencing at the point of intersection of the northeasterly line of 7th Eve. E. with a line running parallel with the 50 feet distant northwesterly from the center line of the Soo Line Railroad Bay City Spur …over Blockers 37, 36, 21 and 22 in Ellis Division; thence westerly along a line running parallel with and 50 feet	Deed

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
					distance northwesterly from the center line of said Bay City Spur and the centerline of the Commercial Dock Track of the Soo Line Railroad … across lands to a point in the northerly line of Block 33, Ellis Division where a curve to the right, with a radius of 573.686 feet will start in order to be tangent to a line drawn parallel with and 125 feet distant southwesterly from the southwesterly line of 2nd Ave. E. being the actual point of beginning; thence southwesterly, westerly, and northwesterly along said above mentioned curved lien to a point 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly; thence northwesterly on a line drawn parallel with and 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly to the established Government Dock Line in Chequamegon Bay… it being the intent of the Soo Line Railroad Company to convey all the upland, filled land, including the Commercial Dock and riparian rights that it owns lying within the above description.	

BLOCK 31 – LOTS 1-24

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
7/9/1873	Rensalaen Nelson	Wisconsin Central Railroad Co.	quitclaim deed	V. 5 P. 81	All of Lots 16 & 17 in Block 31	3/17/95 Grantor/ Grantee search Railroad Abstract
7/17/1873	Edwin and Martha Ellis	Wisconsin Central Railroad Co.	Right of Way	V. 5 P. 400 recorded 7/29/1874	100 ' Right of way in lots 1-11 in Block 31	3/17/95 Grantor/ Grantee search Railroad Abstract
7/18/1873	Edwin and Martha Ellis	Phillips & Colby Construction Co.	Warranty Deed	V. 5 P. 402 recorded 7/29/1874	Lots 13, 14, 15, 18, 19, 20, 21, 22, 23, and 24 in Block 31	3/17/95 Grantor/ Grantee search
1/1/1877	Phillips & Colby Construction Co.	Wisconsin Central Railroad Co.	deed	V. 7 P. 63 # 3249 recorded 12/19/1877	All of Lots 13, 14, 15, 18, 19, 20, 21, 22, 23, and 24 in Block 31	3/17/95 Grantor/ Grantee search Railroad Abstract
unknown	Charles Willes	Wisconsin Central Railroad	Award of Coms. – Receipt of Award		Cond. 100' Lot 12 , Block 31	Railroad Abstract

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
1/4/1879	Wisconsin Central Railroad Co.	John Stewart and Edwin Abbot	quitclaim deed	V. 7 P. 313 # 3435 recorded 4/14/1879	Lots 13, 14, 15, 18, 19, 20, 21, 22, 23, and 24 in Block 31	3/17/95 Grantor/ Grantee search
11/14/1884	S. S. Fifield and wife	Wisconsin Central Railroad Co.	warranty deed	V. 15 P. 386 # 12433 recorded 11/20/1884	A strip of land 20 feet wide extending across the south ½ of Block 31 from the easterly center of which said strip of land, the center line of the Superior Lumber company's sidetrack is now located so as to leave ½ in width on each side of said center line. It is expressly agreed and understood that the grantors only convey the easement of the right of way to the grantee and that if said right of way should ever cease to be used for railway purposes, the same is to revert to the grantors hers. This conveyance shall not convey any riparian rights.	Deed Railroad Abstract
6/26/1900	John Stewart and Edwin Abbot	Wisconsin Central Railroad Co.	warranty deed	V. 67 P. 439 # X12369 recorded 7/11/1900	Lots 13, 14, 15, 18, 19, 20, 21, 22, 23, and 24 in Block 31	3/17/95 Grantor/ Grantee search
12/15/1981	Soo Line Railroad Co.	Northland College	quitclaim deed	V. 364 P. 447 # X204751 recorded 4/2/1982	(See deed for complete legal description) A parcel of land comprising…Blocks 28, 29, 30, 31, 32 and 33 all in Ellis Division…commencing at the point of intersection of the northeasterly line of 7th Eve. E. with a line running parallel with the 50 feet distant northwesterly from the center line of the Soo Line Railroad Bay City Spur …over Blockers 37, 36, 21 and 22 in Ellis Division; thence westerly along a line running parallel with and 50 feet distance northwesterly from the center line of said Bay City Spur and the centerline of the Commercial Dock Track of the Soo Line Railroad … across lands to a point in the northerly line of Block 33, Ellis Division where a curve to the right, with a radius of 573.686 feet will start in order to be tangent to a line drawn parallel with and 125 feet distant southwesterly from the southwesterly line of 2nd Ave. E. being the actual point of beginning; thence southwesterly, westerly, and northwesterly along said above mentioned curved lien to a point 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly; thence northwesterly on a line drawn parallel with and 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly to the established Government Dock Line in Chequamegon Bay… it being the intent of the Soo Line Railroad Company to convey all the upland, filled land, including the Commercial Dock and riparian rights that it owns lying within	Deed

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
					the above description.	

BLOCK 32 – LOTS 1-5

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
12/19/1873	George and Mary Stuntz	Wisconsin Central Railway Co.	quitclaim deed	V. 5 P. 367 recorded 6/9/1874	A strip of land 50' wide on either side of the center of the railroad track in Lots 1-5, Block 32 100' right of way in Lots 1, 2, 3, 4, 5, 6, 19, 20, 21, 22, 23, 24 in Block 32	3/17/95 Grantor/ Grantee search Railroad abstract
2/18/1907	John and Cornelia Burch	Wisconsin Central	quitclaim deed	V. 93 P. 56 # X26667 recorded 2/23/1907	All that part of lots 1-5 in Block 32 which lies northerly of the right of way of Wisconsin Central Railway Co.	Deed
8/12/1941	Ashland County	Wisconsin Central Railroad Co.	quitclaim deed	V. 156 P. 429 # X106847 recorded 9/26/1941	Those parts of lots 1-5 in Block 32 lying north of the railroad right of way.	5/1941 Petition
12/15/1981	Soo Line Railroad	Northland College	quitclaim deed	V. 364 P. 447 # X204751 recorded 4/2/1982	See deed for complete legal description) A parcel of land comprising…Blocks 28, 29, 30, 31, 32 and 33 all in Ellis Division…commencing at the point of intersection of the northeasterly line of 7th Eve. E. with a line running parallel with the 50 feet distant northwesterly from the center line of the Soo Line Railroad Bay City Spur …over Blockers 37, 36, 21 and 22 in Ellis Division; thence westerly along a line running parallel with and 50 feet distance northwesterly from the center line of said Bay City Spur and the centerline of the Commercial Dock Track of the Soo Line Railroad … across lands to a point in the northerly line of Block 33, Ellis Division where a curve to the right, with a radius of 573.686 feet will start in order to be tangent to a line drawn parallel with and 125 feet distant southwesterly from the southwesterly line of 2nd Ave. E. being the actual point of beginning; thence southwesterly, westerly, and northwesterly along said above mentioned curved lien to a point 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly; thence northwesterly on a line drawn parallel with and 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly to	Deed

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
					the established Government Dock Line in Chequamegon Bay… it being the intent of the Soo Line Railroad Company to convey all the upland, filled land, including the Commercial Dock and riparian rights that it owns lying within the above description.	

BLOCK 32 – LOTS 6-12

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
8/27/1872	Cornelia and Daniel Baker	Wisconsin Central Railroad Co.	warranty deed	V. 5 P. 87	A tract of land running through the center of Lot 12, Block 32 100' right of way	3/17/95 Grantor/ Grantee search Railroad Abstract
7/17/1873	Edwin and Martha Ellis	Wisconsin Central Railroad Co.	deed	V. 5 P. 400 recorded 7/29/1874	Right of way for railroad through the following lots 7, 8, 9, 10 and 11 in Block 32 being 100 feet in width	3/17/95 Grantor/ Grantee search
12/19/1873	George and Mary Stuntz	Wisconsin Central Railroad Co.	quitclaim deed	V. 5 P. 364 recorded 6/9/1874	a strip 50 feet in width on each side of the center line of track running through Lot 6 in Block 32 100' Right of Way in Lots 1, 2, 3, 4, 5, 6, 19, 20, 21, 22, 23, 24, in Block 32	3/17/95 Grantor/ Grantee search Railroad Abstract
7/6/1874	Edwin and Martha Ellis	Wisconsin Central Railroad Co.	quitclaim deed	V. 5 P. 390 recorded 7/10/1874	50 feet on each side of the railroad track running thru lots 7, 8, 9, 10 and 11 in Block 32	3/17/95 Grantor/ Grantee search Railroad Abstract
12/10/1887	Wisconsin Central Railroad Co., John Stewart and Edwin Abbot, Trustees, Chas. Colby, atty-in-fact	Charles Collins	quitclaim deed	V. 19D P. 355 recorded 1/9/1888	All that part of Lots 13, 14, 15 and 16, Block 32, Lots 19-24, Block 33 and Blocks 24 and 34, Ellis Division, which lies northwesterly from the center line of the Bay Shore track, as well as all riparian rights and all riparian rights north of Block 33 on Prentice Street owned by grantor.	Railroad Abstract
12/15/1981	Soo Line Railroad	Northland College	quitclaim deed	V. 364 P. 447 # X204751 recorded 4/2/1982	See deed for complete legal description) A parcel of land comprising…Blocks 28, 29, 30, 31, 32 and 33 all in Ellis Division…commencing at the point of intersection of the northeasterly line of 7th Eve. E. with a line running parallel with the 50 feet distant northwesterly from the center line of the Soo Line Railroad Bay City Spur …over Blockers 37, 36, 21 and 22 in Ellis Division; thence westerly along a line running parallel with and 50 feet distance northwesterly from the center line of said Bay City	Deed

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
					Spur and the centerline of the Commercial Dock Track of the Soo Line Railroad … across lands to a point in the northerly line of Block 33, Ellis Division where a curve to the right, with a radius of 573.686 feet will start in order to be tangent to a line drawn parallel with and 125 feet distant southwesterly from the southwesterly line of 2nd Ave. E. being the actual point of beginning; thence southwesterly, westerly, and northwesterly along said above mentioned curved lien to a point 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly; thence northwesterly on a line drawn parallel with and 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly to the established Government Dock Line in Chequamegon Bay… it being the intent of the Soo Line Railroad Company to convey all the upland, filled land, including the Commercial Dock and riparian rights that it owns lying within the above description.	

BLOCK 32 – LOTS 13-24

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
10/12/1872	Samuel and Emily Eustis	Wisconsin Central Railway Co.	warranty deed	V. 5 P. 91	A tract of land 100 feet wide running through Lot 13 in Block 32 for the establishment of a railroad track	3/17/95 Grantor/ Grantee search
7/18/1873	Edwin and Martha Ellis	Phillips & Colby Construction Co.	warranty deed	V. 5 P. 402	Lots 14, 15, 16, 17 and 18 in Block 32	3/17/95 Grantor/ Grantee search
12/19/1873	George and Mary Stuntz	Wisconsin Central Railroad Co.	quitclaim deed	V. 5 P. 367 recorded 6/9/1874	Rights of way across Lots 19, 20, 21, 22, 23, 24 in Block 32	3/17/95 Grantor/ Grantee search Railroad Abstract
1/1/1877	Phillips & Colby Construction	Wisconsin Central Railroad Co.	deed	V. 7 P. 63 # 3249 recorded 12/19/1877	All of Lots 14, 15, 16, 17 and 18 in Block 32	3/17/95 Grantor/ Grantee search Railroad Abstract
1/4/1879	Wisconsin Central Railroad Co.	John Stewart and Edwin Abbot	quitclaim deed	V. 7 P. 313 # 3435 recorded 4/14/1879	Lots 14, 15, 16, 17 and 18 in Block 32	3/17/95 Grantor/ Grantee search Railroad Abstract

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
10/9/1882	Wisconsin Central Railroad, John Sterwart and Edwin Abbot Trustees	L. Barber, F. Poor, T. Poor and L. Prentice	quitclaim deed	V. 12 P. 98 # 10532 recorded 1/23/1883	Lots 13, 14, 15, 16 which lies north of a line parallel with a 50' northerly distant line from the center line of the dock tract of Wisconsin Central Railroad	3/17/95 Grantor/ Grantee search
12/10/1887	Wisconsin Central Railroad, John Stewart and Edwin Abbot Trustees	Charles C. Collins	quitclaim deed	V. 19 P. 355 # 7756a recorded 1/9/1888	All that part of Lots 13, 14, 15, 16 in Block 32 which lies northwesterly of a line drawn parallel with & 50' distant northwesterly from the center line of the Bay Shore tracks as well as riparian rights north of Block 33 on Prentice St.	3/17/95 Grantor/ Grantee search
2/18/1907	John and Cornelia Burch	Wisconsin Central Railway Co.	quitclaim deed	V. 93 P. 56 # X28667 recorded 2/23/1907	Lots 19, 20, 21, 22, 23, 24 and all that part of Lots 1, 2, 3, 4 and 5, which lies northerly of the right of way of the Wisconsin Central Railway Company, all in Block 32, Ellis Division.	Deed Railroad Abstract
2/23/1907	Ashland Real Estate and Improvement Co.	Wisconsin Central Railway Co.	quitclaim deed	V. 52 P. 28 # X28668 recorded 2/23/1907	Lot 17 in Block 32	Deed Railroad Abstract
8/12/1941	Ashland County	Wisconsin Central Railway Co.	quitclaim deed	V. 156 P. 429 # X106849 recorded 9/26/1941	All those parts of Lots 1-5 which lies northwesterly of a line running parallel with and 50' distant southeasterly (measured at right angles) from said Commercial Dock track. All Lots 19-24. Those parts of Lots 13-18 which lie southerly of said northwesterly boundary line.	5/1941 Petition
12/15/1981	Soo Line Railroad Co.	Northland College	quitclaim deed	V. 364 P. 447 # X204751 recorded 4/2/1982	See deed for complete legal description) A parcel of land comprising…Blocks 28, 29, 30, 31, 32 and 33 all in Ellis Division…commencing at the point of intersection of the northeasterly line of 7th Eve. E. with a line running parallel with the 50 feet distant northwesterly from the center line of the Soo Line Railroad Bay City Spur …over Blockers 37, 36, 21 and 22 in Ellis Division; thence westerly along a line running parallel with and 50 feet distance northwesterly from the center line of said Bay City Spur and the centerline of the Commercial Dock Track of the Soo Line Railroad … across lands to a point in the northerly line of Block 33, Ellis Division where a curve to the right, with a radius of 573.686 feet will start in order to be tangent to a line drawn parallel with and 125 feet distant southwesterly from the southwesterly line of 2nd Ave. E. being the actual point of beginning; thence southwesterly, westerly, and northwesterly along said above mentioned curved lien to a point 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended	Deed

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
					northwesterly; thence northwesterly on a line drawn parallel with and 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly to the established Government Dock Line in Chequamegon Bay… it being the intent of the Soo Line Railroad Company to convey all the upland, filled land, including the Commercial Dock and riparian rights that it owns lying within the above description.	

BLOCK 33 – LOTS 13-24

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
8/27/1872	Cornelia and Daniel Baker	Wisconsin Central Railroad Co.	warranty deed	V. 5 P. 87 recorded 8/27/1872	a tract of land 100 feet wide in Lots 15 and 16 Block 33	3/17/95 Grantor/ Grantee search
7/17/1873	Edwin and Martha Ellis	Wisconsin Central Railroad Co.	deed	V. 5 P. 400 recorded 7/29/1874	Right of way 100 feet wide through lots 13, 14, 17, 18, 24 in Block 33	3/17/95 Grantor/ Grantee search Railroad Abstract
7/18/1873	Edwin and Martha Ellis	Phillips & Colby Construction Co.	warranty deed	V. 5 P. 402 recorded 7/29/1874	Lots 13, 14, 19, 20, 21, 22, 23, 24 in Block 33	3/17/95 Grantor/ Grantee search Railroad Abstract
7/6/1874	Edwin and Martha Ellis	Wisconsin Central Railroad Co.	quitclaim deed	V. 5 P. 390 recorded 7/10/1874	Right of way as necessary to operate a railroad, not to exceed 50' in width on each side of the center line of the track in Lots 13, 14, 17, 18, 24 in Block 33	3/17/95 Grantor/ Grantee search Railroad Abstract
1/1/1877	Phillips & Colby Construction Co.	Wisconsin Central Railroad Co.	quitclaim deed	V. 7 P. 313 #3435 record 12/19/1877	Lots 13, 14, 19, 20, 21, 22, 23, 24 in Block 33	3/17/95 Grantor/ Grantee search Railroad Abstract
1/4/1879	Wisconsin Central Railroad Co.	John Stewart and Edwin Abbot	quitclaim deed	V. 7. P. 313 # 3435 recorded 4/14/1879	Lots 13, 14, 19, 20, 21, 22, 23, 24 in Block 33	3/17/95 Grantor/ Grantee search Railroad Abstract
10/9/1882	Wisconsin Central Railroad Co.	L. Barber L. Prentice T. Poor F.X. Poor	quitclaim deed	V. 12 P. 98 # 10532 recorded 1/23/1883	Lots 19-23 in Block 33 lying north of a line parallel with an area 50 feet northerly distant from the center line of the dock track of Wisconsin Central Railroad Co.	3/17/95 Grantor/ Grantee search

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
12/10/1887	Wisconsin Central Railroad	Charles Collins	quitclaim deed	V. 19 P. 335 # 7756 recorded 1/9/1888	All that part of Lots 19-24 in Block 33 which lies northwesterly of a line drawn parallel with and 50' distant northwesterly from the center line of the Bay Shore track.	3/17/95 Grantor/ Grantee search Railroad Abstract
4/14/1891	Edwin and Martha Abbot	Wisconsin Central Railroad Co.	quitclaim deed	V. 39 P. 261 # 13909 recorded 4/22/1891	Lots 13 and 14 except for railroad right of way	3/17/95 Grantor/ Grantee search
10/5/1898	Pope Lumber Co.	Wisconsin Central Railroad Co.	Easement	V. 55 D P. 538 record 10/13/1898	Grants full license and permission to occupy in perpetuity a strip of land 25 feet wide for construction, maintenance and operation of a spur track over and across all of Block 25, Lot 1 of Block 26 and that portion of Lots 19-24 of Block 33 which lies north of the right of way of the Wisconsin Central Railroad, all in Ellis Division.	Railroad Abstract Easement
1/28/1899	Pope Lumber Co.	Wisconsin Central Railroad	Easement	V. 55 D P. 587 recorded 2/1/1899	Grants full license and permission ot occupy in perpetuity a strip of land 25 feet wide for the construction, maintenance and operation of a spur track across Lots 19-24, Block 33	Railroad Abstract
8/28/1905	John Schroeder Lumber Co.	Wisconsin Central Railway Co.	Easement	V. 89D P. 289 recorded 8/30/1905	Grants full license and permission to enter into and upon in perpetuity a strip of land 17 feet in width for the construction, maintenance and operation of a spur track over and across part of Lots 15-19 in Block 33	Railroad Abstract Easement
8/12/1941	Ashland County	Wisconsin Central Railroad Co.	quitclaim deed	V. 156 P. 429 # 106847 recorded 9/26/1941	All parts of Lots 17-24 in Block 33 which lie northwest of a line running parallel with and 50' distant southeast from the center line of commercial dock track and southeast of northwest boundary line.	5/1941 Petition
12/15/1981	Soo Line Railroad	Northland College	quitclaim deed	V. 364 P. 447 # X204751 recorded 4/2/1982	See deed for complete legal description) A parcel of land comprising…Blocks 28, 29, 30, 31, 32 and 33 all in Ellis Division…commencing at the point of intersection of the northeasterly line of 7th Eve. E. with a line running parallel with the 50 feet distant northwesterly from the center line of the Soo Line Railroad Bay City Spur …over Blockers 37, 36, 21 and 22 in Ellis Division; thence westerly along a line running parallel with and 50 feet distance northwesterly from the center line of said Bay City Spur and the centerline of the Commercial Dock Track of the Soo Line Railroad … across lands to a point in the northerly line of Block 33, Ellis Division where a curve to the right, with a radius of 573.686 feet will start in order to be tangent to a line drawn parallel with and 125 feet distant southwesterly from the southwesterly line of 2nd Ave. E. being the actual point of beginning; thence southwesterly, westerly, and northwesterly along said above mentioned	Deed

Date	Grantor	Grantee	Doc. Type	Recording Info	Legal Description	Source
					curved lien to a point 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly; thence northwesterly on a line drawn parallel with and 125 feet distant southwesterly from said southwesterly line of 2nd Ave. E. extended northwesterly to the established Government Dock Line in Chequamegon Bay… it being the intent of the Soo Line Railroad Company to convey all the upland, filled land, including the Commercial Dock and riparian rights that it owns lying within the above description.	

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