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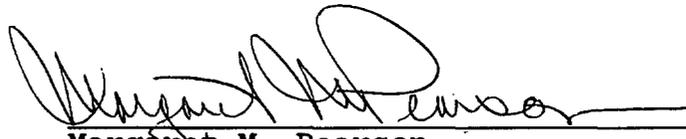
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INTERSTATE COMMERCE COMMISSION

CERTIFICATE

I, MARGARET M. PEARSON, Notary Public, State of Wisconsin, hereby certify that I have compared the attached copy of the Fifteenth Supplemental Indenture dated July 15, 1976 with the original instrument and found the copy to be complete and identical in all respects to the original.

Executed on this 9th day of December 1992.



Margaret M. Pearson
Notary Public, State of Wisconsin
My Commission expires March 19, 1995
Telephone: (414) 221-2235

(SEAL)

[CONFORMED COPY]

18035

DEC 10 1992 - 11 25 AM

INTERSTATE COMMERCE COMMISSION

WISCONSIN ELECTRIC POWER COMPANY

TO

FIRST WISCONSIN TRUST COMPANY

As Trustee

Fifteenth Supplemental Indenture

DATED JULY 15, 1976

**First Mortgage Bonds,
8¾% Series due July 15, 2006**

WISCONSIN ELECTRIC POWER COMPANY
Fifteenth Supplemental Indenture dated July 15, 1976

TABLE OF CONTENTS*

	PAGE
PARTIES	1
RECITALS	1
GRANTING CLAUSE	4
HABENDUM	4
EXCEPTIONS AND RESERVATIONS	4
GRANT IN TRUST	5
GENERAL COVENANT	5

ARTICLE I.

DESCRIPTION OF NEW BONDS.

Sec. 1. General description of New Bonds.....	5
Sec. 2. Denominations of New Bonds.....	7
Sec. 3. Form of New Bonds.....	7
Form of Trustee's Certificate.....	8
Sec. 4. Execution and form of temporary New Bonds.....	12

ARTICLE II.

ISSUE OF NEW BONDS.

Sec. 1. Limitation as to principal amount.....	13
Sec. 2. Initial issue of \$60,000,000 principal amount of New Bonds....	13

ARTICLE III.

REDEMPTION.

Sec. 1. New Bonds redeemable.....	13
Redemption prices (other than for Improvement and Sinking Fund, Maintenance and Replacement Fund or upon application of certain moneys included in trust estate).....	13
Redemption prices for Improvement and Sinking Fund and Maintenance and Replacement Fund or upon application of certain moneys included in trust estate.....	13
Sec. 2. Notice of Redemption.....	14

*NOTE: The Table of Contents is not part of the Supplemental Indenture and should not be considered as such. It is included only for purposes of convenience.

ARTICLE IV.

IMPROVEMENT AND SINKING FUND AND MAINTENANCE AND
REPLACEMENT FUND.

	PAGE
Sec. 1. Company to provide Improvement and Sinking Fund.....	14
Company to file annually:	
(a) Officers' Certificate as to New Bonds outstanding and re- tired	14
(b) If credit taken on basis of property additions, the certificates, etc. prescribed in (a) to (g) inclusive, of Sec- tion 4 of Article III of Original Indenture.....	15
Property Additions used as credit are in lieu of use for other purposes under Indenture	15
Company has right to anticipate requirements.....	15
Trustee to apply cash to purchase New Bonds.....	15
Company may direct Trustee to apply cash to redemption of New Bonds	16
Cash in excess of \$50,000 to be applied to redemption of New Bonds	16
Bonds delivered to Trustee or purchased or redeemed to be can- celled, and not to be available for other purposes under In- denture so long as New Bonds are outstanding.....	17
Sec. 2. Company to provide Maintenance and Replacement Fund as set forth in Paragraph (B) of Section 2 of Article IV of Supple- mental Indenture of March 1, 1949, so long as New Bonds are outstanding	17
New Bonds delivered to, purchased or redeemed by Trustee to be cancelled	17
Sec. 3. Company to pay Trustee accrued interest, premium, costs of giving notice and brokerage. Trustee to pay Company in event of purchase below principal amount.....	18
Sec. 4. Moneys received by Trustee other than for the Improvement and Sinking Fund or the Maintenance and Replacement Fund, or Bonds purchased with such moneys, not to be credited to Im- provement and Sinking Fund or Maintenance and Replacement Fund	18

ARTICLE V.

ADDITIONAL PARTICULAR COVENANTS OF THE COMPANY

	PAGE
Sec. 1. Restrictions on payment of dividends on or acquisition of Common Stock of the Company.....	18
Sec. 2. Definitions of "restricted payment" and "restricted payment on its Common Stock".....	19
Sec. 3. Title to mortgaged property.....	19

ARTICLE VI.

ARTICLE IV AND SECTION 1 OF ARTICLE V LIMITED.

Article IV and Sec. 1 of Article V to be binding only so long as New Bonds are outstanding.....	19
---	----

ARTICLE VII.

THE TRUSTEE.

Acceptance of trusts by the Trustee.....	20
Trustee not responsible for validity of Fifteenth Supplemental Indenture ..	20

ARTICLE VIII.

MISCELLANEOUS PROVISIONS.

Meanings of terms in Fifteenth Supplemental Indenture.....	20
Execution of Fifteenth Supplemental Indenture in counterparts.....	20
TESTIMONIUM	20
EXECUTION	21
COMPANY'S ACKNOWLEDGMENT	22
TRUSTEE'S ACKNOWLEDGMENT	22

SCHEDULE A.

DESCRIPTION OF PROPERTIES.

PARCELS OF REAL ESTATE.....	23
ELECTRIC TRANSMISSION LINES.....	142

SUPPLEMENTAL INDENTURE, dated the fifteenth day of July, Nineteen hundred and seventy-six (1976) made by and between WISCONSIN ELECTRIC POWER COMPANY, a corporation organized and existing under the laws of the State of Wisconsin (hereinafter called the "Company"), party of the first part, and FIRST WISCONSIN TRUST COMPANY, a corporation organized and existing under the laws of the State of Wisconsin (hereinafter called the "Trustee"), as Trustee under the Mortgage and Deed of Trust dated October 28, 1938, hereinafter mentioned, party of the second part;

WHEREAS, the Company has heretofore executed and delivered to the Trustee its Mortgage and Deed of Trust dated October 28, 1938, as amended June 1, 1946, May 1, 1952 and April 1, 1958 (said Mortgage and Deed of Trust, as so amended, being hereinafter sometimes referred to as the "Original Indenture"), to secure the payment of the principal of and the interest and premium, if any, on all Bonds at any time issued and outstanding thereunder, and to declare the terms and conditions upon which Bonds are to be issued thereunder; and indentures supplemental thereto dated October 28, 1938, June 1, 1946, March 1, 1949, June 1, 1950, May 1, 1952, May 1, 1954, April 15, 1956, April 1, 1958, November 15, 1960, November 1, 1966, November 15, 1967, May 15, 1968, May 15, 1969 and November 1, 1969, respectively, have heretofore been entered into between the Company and the Trustee; and

WHEREAS, Bonds have been issued by the Company under said Mortgage and Deed of Trust and indentures supplemental thereto prior to the date hereof as follows:

(1) \$55,000,000 principal amount of First Mortgage Bonds, 3½ % Series due 1968, all of which have been redeemed prior to the date of execution hereof;

(2) \$50,000,000 principal amount of First Mortgage Bonds, 2⅝ % Series due 1976, all of which have been retired for sinking fund purposes or paid at maturity prior to the date of execution hereof;

(3) \$10,000,000 principal amount of First Mortgage Bonds, 2⅞ % Series due 1979 (herein called the "Bonds of 1979 Series"), which are described in the Supplemental Indenture dated March 1, 1949 (hereinafter called the "Supplemental Indenture of March 1, 1949"), of

which \$7,734,000 principal amount remain outstanding at the date of execution hereof;

(4) \$15,000,000 principal amount of First Mortgage Bonds, 2¾ % Series due 1980, which are described in the Supplemental Indenture dated June 1, 1950, of which \$11,461,000 principal amount remain outstanding at the date of execution hereof;

(5) \$12,500,000 principal amount of First Mortgage Bonds, 3¼ % Series due 1982, which are described in the Supplemental Indenture dated May 1, 1952, of which \$9,749,000 principal amount remain outstanding at the date of execution hereof;

(6) \$20,000,000 principal amount of First Mortgage Bonds, 3⅛ % Series due 1984, which are described in the Supplemental Indenture dated May 1, 1954, of which \$16,172,000 principal amount remain outstanding at the date of execution hereof;

(7) \$30,000,000 principal amount of First Mortgage Bonds, 3⅞ % Series due 1986, which are described in the Supplemental Indenture dated April 15, 1956, of which \$23,262,000 principal amount remain outstanding at the date of execution hereof;

(8) \$30,000,000 principal amount of First Mortgage Bonds, 4⅛ % Series due 1988, which are described in the Supplemental Indenture dated April 1, 1958, of which \$24,246,000 principal amount remain outstanding at the date of execution hereof;

(9) \$30,000,000 principal amount of First Mortgage Bonds, 5% Series due 1990, which are described in the Supplemental Indenture dated November 15, 1960, of which \$27,059,000 principal amount remain outstanding at the date of execution hereof;

(10) \$30,000,000 principal amount of First Mortgage Bonds, 5⅞ % Series due 1996, which are described in the Supplemental Indenture dated November 1, 1966, of which \$28,311,000 principal amount remain outstanding at the date of execution hereof;

(11) \$40,000,000 principal amount of First Mortgage Bonds, 6⅞ % Series due 1997, which are described in the Supplemental Indenture dated November 15, 1967, of which \$38,378,000 principal amount remain outstanding at the date of execution hereof;

(12) \$35,000,000 principal amount of First Mortgage Bonds, 6⅞ % Series due 1998, which are described in the Supplemental

Indenture dated May 15, 1968, of which \$33,984,000 principal amount remain outstanding at the date of execution hereof;

(13) \$40,000,000 principal amount of First Mortgage Bonds, 7¼ % Series due 1999, which are described in the Supplemental Indenture dated May 15, 1969, of which \$39,092,000 principal amount remain outstanding at the date of execution hereof;

(14) \$40,000,000 principal amount of First Mortgage Bonds, 8¾ % Series due November 1, 1999, which are described in the Supplemental Indenture dated November 1, 1969, of which \$39,600,000 principal amount remain outstanding at the date of execution hereof;

and

WHEREAS, the Company is entitled at this time to have authenticated and delivered additional Bonds on the basis of the net bondable value of property additions not subject to an unfunded prior lien, upon compliance with the provisions of Section 4 of Article III of the Original Indenture; and

WHEREAS, the Company desires by this Supplemental Indenture to provide for the creation of a new series of bonds under the Original Indenture, to be designated "First Mortgage Bonds, 8¾ % Series due July 15, 2006" (hereinafter called the "New Bonds"); and the Original Indenture provides that certain terms and provisions, as determined by the Board of Directors of the Company, of the Bonds of any particular series may be expressed in and provided for by the execution of an appropriate supplemental indenture; and

WHEREAS, the Original Indenture provides that the Company and the Trustee may enter into indentures supplemental to the Original Indenture to convey, transfer and assign to the Trustee and to subject to the lien of the Original Indenture additional properties acquired by the Company; and to add, to the covenants and agreements of the Company contained in the Original Indenture, other covenants and agreements thereafter to be observed; and

WHEREAS, the Company, in the exercise of the powers and authority conferred upon and reserved to it under the provisions of the Original Indenture and pursuant to appropriate resolutions of its Board of Directors, has duly resolved and determined to make, execute and deliver to the

Trustee a supplemental indenture in the form hereof for the purposes herein provided; and

WHEREAS, all conditions and requirements necessary to make this Supplemental Indenture a valid, binding and legal instrument have been done, performed and fulfilled and the execution and delivery hereof have been in all respects duly authorized;

NOW, THEREFORE, THIS INDENTURE WITNESSETH:

That, in consideration of the premises and of the mutual covenants herein contained and of the acceptance of this trust by the Trustee and of the sum of One Dollar duly paid by the Trustee to the Company at or before the time of the execution of this Supplemental Indenture, and of other valuable considerations, the receipt whereof is hereby acknowledged, and in order further to secure the payment of the principal of and interest (and premium, if any) on all Bonds at any time issued and outstanding under the Original Indenture and all indentures supplemental thereto (hereinafter sometimes collectively called the "Indenture"), according to their tenor, purport and effect, the Company has executed and delivered this Supplemental Indenture and has granted, bargained, sold, warranted, aliened, remised, released, conveyed, assigned, transferred, mortgaged, pledged, set over, ratified and confirmed and by these presents does grant, bargain, sell, warrant, alien, remise, release, convey, assign, transfer, mortgage, pledge, set over, ratify and confirm unto First Wisconsin Trust Company, as Trustee, and to its successors in trust under the Indenture forever, all and singular the properties described in Schedule A to this Supplemental Indenture (in addition to all other properties heretofore specifically subjected to the lien of the Indenture and not heretofore released from the lien thereof);

TO HAVE AND TO HOLD all said properties, real, personal and mixed, mortgaged, pledged, and conveyed by the Company as aforesaid, or intended so to be, unto the Trustee and its successors and assigns forever;

SUBJECT, HOWEVER, to the exceptions and reservations and matters herein recited, to existing leases other than leases which by their terms are subordinate to the lien of the Indenture, to existing liens upon rights-of-way for transmission or distribution line purposes, as defined in Article I of the Original Indenture, and any extensions thereof, and subject to existing easements for streets, alleys, highways, rights-of-way and railroad purposes over, upon and across certain of the property described in

Schedule A to this Supplemental Indenture, and subject also to all the terms, conditions, agreements, covenants, exceptions and reservations expressed or provided in the deeds or other instruments respectively under and by virtue of which the Company acquired the properties described in Schedule A to this Supplemental Indenture, and to undetermined liens and charges, if any, incidental to construction or other existing permitted liens as defined in Article I of the Original Indenture;

IN TRUST, NEVERTHELESS, upon the terms and trusts in the Original Indenture and the indentures supplemental thereto, including this Supplemental Indenture, set forth, for the equal and proportionate benefit and security of all present and future holders of the Bonds and coupons issued and to be issued thereunder, or any of them, without preference of any of said Bonds and coupons of any particular series over the Bonds and coupons of any other series, by reason of priority in the time of the issue, sale or negotiation thereof, or by reason of the purpose of issue or otherwise howsoever, except as otherwise provided in Section 2 of Article IV of the Original Indenture;

PROVIDED, HOWEVER, and these presents are upon the condition that, if the Company, its successors or assigns, shall pay or cause to be paid unto the holders of the Bonds the principal and interest (and premium, if any) to become due in respect thereof at the times and in the manner stipulated therein and in the Indenture, and shall keep, perform and observe all and singular the covenants and promises in the Bonds and in the Indenture expressed as to be kept, performed and observed by or on the part of the Company, then this Supplemental Indenture and the estate and rights hereby granted shall cease, determine and be void, otherwise to remain in full force and effect;

AND IT IS HEREBY COVENANTED, DECLARED AND AGREED, by and between the parties hereto, for the benefit of those who shall hold the Bonds, or any of them, to be issued under the Indenture, as follows:

ARTICLE I.

DESCRIPTION OF NEW BONDS.

SECTION 1. The fifteenth series of Bonds to be executed, authenticated and delivered under and secured by the Indenture shall be the New Bonds. The New Bonds shall, subject to the provisions of Section 1 of Article II of the Original Indenture, be designated as "First Mortgage Bonds, 8¾ % Series due July 15, 2006" of the Company. The New Bonds

shall be executed, authenticated and delivered in accordance with the provisions of, and shall in all respects be subject to, all of the terms, conditions and covenants of the Original Indenture and of this Supplemental Indenture.

The New Bonds shall mature July 15, 2006, and shall bear interest at the rate of eight and three-fourths per cent. ($8\frac{3}{4}\%$) per annum, payable semi-annually on the fifteenth days of January and July in each year (each such January 15 and July 15 being hereinafter called an "interest payment date"). The New Bonds shall be payable as to principal and interest in any coin or currency of the United States of America which at the time of payment is legal tender for public and private debts, and shall be payable (as well the interest as the principal thereof) at the agency of the Company in the City of Milwaukee, Wisconsin, or, at the option of the registered owner, at the agency of the Company in the Borough of Manhattan, The City of New York.

The interest so payable on any interest payment date shall be paid to the persons in whose names the New Bonds are registered at the close of business on the last business day (hereinafter called the "record date") which is more than ten days prior to such interest payment date, a "business day" being any day which is not a day on which banks in the City of Milwaukee, Wisconsin, are authorized by law to close; except that if the Company shall default in the payment of any interest due on such interest payment date, such defaulted interest shall be paid to the persons in whose names the New Bonds are registered on the date of payment of such defaulted interest, or at the election of the Company at the close of business on a special record date for the payment of such defaulted interest established by notice given by mail by or on behalf of the Company not less than 15 days preceding such special record date.

Except as provided hereinafter, every New Bond shall be dated as of the date of its authentication and delivery, or if that is an interest payment date, the next day, and shall bear interest from the interest payment date next preceding its date or from July 15, 1976, whichever is later. Notwithstanding Section 6 of Article II of the Original Indenture, any New Bond authenticated and delivered by the Trustee after the close of business on the record date with respect to any interest payment date and prior to such interest payment date shall be dated as of the date next following such interest payment date and shall bear interest from such interest payment date; except that if the Company shall default in the payment of any interest due on such interest payment date, such Bond shall bear interest from the interest payment date

to which interest on such Bond has been paid or July 15, 1976, whichever is later.

SECTION 2. The New Bonds shall be registered bonds without coupons, of the denomination of \$1,000 and any multiple of \$1,000, numbered consecutively from R1 upwards.

SECTION 3. The New Bonds and the Trustee's Certificate to be endorsed on the New Bonds shall be substantially in the following forms respectively:

[FORM OF BOND]

WISCONSIN ELECTRIC POWER COMPANY
(Incorporated under the laws of the State of Wisconsin)

FIRST MORTGAGE BOND, 8¾ % SERIES DUE JULY 15, 2006

No. R..... \$.....

WISCONSIN ELECTRIC POWER COMPANY, a corporation organized and existing under the laws of the State of Wisconsin (hereinafter called the "Company", which term shall include any successor corporation as defined in the Amended Indenture mentioned on the reverse side hereof), for value received, hereby promises to pay to

or registered assigns, on the fifteenth day of July, 2006, the sum of _____ Dollars, in any coin or currency of the United States of America which at the time of payment is legal tender for public and private debts, and to pay interest thereon in like coin or currency from the January 15 or July 15 next preceding the date of this Bond or from July 15, 1976, whichever is later, at the rate of eight and three-fourths per cent. (8¾ %) per annum, payable semi-annually, on the fifteenth days of January and July in each year until maturity, or, if this Bond shall be duly called for redemption, until the redemption date, or, if the Company shall default in the payment of the principal hereof, until the Company's obligation with respect to the payment of such principal shall be discharged as provided in the Amended Indenture. The interest so payable on any January 15 or July 15 will, subject to certain exceptions provided in the indenture dated July 15, 1976, supplemental to the Amended Indenture, be paid to the person in whose name this Bond is registered at the close of business on the last business day which is more than ten days prior to such January 15 or July 15. Both principal of, and interest on, this Bond

are payable at the agency of the Company in the City of Milwaukee, Wisconsin, or, at the option of the registered owner hereof, at the agency of the Company in the Borough of Manhattan, The City of New York.

This Bond shall not be entitled to any benefit under the Amended Indenture or any indenture supplemental thereto, or become valid or obligatory for any purpose, until First Wisconsin Trust Company, the Trustee under the Amended Indenture, or a successor trustee thereto under the Amended Indenture, shall have signed the form of certificate endorsed hereon.

Additional provisions of this Bond are set forth on the reverse hereof and such provisions shall for all purposes have the same effect as though fully set forth at this place.

IN WITNESS WHEREOF, Wisconsin Electric Power Company has caused this Bond to be signed in its name by its President or a Vice President, manually or in facsimile, and its corporate seal (or a facsimile thereof) to be hereto affixed and attested by the manual or facsimile signature of its Secretary or an Assistant Secretary.

Dated,

WISCONSIN ELECTRIC POWER COMPANY,

By
President

Attest:

.....
Secretary

[FORM OF TRUSTEE'S CERTIFICATE]

This Bond is one of the Bonds, of the series designated therein, described in the within-mentioned Amended Indenture and Supplemental Indenture of July 15, 1976.

FIRST WISCONSIN TRUST COMPANY,
Trustee,

By
Authorized Officer

[TEXT APPEARING ON REVERSE SIDE OF BOND]

This Bond is one of a duly authorized issue of Bonds of the Company (herein called the "Bonds"), in unlimited aggregate principal amount, of the series hereinafter specified, all issued and to be issued under and equally secured by a mortgage and deed of trust, dated October 28, 1938, executed by the Company to First Wisconsin Trust Company (herein called the "Trustee"), as Trustee, as amended by the indentures supplemental thereto dated June 1, 1946, May 1, 1952 and April 1, 1958, between the Company and the Trustee (said mortgage and deed of trust, as so amended, being herein called the "Amended Indenture") and all indentures supplemental thereto, to which Amended Indenture and all indentures supplemental thereto reference is hereby made for a description of the properties mortgaged and pledged, the nature and extent of the security, the rights of the bearers or registered owners of the Bonds, of the Company and of the Trustee in respect thereto, and the terms and conditions upon which the Bonds are, and are to be, secured. To the extent permitted by, and as provided in, the Amended Indenture, modifications or alterations of the Amended Indenture, or of any indenture supplemental thereto, and of the rights and obligations of the Company and of the holders of the Bonds and any coupons appertaining thereto may be made with the consent of the Company by an affirmative vote of not less than 75% in amount of the Bonds entitled to vote then outstanding, at a meeting of Bondholders called and held as provided in the Amended Indenture, and by an affirmative vote of not less than 75% in amount of the Bonds of any series entitled to vote then outstanding and affected by such modification or alteration, in case one or more but less than all of the series of Bonds then outstanding under the Amended Indenture are so affected; provided, however, that no such modification or alteration shall be made which will affect the terms of payment of the principal of, or interest or premium (if any) on, this Bond, which are unconditional. The Bonds may be issued in series, for various principal sums, may mature at different times, may bear interest at different rates and may otherwise vary as in the Amended Indenture provided. This Bond is one of a series designated as the "First Mortgage Bonds, 8¾% Series due July 15, 2006" (herein called "Bonds of July 15, 2006 Series") of the Company, issued under and secured by the Amended Indenture and all indentures supplemental thereto and described in the indenture supplemental thereto dated July 15, 1976 (hereinafter called the "Supplemental Indenture of July 15, 1976"), executed by the Company to the Trustee.

The Bonds of July 15, 2006 Series are subject to redemption (otherwise than for the Improvement and Sinking Fund provided for in the Supplemental Indenture of July 15, 1976, the Maintenance and Replacement Fund provided for in said Supplemental Indenture and in the supplemental indenture dated March 1, 1949, or upon application of certain moneys included in the trust estate), at any time or from time to time prior to maturity, at the option of the Company, either as a whole or in part, upon payment of the regular redemption prices applicable to the respective periods set forth below, together, in each case, with accrued interest to the redemption date; provided, however, that prior to July 15, 1981, no Bonds of July 15, 2006 Series may be redeemed, directly or indirectly, from the proceeds of or in anticipation of any refunding operation involving the incurring of debt which has an effective interest cost to the Company, computed in accordance with generally accepted financial practice, of less than 8.81% per annum; all subject to the conditions and as more fully set forth in the Amended Indenture and Supplemental Indenture of July 15, 1976.

The Bonds of July 15, 2006 Series are subject to redemption for said Improvement and Sinking Fund, or said Maintenance and Replacement Fund, or upon application of certain moneys included in the trust estate, upon payment of the special redemption prices applicable to the respective periods set forth below, together, in each case, with accrued interest to the redemption date; all subject to the conditions and as more fully set forth in the Supplemental Indenture of July 15, 1976.

If Redeemed During the 12-Month Period Ending July 14	Expressed as Percentages of the Principal Amount of the Bonds	
	Regular Redemption Price	Special Redemption Price
1977	108.75	100.00
1978	108.46	100.00
1979	108.17	100.00
1980	107.88	100.00
1981	107.59	100.00
1982	107.30	100.00
1983	107.00	100.00
1984	106.71	100.00
1985	106.42	100.00

If Redeemed During the 12-Month Period Ending July 14	Expressed as Percentages of the Principal Amount of the Bonds	
	Regular Redemption Price	Special Redemption Price
1986	106.13	100.00
1987	105.84	100.00
1988	105.55	100.00
1989	105.25	100.00
1990	104.96	100.00
1991	104.67	100.00
1992	104.38	100.00
1993	104.09	100.00
1994	103.80	100.00
1995	103.50	100.00
1996	103.21	100.00
1997	102.92	100.00
1998	102.63	100.00
1999	102.34	100.00
2000	102.05	100.00
2001	101.75	100.00
2002	101.46	100.00
2003	101.17	100.00
2004	100.88	100.00
2005	100.59	100.00
2006	100.30	100.00

Notice of redemption shall be mailed, not less than thirty days nor more than sixty days prior to the redemption date, to all registered owners of the Bonds to be redeemed, at their addresses as the same shall appear on the transfer register of the Company; all subject to the conditions and as more fully set forth in the Amended Indenture and the Supplemental Indenture of July 15, 1976. Any notice so mailed shall be conclusively presumed to have been duly given, whether or not the owner receives it.

In case an event of default, as defined in the Amended Indenture, shall occur, the principal of all the Bonds at any such time outstanding under the Amended Indenture and all indentures supplemental thereto may be declared or may become due and payable, upon the conditions and in the manner and with the effect provided in the Amended Indenture. The

Amended Indenture provides that such declaration may in certain events be waived by the holders of a majority in principal amount of the Bonds outstanding.

This Bond is transferable by the registered owner hereof, in person or by duly authorized attorney, on the books of the Company to be kept for that purpose at the agency of the Company in the Borough of Manhattan, The City of New York, and at the agency of the Company in the City of Milwaukee, Wisconsin, upon surrender and cancellation of this Bond and on presentation of a duly executed written instrument of transfer, and thereupon a new registered Bond or Bonds of the same series, of the same aggregate principal amount and in authorized denominations, will be issued to the transferee or transferees in exchange herefor; and this Bond, with or without others of like series, may in like manner be exchanged for one or more new registered Bonds of the same series of other authorized denominations but of the same aggregate principal amount; all subject to the terms and conditions set forth in the Amended Indenture.

No recourse shall be had for the payment of the principal of, or the interest on, this Bond, or for any claim based hereon or on the Amended Indenture or any indenture supplemental thereto, against any incorporator, or against any stockholder, director or officer, as such, past, present or future, of the Company, or of any predecessor or successor corporation, either directly or through the Company or any such predecessor or successor corporation, whether for amounts unpaid on stock subscriptions or by virtue of any constitution, statute or rule of law, or by the enforcement of any assessment or penalty or otherwise, all such liability, whether at common law, in equity, by any constitution, statute or otherwise, of incorporators, stockholders, directors or officers, as such, being released by every owner hereof by the acceptance of this Bond and as part of the consideration for the issue hereof, and being likewise released by the terms of the Amended Indenture.

SECTION 4. Until the New Bonds in definitive form are ready for delivery, the Company may execute, and upon its request in writing the Trustee shall authenticate and deliver, in lieu thereof, New Bonds in temporary form, as provided in Section 9 of Article II of the Original Indenture. Such New Bonds in temporary form may, in lieu of the statement of the specific redemption prices required to be set forth in such Bonds in definitive form, include a reference to this Supplemental Indenture for a statement of such redemption prices.

ARTICLE II.

ISSUE OF NEW BONDS.

SECTION 1. The principal amount of New Bonds which may be authenticated and delivered hereunder is not limited except as the Original Indenture limits the principal amount of Bonds which may be issued thereunder.

SECTION 2. New Bonds for the aggregate principal amount of Sixty Million Dollars (\$60,000,000), being the initial issue of New Bonds, may forthwith be executed by the Company and delivered to the Trustee and shall be authenticated by the Trustee and delivered (either before or after the filing or recording hereof) to or upon the order of the Company, upon receipt by the Trustee of the resolutions, certificates, instruments and opinions required by Sections 3 and 4 of Article III and by Article XVIII of the Original Indenture.

ARTICLE III.

REDEMPTION.

SECTION 1. The New Bonds shall, subject to the provisions of Article V of the Original Indenture, be redeemable (otherwise than for the Improvement and Sinking Fund provided in Article IV hereof, or the Maintenance and Replacement Fund provided in Article IV hereof, and otherwise than pursuant to Section 8 of Article VIII of the Original Indenture except that, in the case of moneys deposited with the Trustee pursuant to Section 5 of Article III of the Original Indenture, redemption pursuant to said Section 8 of said Article VIII shall be at the regular redemption prices referred to below), at any time or from time to time prior to maturity, at the option of the Board of Directors of the Company, either as a whole or in part, upon payment of the regular redemption prices applicable to the respective periods set forth in the form of New Bonds in Section 3 of Article I hereof, together, in each case, with accrued interest to the redemption date; provided, however, that prior to July 15, 1981, no New Bonds may be redeemed, directly or indirectly, from the proceeds of or in anticipation of any refunding operation involving the incurring of debt which has an effective interest cost to the Company, computed in accordance with generally accepted financial practice, of less than 8.81% per annum.

The New Bonds shall, subject to the provisions of Article V of the Original Indenture, be redeemable through the operation of the Improve-

ment and Sinking Fund or the Maintenance and Replacement Fund provided in Article IV hereof, or pursuant to Section 8 of Article VIII of the Original Indenture (otherwise than with moneys deposited with the Trustee pursuant to Section 5 of Article III of the Original Indenture), upon payment of the special redemption prices applicable to the respective periods set forth in the form of New Bonds in Section 3 of Article I hereof, together, in each case, with accrued interest to the redemption date.

SECTION 2. Notice of redemption shall be sufficiently given if mailed, postage prepaid, not less than thirty days and not more than sixty days prior to the date fixed for redemption, to the registered owners of the Bonds to be redeemed, at their addresses as the same shall appear on the transfer register of the Company. Any notice so mailed shall be conclusively presumed to have been duly given, whether or not the owner receives it.

ARTICLE IV.

IMPROVEMENT AND SINKING FUND AND MAINTENANCE AND REPLACEMENT FUND.

SECTION 1. The Company covenants and agrees that, so long as any New Bonds are outstanding, it will, on or before April 30 of each year beginning with the year 1979 deposit with the Trustee an amount in cash and/or a principal amount of issued Bonds of any series not theretofore made the basis for the authentication and delivery of Bonds or the withdrawal of cash or the reduction of the amount of cash required to be paid to the Trustee under any provision of the Indenture or of this Supplemental Indenture, equal in the aggregate to one per cent. (1%) of (a) the greatest aggregate principal amount of New Bonds outstanding at any one time prior to January 1 of such year less (b) the aggregate principal amount of all issued New Bonds retired pursuant to Section 8 of Article VIII of the Original Indenture prior to the date of such deposit; provided, however, that in each year there shall be credited against the amount of cash and/or principal amount of Bonds so required to be deposited with the Trustee an amount equal to sixty per cent. (60%) of the amount of net bondable value of property additions not subject to an unfunded prior lien which the Company then elects to make the basis of a credit under this Section.

On or before April 30 of each such year beginning with the year 1979 the Company shall deliver to the Trustee:

- (a) an officers' certificate which shall state:

(1) the greatest aggregate principal amount of New Bonds outstanding at any one time prior to January 1 of such year; and

(2) the aggregate principal amount of all issued New Bonds retired pursuant to Section 8 of Article VIII of the Original Indenture prior to the date of such officers' certificate;

and

(b) if the Company elects in such year to make the basis of a credit under this Section any amount of net bondable value of property additions not subject to an unfunded prior lien, the certificates, instruments, opinions, prior lien bonds and cash prescribed in subsections (a) to (g), inclusive, of Section 4 of Article III of the Original Indenture, except that such documents shall refer to the reduction of cash rather than to the issue of Bonds or the withdrawal of cash.

So long as any of the New Bonds are outstanding, property additions used as the basis of a credit under this Section shall not thereafter be made the basis for the authentication and delivery of Bonds or the withdrawal of cash or the reduction of the amount of cash required to be paid to the Trustee under any provision of the Indenture.

All coupon Bonds delivered by the Company to the Trustee pursuant to the provisions of this Section shall be accompanied by all unexpired coupons appertaining thereto, and all registered Bonds without coupons and all coupon Bonds registered as to principal so delivered shall be accompanied by duly executed instruments of transfer.

Notwithstanding any other provisions of the Original Indenture or of this Supplemental Indenture, the Company shall be permitted from time to time to anticipate in whole or in part the requirements of this Section becoming due on April 30 of the then current year and the two succeeding years, by depositing cash and/or a principal amount of issued Bonds of any series with the Trustee in full satisfaction or in partial satisfaction of the requirements of this Section.

All cash paid to the Trustee pursuant to the provisions of this Section shall be held in trust, but not as part of the trust estate, for the benefit of the holders of the New Bonds.

The Trustee, upon receipt of cash pursuant to the provisions of this Section, shall forthwith proceed to apply the same toward the purchase of issued New Bonds in an aggregate principal amount not exceeding the amount of cash deposited, on any securities exchange or in the open market or at private sale at the price or prices most favorable to the Company in the judgment of the Trustee; provided, however, that no New Bonds shall be purchased at such price (including accrued interest and brokerage) that the cost thereof to the Company would exceed the cost of redeeming such New Bonds on a date forty days after the date of such purchase (including in such cost the premium, if any, and accrued interest from the interest date next preceding the date of purchase to such redemption date).

Notwithstanding the foregoing provisions of this Section, the Company, at the time of paying to the Trustee any Improvement and Sinking Fund payment, or at any time or from time to time thereafter, may, by a request in writing signed in the name of the Company by its President or any Vice President, and its Treasurer or any Assistant Treasurer, accompanied by a certified resolution of the Board of Directors authorizing or directing the Trustee to apply an amount therein specified to the redemption of New Bonds, direct the Trustee to apply such Improvement and Sinking Fund payment or any part thereof (not theretofore disbursed by the Trustee for the purchase of New Bonds or required for the purchase of New Bonds under offers or proposals theretofore accepted by the Trustee) to the redemption of New Bonds, and in such event the amount so specified is hereby required to be applied promptly to the redemption of New Bonds. Upon receipt of such instrument in writing and certified resolution of the Board of Directors, the Trustee shall select, in any manner determined by the Trustee to be equitable, from the New Bonds, the particular New Bonds or portions thereof to be redeemed, in an aggregate principal amount sufficient to exhaust as nearly as may be the full amount so specified and within ten days after the receipt of such instrument in writing and certified resolution the Trustee shall notify the Company of the particular New Bonds or portions thereof to be redeemed. The Company shall thereupon cause notice of such redemption to be given.

Notwithstanding any other provisions of this Section, if moneys in excess of the sum of Fifty Thousand Dollars (\$50,000) deposited with the

Trustee pursuant to this Section (except moneys which have theretofore been set aside for the purchase of New Bonds or for the redemption of New Bonds called for redemption) shall have remained on deposit for a period of ninety days, such moneys so remaining on deposit shall promptly thereafter be applied by the Trustee to the redemption of issued New Bonds. In such case the Trustee shall select, in any manner determined by the Trustee to be equitable, from the New Bonds the particular New Bonds or portions thereof to be redeemed in an aggregate principal amount sufficient to exhaust as nearly as may be the full amount of cash remaining on deposit with the Trustee pursuant to this Section and shall notify the Company of the particular New Bonds or portions thereof to be redeemed. The Company shall thereupon cause notice of such redemption to be given.

Any Bonds delivered to, and any New Bonds purchased or redeemed by, the Trustee pursuant to the provisions of this Section shall forthwith be cancelled by the Trustee and shall not be reissued, and, so long as any New Bonds are outstanding, no Bonds so delivered and cancelled, and no New Bonds so purchased or redeemed and cancelled, shall be made the basis for the authentication and delivery of Bonds or the withdrawal of cash or the reduction of the amount of cash required to be paid to the Trustee under any provision of the Indenture.

SECTION 2. The Company covenants and agrees that, so long as any of the New Bonds are outstanding, it will provide a Maintenance and Replacement Fund (herein called the Maintenance and Replacement Fund), as follows: the Company will, on or before April 30 in each year, make the payments to the Trustee for the maintenance and replacement requirement as provided in Paragraph (B) of Section 2 of Article IV of the Supplemental Indenture of March 1, 1949, and will comply with all the covenants and provisions with respect to such maintenance and replacement requirement contained in said Section 2, and will be entitled to the privilege of using gross property additions in the manner provided therein, which covenants and provisions are hereby continued in effect so long as any of the New Bonds are outstanding. Nothing in this Supplemental Indenture shall be deemed to prohibit the withdrawal by the Company, upon compliance with the provisions of Section 1 of Article VIII of the Original Indenture, of any cash deposited with the Trustee under this Section 2.

Any New Bonds delivered to, or purchased or redeemed by, the Trustee pursuant to the Maintenance and Replacement Fund, shall forthwith be cancelled by the Trustee and shall not be reissued.

SECTION 3. Upon the purchase or redemption by the Trustee of any Bonds pursuant to the provisions of this Article IV:

(a) The Company shall pay to the Trustee all interest up to but not including the day of purchase or redemption, as the case may be, on all Bonds so purchased or redeemed, together with cash in the amount, if any, by which the aggregate purchase or redemption price (excluding interest) paid by the Trustee exceeds the aggregate principal amount of the Bonds purchased or redeemed. All costs of giving notice and all brokerage charges shall be paid by the Company, or, if paid by the Trustee, shall forthwith be paid to it by the Company upon demand.

(b) The Trustee shall pay to or upon the order of the Treasurer or an Assistant Treasurer of the Company, from any moneys deposited with the Trustee under Sections 1 or 2 of this Article IV, an amount equal to the amount by which the aggregate principal amount of Bonds purchased exceeds the aggregate purchase price (less interest) paid by the Trustee for such Bonds.

SECTION 4. No moneys received by the Trustee pursuant to any provision of the Indenture other than this Article IV, and no Bonds purchased or redeemed with such moneys pursuant to Section 8 of Article VIII of the Original Indenture, shall be credited at any time to or on account of the Improvement and Sinking Fund or the Maintenance and Replacement Fund provided for in this Article IV.

ARTICLE V.

ADDITIONAL PARTICULAR COVENANTS OF THE COMPANY.

The Company hereby covenants, warrants and agrees:

SECTION 1. That, so long as any New Bonds are outstanding, the Company will not make any restricted payment on its Common Stock, as such term is defined in Section 2 of this Article V, if, after giving effect to such restricted payment,

(a) the aggregate of all restricted payments made by the Company during the period commencing January 1, 1976 and ending on the

last day of the third month preceding the month in which such restricted payment is made,

shall exceed

(b) the sum of \$121,132,538 at December 31, 1975 plus the net income of the Company (including dividends from subsidiary companies but excluding undistributed subsidiary earnings) during such period applicable to the Common Stock of the Company.

SECTION 2. The terms "restricted payment" and "restricted payment on its Common Stock", as such terms are used in this Article V, shall mean and include the declaration and payment of any dividend on the Common Stock of the Company (other than dividends payable solely in shares of Common Stock), the making of any other distribution on and the acquisition for value of any shares of its Common Stock (except in exchange for shares of Common Stock).

SECTION 3. That the Company is lawfully seized and possessed of all of the mortgaged property described in Schedule A to this Supplemental Indenture; that it has good right and lawful authority to mortgage the same as provided in this Supplemental Indenture; and that such mortgaged property is, at the actual date of the initial issue of the New Bonds, free and clear of any deed of trust, mortgage, lien, charge or encumbrance thereon or affecting the title thereto prior to the Indenture, except as set forth in the granting clauses of the Indenture or this Supplemental Indenture.

ARTICLE VI.

ARTICLE IV AND SECTION 1 OF ARTICLE V LIMITED.

The provisions of Article IV and Section 1 of Article V above shall be binding upon the Company and effective so long, but only so long, as any New Bonds are outstanding.

ARTICLE VII.

THE TRUSTEE.

The Trustee hereby accepts the trusts hereby declared and provided, and agrees to perform the same upon the terms and conditions in the Original Indenture and in this Supplemental Indenture set forth, and upon the following terms and conditions.

The Trustee shall not be responsible in any manner whatsoever for or in respect of the validity or sufficiency of this Supplemental Indenture or the due execution hereof by the Company or for or in respect of the recitals contained herein, all of which recitals are made by the Company solely.

ARTICLE VIII.

MISCELLANEOUS PROVISIONS.

All terms contained in this Supplemental Indenture and not defined herein shall, for all purposes hereof, have the meanings given to such terms in Article I of the Original Indenture.

Although this Supplemental Indenture for convenience and for the purpose of reference is dated July 15, 1976, the actual date of execution by the Company and by the Trustee is as indicated by their respective acknowledgments hereto annexed.

This Supplemental Indenture may be simultaneously executed in any number of counterparts, each of which when so executed shall be deemed to be an original; but such counterparts shall together constitute but one and the same instrument.

IN WITNESS WHEREOF, said Wisconsin Electric Power Company has caused this Supplemental Indenture to be executed on its behalf by its President or one of its Vice Presidents, and its corporate seal to be hereto affixed and said seal and this Supplemental Indenture to be attested by its Secretary or one of its Assistant Secretaries; and said First Wisconsin Trust Company, in evidence of its acceptance of the trust hereby created, has caused this Supplemental Indenture to be executed on its behalf by its President or one of its Vice Presidents, and its corporate seal to be hereto affixed and said seal and this Supplemental Indenture to be attested by its

Secretary or one of its Assistant Secretaries; all as of the fifteenth day of July, One thousand nine hundred and seventy-six.

[CORPORATE SEAL] WISCONSIN ELECTRIC POWER COMPANY,

By /s/ C. S. MCNEER
C. S. McNeer
President.

Attested:

/s/ H. L. WARHANEK
H. L. Warhanek
Secretary.

Signed, sealed and delivered by
WISCONSIN ELECTRIC POWER
COMPANY in the presence of:

/s/ J. H. GOETSCH
J. H. Goetsch

/s/ J. W. FLEISSNER
J. W. Fleissner
As Witnesses.

[CORPORATE SEAL]

FIRST WISCONSIN TRUST COMPANY,

By /s/ ERIC HAGERUP
Eric Hagerup
Vice President.

Attested:

/s/ F. R. OHSWALDT
F. R. Ohswaldt
Assistant Secretary.

Signed, sealed and delivered by FIRST
WISCONSIN TRUST COMPANY in the
presence of:

/s/ J. R. SNYDER
J. R. Snyder

/s/ DON BAILEY
Don Bailey
As Witnesses.

STATE OF WISCONSIN, }
COUNTY OF MILWAUKEE. } ss.:

On this 8th day of July, 1976, before me personally appeared C. S. McNEER and H. L. WARHANEK, to me personally known, who, being by me severally duly sworn, did say: that C. S. McNeer is President and H. L. Warhanek is Secretary of WISCONSIN ELECTRIC POWER COMPANY, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors; and said C. S. McNeer and H. L. Warhanek severally acknowledged said instrument to be the free act and deed of said corporation.

/s/ WESLEY R. CLEVELAND, JR.
Wesley R. Cleveland, Jr.
Notary Public
State of Wisconsin
My Commission expires April 10, 1977
[Seal of Notary Public]

STATE OF WISCONSIN, }
COUNTY OF MILWAUKEE. } ss.:

On this 8th day of July, 1976, before me personally appeared ERIC HAGERUP and F. R. OHSWALDT to me personally known, who, being by me severally duly sworn, did say: that Eric Hagerup is a Vice President and F. R. Ohswaldt is an Assistant Secretary of FIRST WISCONSIN TRUST COMPANY, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors; and said Eric Hagerup and F. R. Ohswaldt severally acknowledged said instrument to be the free act and deed of said corporation.

/s/ ROBERT T. DECHANT
Robert T. Dechant
Notary Public
State of Wisconsin
My Commission expires on January 23, 1977
[Seal of Notary Public]

This instrument was drafted by Donald C. Walkovik
on behalf of Wisconsin Electric Power Company.

SCHEDULE A

Description of Properties

Parcels of Real Estate

The following described parcels of real estate, all of which are located in the State of Wisconsin in the respective counties hereinafter specified:

CALUMET COUNTY

1. St. Anna Substation: All that part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-two (32), Township Seventeen (17) North, Range Twenty (20) East, in the Town of New Holstein, described in that certain Certified Survey Map recorded in the Office of the Register of Deeds for Calumet County in Volume 1 on Page 162 as Document No. 121022, said premises being more particularly described as follows: Beginning at a point on the south line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Thirty-two (32), which is one thousand three hundred twenty-eight and eighty-nine hundredths (1328.89) feet west of the Southeast corner therefrom; thence west along the south line of the Southeast one-quarter of said Section Thirty-two (32) a distance of one hundred eighty (180) feet to a point; thence North no degrees thirty-seven minutes West (N.0°37'W.) a distance of two hundred fifty (250) feet to a point; thence east and parallel with the south line of the Southeast one-quarter of said Section Thirty-two (32) a distance of one hundred eighty (180) feet to a point; thence South no degrees thirty-seven minutes East (S.0°37'E.) a distance of two hundred fifty (250) feet to the point of beginning, subject to C.T.H. "Q" on the south.

2. Transmission Line Land: Part of the Northwest one-quarter (NW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twenty-three (23), Township Twenty (20) North, Range Nineteen (19) East, Town of Woodville, described as follows: Beginning at the Northwest corner of said Section Twenty-three (23); thence, from said point of beginning, North eighty-nine degrees ten minutes fifty-eight seconds East (N.89°10'58"E.) along the North line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-three (23), a distance of six-hundred twenty-six and sixty-three hundredths (626.63) feet; thence, South fifty-eight degrees eleven minutes forty-one seconds West (S.58°11'41"W.), a distance of seven hundred twenty-seven and ninety-one hundredths (727.91) feet to the West line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-three (23); thence, North one degree thirteen minutes no seconds West (N.01°13'00"W.) along the West line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-three (23), a distance of three hundred seventy-four and seventy-eight hundredths

(374.78) feet to the point of beginning; including therein the Westerly thirty-three and no one-hundredths (33.00) feet lying in the right of way of a town road.

Also that part of the East one-half ($E\frac{1}{2}$) of the Southwest one-quarter ($SW\frac{1}{4}$) of Section Twenty-seven (27), Township Nineteen (19) North, Range Nineteen (19) East, Town of Chilton, described as follows: Commencing at the Northwest corner of the Southwest one-quarter ($SW\frac{1}{4}$) of Section Twenty-seven (27), Township Nineteen (19) North, Range Nineteen (19) East; thence, due East along the North line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Twenty-seven (27), a distance of one thousand three hundred twenty and five one-hundredths (1320.05) feet to the point of beginning; thence, from said point of beginning, South one degree forty-one minutes East ($S.01^{\circ}41'E.$), a distance of two thousand six hundred twenty-one and three tenths (2621.3) feet to the South line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Twenty-seven (27); thence, North eighty-nine degrees one minute East ($N.89^{\circ}01'E.$) along the South line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Twenty-seven (27), a distance of two hundred twenty and two one-hundredths (220.02) feet; thence, North one degree forty-one minutes West ($N.01^{\circ}41'W.$), a distance of two thousand six hundred seventeen and five tenths (2617.5) feet to the North line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Twenty-seven (27); thence, due West along the North line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Twenty-seven (27), a distance of two hundred twenty and ten hundredths (220.10) feet to the point of beginning; including therein that portion lying in the right of way of a town road, and being subject to said town road on the north.

Also that part of Lot One hundred thirty-seven (137), Township Seventeen (17) North, Range Nineteen (19) East, Town of Brothertown, described as follows: Commencing at the northwest corner of Lot One hundred thirty-seven (137), Township Seventeen (17) North, Range Nineteen (19) East; thence South no degrees forty-six minutes thirty seconds East ($S.0^{\circ}46'30"E.$) along the west line of said Lot One hundred thirty-seven (137) a distance of seven hundred thirty-nine and twenty-four hundredths (739.24) feet to the point of beginning; thence, from said point of beginning, continuing South no degrees forty-six minutes thirty seconds East ($S.0^{\circ}46'30"E.$) along the west line of said Lot One hundred thirty-seven (137), a distance of one hundred two and thirty-nine hundredths (102.39) feet to the southwest corner of the North one-half ($N\frac{1}{2}$) of said Lot One hundred thirty-seven (137); thence North eighty-nine degrees forty-one minutes thirty-five seconds East ($N.89^{\circ}41'35"E.$), along the south line of the North one-half ($N\frac{1}{2}$) of said Lot One hundred thirty-seven (137), a distance of two hundred fifty-eight and sixty-two hundredths (258.62) feet; thence North fifty-nine degrees fifty-seven minutes fourteen seconds East ($N.59^{\circ}57'14"E.$) a distance of five hundred ninety-four and eighty-one hundredths (594.81) feet to the east line of the west fifteen (15) acres of the North one-half ($N\frac{1}{2}$) of the West one-half

(W½) of said Lot One hundred thirty-seven (137); thence North no degrees twenty minutes forty seconds West (N.0°20'40"W.) along said east line, a distance of two hundred fifty-three and twenty-nine hundredths (253.29) feet; thence South fifty-nine degrees fifty-seven minutes fourteen seconds West (S.59°57'14"W.) a distance of eight hundred ninety-three and forty-one hundredths (893.41) feet to the point of beginning.

Also that part of Lot One hundred thirty-eight (138), Township Eighteen (18) North, Range Nineteen (19) East, Town of Brothertown, described as follows: Commencing at the southwest corner of Lot One hundred thirty-eight (138), Township Eighteen (18) North, Range Nineteen (19) East; thence North eighty-nine degrees fifty-two minutes seventeen seconds East (N.89°52'17"E.) along the south line of said Lot One hundred thirty-eight (138), a distance of one thousand eighty-two and fifty-seven hundredths (1082.57) feet to the point of beginning; thence from said point of beginning, North no degrees fifty-three minutes two seconds West (N.00°53'02"W.) a distance of eight hundred forty and forty-five hundredths (840.45) feet to the north line of the South one-half (S½) of said Lot One hundred thirty-eight (138); thence North eighty-nine degrees fifty-two minutes seventeen seconds East (N.89°52'17"E.) along said north line a distance of two hundred eighteen and ninety hundredths (218.90) feet to the east line of the West one-half (W½) of said Lot One hundred thirty-eight (138); thence South no degrees fifty-seven minutes twenty-three seconds East (S.00°57'23"E.) along said east line a distance of eight hundred forty and forty-five hundredths (840.45) feet to the south line of said Lot One hundred thirty-eight (138); thence South eighty-nine degrees fifty-two minutes seventeen seconds West (S.89°52'17"W.) along said south line a distance of two hundred twenty and no one-hundredths (220.00) feet to the point of beginning.

Also that part of Lot One hundred thirty-seven (137), Township Seventeen (17) North, Range Nineteen (19) East, Town of Brothertown, described as follows: Commencing at the northwest corner of Lot One hundred thirty-seven (137), Township Seventeen (17) North, Range Nineteen (19) East; thence North eighty-nine degrees fifty-two minutes seventeen seconds East (N.89°52'17"E.) along the north line of said Lot One hundred thirty-seven (137) a distance of one thousand eighty-two and fifty-seven hundredths (1082.57) feet to the point of beginning; thence from said point of beginning South no degrees fifty-three minutes two seconds East (S.00°53'02"E.) a distance of one hundred twenty and fourteen hundredths (120.14) feet; thence South fifty-nine degrees fifty-seven minutes fourteen seconds West (S.59°57'14"W.) a distance of three hundred forty-seven and eighty hundredths (347.80) feet to the west line of the east ten (10) acres of fractional Lots One (1) and Two (2) and the North one-half of Lot Three (3) in the North one-half (N½) of the West one-half (W½) of said Lot One hundred thirty-seven (137); thence, South no degrees twenty minutes forty seconds East

(S.00°20'40"E.) along said west line a distance of two hundred fifty-three and twenty-eight hundredths (253.28) feet; thence North fifty-nine degrees fifty-seven minutes fourteen seconds East (N.59°57'14"E.) a distance of five hundred ninety-eight and thirty-five hundredths (598.35) feet to the east line of the West one-half (W½) of said Lot One hundred thirty-seven (137); thence North no degrees three minutes thirty-three seconds West (N.00°03'33"W.) along said east line a distance of two hundred forty-eight and forty-six hundredths (248.46) feet to the north line of said Lot One hundred thirty-seven (137); thence South eighty-nine degrees fifty-two minutes seventeen seconds West (S.89°52'17"W.) along said north line a distance of two hundred twenty and no one-hundredths (220.00) feet to the point of beginning.

DODGE COUNTY

3. **Butternut Substation:** All of that certain Certified Survey Map recorded in the Office of the Register of Deeds for Dodge County in Volume 3 of Certified Survey Maps, Page 22, as Document No. 563659, being more particularly described as a part of the Southeast one-quarter (SE¼) of Section Ten (10), Township Thirteen (13) North, Range Seventeen (17) East, Town of Lomira, bounded and described as follows: Commencing at the southeast corner of Section Ten (10), Township Thirteen (13) North, Range Seventeen (17) East; thence South eighty-nine degrees fifty-nine minutes thirteen seconds West (S.89°59'13"W.) two hundred seventy-seven and twenty-five hundredths (277.25) feet to the westerly right of way line of the Soo Railroad, also the point of beginning; thence continuing South eighty-nine degrees fifty-nine minutes thirteen seconds West (S.89°59'13"W.) six hundred (600) feet; thence North no degrees thirty-one minutes seventeen seconds West (N.00°31'17"W.) seven hundred (700) feet; thence North eighty-nine degrees fifty-nine minutes thirteen seconds East (N.89°59'13"E.) six hundred (600) feet to the westerly right of way line of said Soo Railroad; thence South no degrees thirty-one minutes seventeen seconds East (S.00°31'17"E.) along said westerly right of way line seven hundred (700) feet to the point of beginning; subject to C.T.H. "HH" on the south.

4. **Lomira Substation:** All that part of Outlot Eighty-three (83), map of outlots and replat of the Village of Lomira, being a part of the Northeast one-quarter (NE¼) of Section Twenty-two (22), Township Thirteen (13) North, Range Seventeen (17) East, Village of Lomira, bounded and described as follows: Commencing at the northwest corner of the Northeast one-quarter (NE¼) of Section Twenty-two (22), Township Thirteen (13) North, Range Seventeen (17) East; thence due south on and along the west line of the Northeast one-quarter (NE¼) of Section Twenty-two (22) a distance of five hundred ninety and no one hundredths (590.00) feet to the point of beginning; thence continuing due south on and along said west line a distance of two hundred fifty and no one hundredths (250.00) feet; thence South eighty-nine degrees no minutes East (S.89°00"E.)

a distance of two hundred fifty and no one hundredths (250.00) feet; thence due north parallel with said west line of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Twenty-two (22) a distance of two hundred fifty and no one hundredths (250.00) feet to a point; thence North eighty-nine degrees no minutes West ($N.89^{\circ}00'W.$) a distance of two hundred fifty and no one hundredths (250.00) feet to the point of beginning, subject to S.T.H. 175 on the west.

5. Portland Substation: All of that certain Certified Survey Map recorded in the office of the Register of Deeds for Dodge County in Volume 3 of Certified Survey Maps on Pages 313 and 314 as Document No. 574405, being more particularly described as all that part of the Northwest one-quarter ($NW\frac{1}{4}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Twenty (20), Township Nine (9) North, Range Thirteen (13) East, Town of Portland, bounded and described as follows: Commencing at the northeast corner of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Twenty (20); thence South eighty-seven degrees thirteen minutes thirty seconds West ($S. 87^{\circ}13'30''W.$) along an existing road a distance of six hundred forty-three and forty-nine hundredths (643.49) feet to the center line extended of C.T.H. "T"; thence South thirty-five degrees thirty-four minutes no seconds West ($S.35^{\circ}34'00''W.$) along said highway center line extended and highway center line a distance of one thousand sixty-nine and eighty-two hundredths (1069.82) feet to the point of intersection with the center line of Sullivan Road, the place of beginning of the land hereinafter described; thence continuing South thirty-five degrees thirty-four minutes no seconds West ($S.35^{\circ}34'00''W.$) along said highway center line a distance of two hundred fifty and no one-hundredths (250.00) feet; thence North fifty-four degrees twenty-six minutes no seconds West ($N.54^{\circ}26'00''W.$) a distance of two hundred fifty and no one-hundredths (250.00) feet; thence North thirty-five degrees thirty-four minutes no seconds East ($N.35^{\circ}34'00''E.$) a distance of two hundred twelve and fifty-six hundredths (212.56) feet to the center line of Sullivan Road; thence South sixty-two degrees fifty-seven minutes no seconds East ($S.62^{\circ}57'00''E.$) along said center line a distance of two hundred fifty-two and seventy-nine hundredths (252.79) feet to the place of beginning; excepting those lands lying within the right of way to C.T.H. "T" and, also excepting and dedicating the northeasterly thirty-three and no one-hundredths (33.00) feet for Sullivan Road purposes.

6. Saylesville Substation: All that part of the Southeast one-quarter ($SE\frac{1}{4}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Twenty-two (22), Township Ten (10) North, Range Seventeen (17) East, Town of Rubicon, described in that certain Certified Survey Map recorded in the Office of the Register of Deeds for Dodge County in Volume 2 of Certified Survey Maps on Page 54 as Document No. 547556, said premises being more particularly described as follows: Commencing at the east quarter corner of Section Twenty-two (22), Township Ten (10) North,

Range Seventeen (17) East; thence North two degrees thirty minutes West (N.2° 30'W.) on and along the east line of the Northeast one-quarter (NE¼) of said Section Twenty-two (22), Town and Range aforesaid, a distance of four hundred sixty-six and sixty-eight hundredths (466.68) feet to the point of beginning; thence continuing North two degrees thirty minutes West (N.2°30'W.) on and along the east line of the Northeast one-quarter (NE¼) of said Section Twenty-two (22) a distance of one hundred eighty (180) feet to a point; thence South eighty-six degrees twenty-three minutes twenty seconds West (S.86°23'20"W.) parallel with the east one-quarter (¼) line of said Section Twenty-two (22) a distance of two hundred fifty (250) feet to a point; thence South two degrees thirty minutes East (S.2°30'E.) parallel with the east line of the Northeast one-quarter (NE¼) of said Section Twenty-two (22) a distance of one hundred eighty (180) feet to a point; thence North eighty-six degrees twenty-three minutes twenty seconds East (N.86°23'20"E.) parallel with the east one-quarter (¼) line of said Section Twenty-two (22) a distance of two hundred fifty (250) feet to the point of beginning, subject to C.T.H. "P" on the east.

7. Transmission Line Land: That part of Lot Five (5), lying South of C.M. St. P. & P. R.R.R.O. W., as recorded in Vol. 277, Page 70, Bonner's Addition, Block Nine (9), City of Watertown, being part of South West ¼ of Section Thirty-two (32), in Township Nine (9), North of Range Fifteen (15) East.

FOND DU LAC COUNTY

8. Addition to Marshfield Substation: Lot One (1) of that certain Certified Survey Map recorded in Volume 2 of Certified Survey Maps on Pages 30, 30A and 30B, being a part of the Southeast one-quarter (SE¼) of the Northeast one-quarter (NE¼) of Section Fifteen (15), Township Sixteen (16) North, Range Nineteen (19) East, Town of Marshfield.

JEFFERSON COUNTY

9. Boughton Substation: Parcel "A" of that certain Certified Survey Map recorded in the Office of the Register of Deeds in and for Jefferson County, Wisconsin, on November 15, 1974 in Volume 2 of Certified Surveys on Page 386 as Document No. 720052, being part of Lots numbered Five (5) and Six (6), Block numbered One (1), Mulberger and Werlich's Addition, being a subdivision in the Southeast one-quarter (SE¼) of Section Three (3), Township Eight (8) North, Range Fifteen (15) East, City of Watertown, Jefferson County, Wisconsin, more particularly bounded and described as follows: Commencing at the intersection of the westerly line of Lot Six (6) with the southerly line of Ann Street; thence South seventy-seven degrees thirteen minutes East (S.77°13'E.) on and along said southerly line of Ann Street a distance of two hundred seventy-two and forty hundredths (272.40) feet to a point in the northeasterly corner of the land con-

veyed from Earle P. Olson and Rosalind Olson, his wife, to Harold C. Gerth and Donna Mae Gerth, his wife, by Warranty Deed dated March 2, 1956 and recorded in the Office of the Register of Deeds for Jefferson County in Vol. 295, Page 540 as Document No. 513702, said point being the point of beginning of the land herein described; thence South twelve degrees forty-seven minutes West (S.12°47'W.) on and along the easterly property line of the said land conveyed to Harold C. Gerth and his wife a distance of eighty-two (82) feet to a point in the southeast corner of said conveyed land; thence South forty-eight degrees thirty-five minutes East (S.48°35'E.) on and along the northeasterly property line of the land conveyed from Earle P. Olson and Rosalind Olson, his wife, to Lester J. Herro and Mary Lee Herro, his wife, by Warranty Deed dated March 16, 1965 and recorded in the Office of the Register of Deeds for Jefferson County in Vol. 364 on Page 75 as Document No. 651020 a distance of one hundred three and sixty-six hundredths (103.66) feet to a point in the easterly corner of said land conveyed to Lester J. Herro and his wife; thence North forty degrees nineteen minutes East (N.40°19'E.) on and along the southeasterly property line extended of land conveyed to Lester J. Herro and his wife a distance of one hundred forty-eight and forty-nine hundredths (148.49) feet to a point in the southerly line of said Ann Street; thence North seventy-seven degrees thirteen minutes West (N.77°13'W.) on and along the southerly line of said Ann Street a distance of one hundred fifty-nine and sixty-three hundredths (159.63) feet to the point of beginning.

10. Concord Substation: A parcel in the Southwest Quarter (SW $\frac{1}{4}$) of Section Eleven (11), Township Eight (8) North, Range Fifteen (15) East, Town of Watertown, described as follows: Commencing at the Southwest corner of said Section Eleven (11), Township Eight (8) North, Range Fifteen (15) East, thence on a magnetic bearing of East along the South line of said section, 998.50 feet to an iron pipe on the East right of way line of County Trunk Highway "E", the point of beginning, thence continuing along the South line of said Section Eleven (11) East 1204.00 feet to an iron pipe, thence North 864.39 feet to an iron pipe, thence North 89° 45' West 950.01 feet to an iron pipe, thence South 818.53 feet to an iron pipe, thence West 271.21 feet to an iron pipe on the East right of way line of County Trunk Highway "E", thence South 18° 59'30" East along the East right of way line of County Trunk Highway "E" 52.88 feet to the point of beginning.

11. Goose Lake Substation: A parcel of land in the Northeast one-quarter (NE $\frac{1}{4}$) of Section Sixteen (16), Township Seven (7) North, Range Sixteen (16) East, Town of Concord, described as follows: Commencing at the northeast cornerstone of Section Sixteen (16), Township Seven (7) North, Range Sixteen (16) East; thence south along the east line of said Section Sixteen (16), a distance of two thousand two hundred one (2201) feet to a point; thence South eighty-nine degrees

twelve minutes eight seconds West ($S.89^{\circ}12'08''W.$) a distance of four hundred sixty-nine and eighty-three hundredths (469.83) feet to a point in the center line of C.T.H. "E"; thence North forty-six degrees twelve minutes thirty seconds West ($N.46^{\circ}12'30''W.$) along the center line of C.T.H. "E" a distance of four hundred forty-three and fifty hundredths (443.50) feet to the point of beginning; thence continuing North forty-six degrees twelve minutes thirty seconds West ($N.46^{\circ}12'30''W.$) along the center line of C.T.H. "E" a distance of one hundred eighty (180) feet to a point; thence South forty-three degrees fourteen minutes thirty seconds West ($S.43^{\circ}14'30''W.$) a distance of two hundred fifty (250) feet to a point; thence South forty-six degrees twelve minutes thirty seconds East ($S.46^{\circ}12'30''E.$) a distance of one hundred eighty (180) feet to a point; thence North forty-three degrees fourteen minutes thirty seconds East ($N.43^{\circ}14'30''E.$) a distance of two hundred fifty (250) feet to the point of beginning; being subject to C.T.H. "E" on the northeast.

12. Johnson Creek Substation: The south one hundred eighty (180) feet of Lot One (1), Block Three (3), JOHNSON CREEK INDUSTRIAL PARK ADDITION NO. 1, being a subdivision of a part of the Southwest one-quarter ($SW\frac{1}{4}$) of Section Seven (7) and the Northwest one-quarter ($NW\frac{1}{4}$) of Section Eighteen (18), Township Seven (7) North, Range Fifteen (15) East, Village of Johnson Creek; described as follows: Commencing at the North one-quarter ($N\frac{1}{4}$) corner of Section Eighteen (18), Township Seven (7) North, Range Fifteen (15) East; thence South Eighty-six degrees Twenty-one minutes West ($S.86^{\circ}21'W.$) a distance of Sixteen and Fifty-two hundredths (16.52) feet; thence South No degrees Fifty minutes East ($S.0^{\circ}50'E.$) a distance of Four hundred Forty-three and Eight hundredths (443.08) feet to the point of beginning; thence continuing South No degrees Fifty minutes East ($S.0^{\circ}50'E.$) a distance of One hundred Eighty and Two hundredths (180.02) feet; thence South Eighty-seven degrees Forty-nine minutes West ($S.87^{\circ}49'W.$) a distance of Five hundred Twenty-two and Ten hundredths (522.10) feet; thence North Two degrees Eleven minutes West ($N.2^{\circ}11'W.$) a distance of Thirty-nine and Twenty-one hundredths (39.21) feet; thence North No degrees and Four minutes East ($N.0^{\circ}04'E.$) a distance of One hundred Forty and Eighty-seven hundredths (140.87) feet; thence North Eighty-seven degrees Forty-nine minutes East ($N.87^{\circ}49'E.$) a distance of Five hundred Twenty and Eighty-one hundredths (520.81) feet to the point of beginning.

13. Koshkonong Power Plant Property: The North one-half ($N\frac{1}{2}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Thirty-one (31), Township Five (5) North, Range Fourteen (14) East, Town of Koshkonong.

Also, commencing at the Northeast corner of the Northwest one-quarter of the Northwest one-quarter of the Section 31, and thence running South 7.07 chains; thence West 7.07 chains; thence North 7.07 chains; thence East 7.07 chains to

the place of beginning; also the Northeast one-quarter of the Northwest one-quarter of Section 31; all of said land being in Township 5 North, Range 14 East.

Also a parcel of land in the Southeast Quarter of Section Twenty-five (25), Township Five (5) North, Range Thirteen (13) East, described as follows: to wit: Commencing at the Southeast corner of said Section Twenty-five (25); thence running West along the South line of said Section 29.44 chains to the right of way of the railroad company; thence East on the South line of said Section 757 feet to the point of commencement; thence continuing East on said Section line a distance of 165 feet to a point; thence North parallel with the East line of said Section 264 feet to a point; thence West parallel with the South line of said Section 165 feet to a point; thence South parallel with the East line of said Section, a distance of 264 feet to the place of commencement.

Also Parcel Three (3) as described in the Certified Survey Map recorded in the Office of the Register of Deeds for Jefferson County, Wisconsin on September 23, 1974 in Volume 2 of Certified Surveys on Pages 330 and 331 as Document No. 719004 being a part of the Northwest one-quarter (NW $\frac{1}{4}$) and the Northeast one-quarter (NE $\frac{1}{4}$) of Section Thirty-six (36), Township (6) North, Range Fourteen (14) East in the Town of Koshkonong.

Also Lot One (1) as described in the Certified Survey Map recorded in the Office of the Register of Deeds in and for Jefferson County, Wisconsin on May 24, 1974 in Volume 2 of Certified Surveys on Page 242 as Document No. 716060, being a part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-one (31), Township Five (5) North, Range Fourteen (14) East, Town of Koshkonong, said Lot One (1) being more particularly described as follows: Commencing at the quarter post in the south line of said Section Thirty-one (31); thence north along the west line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Thirty-one (31) a distance of one thousand three hundred thirty and eighty hundredths (1330.80) feet to the point of beginning of said parcel of land to be herein described; thence continuing north along the said quarter section line a distance of two hundred (200) feet to a point; thence South eighty-six degrees forty-seven minutes East (S.86°47'E.) a distance of two hundred eighteen and fifteen hundredths (218.15) feet to a point; thence south a distance of two hundred (200) feet to a point; thence North eighty-six degrees forty-seven minutes West (N.86°47'W.) a distance of two hundred eighteen and fifteen hundredths (218.15) feet to the point of beginning; subject to Vickerman Road on the West.

Also the West one-half (W $\frac{1}{2}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Thirty-one (31), Township Five (5) North, Range Fourteen (14) East, Town of Koshkonong, excepting five (5) acres in the northeast corner sold off, leaving a balance, the section being fractional, of fifty-seven and ninety-nine hundredths (57.99) acres.

Also the East one-half ($E\frac{1}{2}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Thirty-six (36), Township Five (5) North, Range Thirteen (13) East, Town of Koshkonong.

Also all that part of the North one-half ($N\frac{1}{2}$) of the Southwest one-quarter ($SW\frac{1}{4}$) of Section Thirty-one (31), Township Five (5) North, Range Fourteen (14) East, Town of Koshkonong, bounded and described as follows: Commencing at the northwest corner of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Thirty-one (31); thence South one degree fifty-five minutes nineteen seconds East ($S.01^{\circ}55'19''E.$) along the west line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Thirty-one (31) a distance of four hundred fifty and two hundred twenty-eight thousandths (450.228) feet to the place of beginning of the land hereinafter described; thence South one degree fifty-five minutes nineteen seconds East ($S.01^{\circ}55'19''E.$) along said west section line a distance of five hundred thirty-six and two hundred eighty-one thousandths (536.281) feet to a point; thence South eighty-nine degrees fifty-six minutes fifty-two seconds East ($S.89^{\circ}56'52''E.$) a distance of two thousand four hundred forty-eight and twenty-three thousandths (2448.023) feet to a point in the east line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Thirty-one (31); thence North four degrees no minutes thirty-six seconds West ($N.04^{\circ}00'36''W.$) along the east line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Thirty-one (31) a distance of five hundred thirty-seven and three hundred thirteen thousandths (537.313) feet to a point; thence North eighty-nine degrees fifty-six minutes fifty-two seconds West ($N.89^{\circ}56'52''W.$) a distance of two thousand four hundred twenty-eight and four hundred thirty-five thousandths (2428.435) feet to the place of beginning; containing a gross area of thirty (30) acres of land; subject to Vickerman Road on the east.

14. La Belle Substation: All that part of the Northwest one-quarter ($NW\frac{1}{4}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Thirty-six (36), in Township Eight (8) North, Range Sixteen (16) East, Town of Ixonia, described as follows: Commencing at the northwest corner of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Thirty-six (36), Town and Range aforesaid; thence south on and along the west line of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Thirty-six (36), also being the center line of Ski Ridge Road, a distance of one thousand one hundred sixteen and forty-six hundredths (1116.46) feet to the point of beginning; continuing thence south on and along the west line of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Thirty-six (36), also being the center line of Ski Ridge Road, a distance of one hundred seventy (170) feet to a point in the northerly right-of-way line of Wisconsin Electric Power Company; thence South seventy-two degrees seventeen minutes thirty seconds East ($S.72^{\circ}17'30''E.$) on and along the northerly right-of-way line of Wisconsin

Electric Power Company a distance of one hundred eighty-three and eighteen hundredths (183.18) feet to a point in the south line of the Northwest one-quarter (NW $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Thirty-six (36); thence South eighty-nine degrees four minutes thirty seconds East (S.89°04'30"E.) on and along the south line of the Northwest one-quarter (NW $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Thirty-six (36) a distance of seventy-five and fifty-one hundredths (75.51) feet to a point; thence north in a straight line parallel with the west line of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Thirty-six (36) a distance of two hundred twenty-six and ninety-four hundredths (226.94) feet to a point; thence west in a straight line parallel with the south line of the Northwest one-quarter (NW $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Thirty-six (36) a distance of two hundred fifty (250) feet to a point in the west line of the Northeast one-quarter (NE $\frac{1}{4}$) and the point of beginning, subject to Ski Ridge Road on the west.

15. Pretty Lake Substation: All of that certain Certified Survey Map recorded in the Office of the Register of Deeds for Jefferson County in Volume 2 of Certified Survey Maps on Pages 263 and 264 as Document No. 717082, being a part of the Northeast one-quarter (NE $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Twenty-five (25), Township Six (6) North, Range Sixteen (16) East, town of Sullivan, being more particularly described as follows: Beginning at the northeast corner of said Northeast one-quarter (NE $\frac{1}{4}$); thence South eighty-eight degrees fifty-six minutes thirty seconds West (S.88°56'30"W.) along the right of way center line of Northey Road a distance of two hundred fifty and no one-hundredths (250.00) feet; thence South one degree three minutes thirty seconds East (S.01°03'30"E.) a distance of two hundred fifty and no one-hundredths (250.00) feet; thence North eighty-eight degrees fifty-six minutes thirty seconds East (N.88°56'30"E.) a distance of two hundred forty-five and thirty-eight hundredths (245.38) feet to the pavement center line of C.T.H. "Z"; thence due north along said pavement center line a distance of two hundred fifty and four one hundredths (250.04) feet to the place of beginning.

16. Riverside Substation: Lot 3 in Block 13, of the Original Plat, City of Fort Atkinson, being a part of the NE $\frac{1}{4}$ Section 4, T5N, R14E.

17. Rome Substation: A parcel of land in the Northeast one-quarter (NE $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Seventeen (17), Township Six (6) North, Range Sixteen (16) East, in the Town of Sullivan, described as follows: Commencing at the north one-quarter ($\frac{1}{4}$) corner of said Section Seventeen (17), Township Six (6) North, Range Sixteen (16) East; thence South no degrees five minutes thirty-one seconds West (S.0°05'31"W.) along the north-south one-quarter ($\frac{1}{4}$) section line a distance of one thousand three hundred

twenty-three and forty-three hundredths (1323.43) feet; thence South eighty-nine degrees thirty-eight minutes West (S.89°38'W.) a distance of two hundred eighty and twenty-eight hundredths (280.28) feet to the center of County Trunk Highway "P", the point of beginning; thence continuing South eighty-nine degrees thirty-eight minutes West (S.89°38'W.) a distance of three hundred forty-three and forty-six hundredths (343.46) feet to a point; thence North fifteen degrees twenty-three minutes East (N.15°23'E.) a distance of four hundred three and eighty-five hundredths (403.85) feet to a point in the center line of said County Trunk Highway "P"; thence South thirty-three degrees thirty-one minutes and forty-five seconds East (S.33°31'45"E.) along the center line of County Trunk Highway "P" a distance of three hundred thirty-eight and thirty-two hundredths (338.32) feet to a point of curve, said curve having an intersection angle of thirty-three degrees thirty-four minutes and thirty seconds (33°34'30") and a radius of four hundred (400) feet; thence on a curve convex to the east with a chord bearing South twenty-five degrees ten minutes and thirty-five seconds East (S.25°10'35"E.) a distance of one hundred sixteen and seventeen hundredths (116.17) feet and an arc distance of one hundred sixteen and fifty-eight hundredths (116.58) feet to a point on the curve, the point of beginning; subject to County Trunk Highway "P" on the east.

18. Second Street Substation: That part of Lot One (1), Block Two (2), in Cole, Bailey & Co.'s Addition to Watertown, being a subdivision of a part of the Southwest one-quarter (SW¼) of Section Four (4), Township Eight (8) North, Range Fifteen (15) East, City of Watertown, bounded and described as follows: Commencing at the intersection of the northerly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and the west line of Second Street; running thence north along the west line of Second Street a distance of fifty-six (56) feet to the southeast corner of the existing Service Building on the premises of the Wisconsin Natural Gas Company; thence west along the south line of said Service Building a distance of thirty-six (36) feet; thence south parallel with the west line of said Second Street a distance of forty-three (43) feet to said northerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company; thence southeasterly along said right-of-way line a distance of thirty-eight (38) feet to the place of commencement.

19. Stony Brook Substation: Parcels One (1) and Two (2) of that certain Certified Survey Map recorded in the office of the Register of Deeds for Jefferson County in Volume 2 of Certified Surveys, on Pages 23, 24, and 25, as Document No. 709945 being a part of the Northwest one-quarter (NW¼) and the Southwest one-quarter (SW¼) of Section Sixteen (16), Township Eight (8) North, Range Thirteen (13) East, Town of Waterloo.

20. Transmission Line Land: Part of the Southeast one-quarter (SE $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Thirteen (13), Township Eight (8) North, Range Fifteen (15) East, Town of Watertown, bounded and described as follows: Commencing at the east $\frac{1}{4}$ corner of said Section Thirteen (13); thence due north on and along the east line of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Thirteen (13) a distance of one thousand one hundred seventy-three and forty hundredths (1173.40) feet (1152.45 feet record) to the point of beginning of lands herein conveyed; thence continuing due north on and along said east line of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Thirteen (13) a distance of one hundred eleven and sixty-seven hundredths (111.67) feet to a point; thence due west a distance of two hundred fifty-nine and no one-hundredths (259.00) feet to a point; thence due south a distance of one hundred eleven and sixty-seven hundredths (111.67) feet to a point; thence due east a distance of two hundred fifty-nine and no one-hundredths (259.00) feet to the point of beginning, subject to Town Line Road on the east.

Also the Northeast one-quarter (NE $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Fifteen (15), Township Eight (8) North, Range Sixteen (16) East, Town of Ixonia.

Also a part of Township 5 North, Range 13 East, Town of Koshkonong being a strip of land 100 feet in width extending over and across the Southeast Quarter of the Northeast Quarter, and part of the Northeast Quarter of the Southeast Quarter of Section 25, said strip of land being 56 feet in width on the Northwesterly side and 44 feet in width on the Southeasterly side of the center line of the main track of the Chicago St. Paul and Fond du Lac Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Section 25, and lying Northeasterly of a line drawn at right angles to said original main track center line at a point thereon distant 1,373.7 feet Southwesterly from its intersection with the East line of said Section 25.

Also a part of Township 5 North, Range 14 East, Town of Koshkonong and City of Fort Atkinson being a strip of land 100 feet in width extending over and across the East Half of the Southeast Quarter of Section 8; the Northeast Quarter, the East Half of the Southwest Quarter, and the Northwest Quarter of the Southeast Quarter, of Section 17; the Southeast Quarter of the Northeast Quarter, the South Half of the Southwest Fractional Quarter, and the Southeast Quarter, of Section 19; the Northwest Quarter of Section 20, the Northwest Fractional Quarter, and the North Half of the Southwest Fractional Quarter, of Section 30, said strip of land being 56 feet in width on the Northwesterly side and 44 feet in width on the Southeasterly side of the center line of the main track of the Chicago St. Paul and Fond du Lac Railroad Company (now the Chicago and North

Western Transportation Company), as said main track center line was originally located and established over and across said Sections 8, 17, 19, 20 and 30.

Also a part of Township 5 North, Range 14 East, City of Fort Atkinson being a strip of land 100 feet in width extending over and across part of the West Half of the Southwest Quarter of Section 9, said strip of land being 56 feet in width on the Northwestern side and 44 feet in width on the Southeasterly side of the center line of the main track of said Transportation Company, as originally located and established over and across said Section 9, and lying Southwesterly of a line drawn at right angles to said original main track center line at a point thereon distant 564 feet Northeasterly from its intersection with the West line of said Section 9.

KENOSHA COUNTY

21. Pleasant Prairie Power Plant Property: That part of the Northeast Quarter of Section 16, Township 1 North, Range 22 East, Town of Pleasant Prairie, bounded and described as follows: Commencing at the center of Section 16, thence North $88^{\circ} 30' 47''$ East, along the East-West Quarter line of said Section 16, a distance of 1,317.13' to a point; thence North $02^{\circ} 43' 41''$ West a distance of 902.88' to the point of beginning of the parcel of land herein described; thence continuing North $02^{\circ} 43' 41''$ West a distance of 420.62' to a point; thence North $88^{\circ} 16' 12''$ East a distance of 207.87' to a point; thence South $01^{\circ} 11' 20''$ East a distance of 421.41' to a point; thence South $88^{\circ} 30' 47''$ West a distance of 196.56' to the point of beginning.

Also that part of the East Half of Section 16, Township 1 North, Range 22 East, Town of Pleasant Prairie, bounded and described as follows: Commencing at the South Quarter corner of said Section 16; thence North $88^{\circ} 42' 32''$ East a distance of 1305.70' to the place of beginning; thence North $02^{\circ} 39' 42''$ West a distance of 2,676.94' to a point; thence North $02^{\circ} 43' 41''$ West a distance of 902.88' to a point; thence North $88^{\circ} 30' 47''$ East a distance of 196.56' to a point; thence North $01^{\circ} 11' 20''$ West a distance of 421.41' to a point; thence North $88^{\circ} 16' 12''$ East a distance of 25.00' to a point; thence South $01^{\circ} 11' 20''$ East a distance of 4,001.02' to a point; thence South $88^{\circ} 42' 32''$ West a distance of 128.50' to the place of beginning.

Also that part of the south half of section 16 and part of the north half of section 21 in town 1 north, range 22 east of the fourth principal meridian, more particularly described as follows: Beginning at the center of said section 16, thence south $2^{\circ} 54' 31''$ east along and upon the north and south quarter line through said section 16 a distance of 1336.36 feet and to the northwest corner of the southwest quarter of the southeast quarter of said section 16; thence north $88^{\circ} 36' 39''$ east along and upon the north line of the southwest quarter of said

southeast quarter 1311.42 feet and to the northeast corner thereof; thence south $2^{\circ}39'42''$ east along and upon the east line of the southwest quarter of said southeast quarter said line also being the westerly right-of-way line of the Chicago & Northwestern Railway Co. a distance of 1338.47 feet and to the southeast corner of the southwest quarter of said southeast quarter section and a jog in said Rwy. right-of-way line; thence north $88^{\circ}42'32''$ east along and upon said jog and the north line of the northeast quarter of said section 21 a distance of 128.50 feet; thence south $1^{\circ}11'28''$ east along and upon the westerly right-of-way line of said Railway 664.46 feet; thence south $88^{\circ}44'13''$ west along and upon the south line of the north half of the north half of the northeast quarter of said section 21 a distance of 1415.31 feet and to the west line of said northeast quarter section; thence south $2^{\circ}49'19''$ east along and upon the north and south quarter line through said section 21 a distance of 639.24 feet and to the center line of Highway "T" (93rd Street); thence south $89^{\circ}00'26''$ west along and upon the center-line of said Highway 2395.34 feet and to the easterly right-of-way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad; thence north $18^{\circ}09'30''$ east along and upon the easterly right-of-way line of said Railroad 1376.43 feet and to the north line of the northwest quarter of said section 21 and a jog in said right-of-way line; thence north $88^{\circ}56'11''$ east along and upon the north line of said northwest quarter section and said jog 26.47 feet; thence north $18^{\circ}09'30''$ east along and upon the easterly right-of-way line of said Railroad 1300.00 feet and to another jog in said right-of-way line; thence north $71^{\circ}50'30''$ west along and upon said jog 25.00 feet; thence north $18^{\circ}09'30''$ east 1070.16 feet and to another jog in said right-of-way line; thence south $71^{\circ}50'30''$ east along and upon said jog 40.00 feet; thence north $18^{\circ}09'30''$ east along and upon the easterly right-of-way line of said Railroad 454.44 feet and to the north line of the southwest quarter of said section 16, thence north $88^{\circ}18'53''$ east along and upon the north line of the southwest quarter of said section 16 a distance of 845.70 feet and to the point of beginning, lying and being in the town of Pleasant Prairie.

Also all that part of the South one-half ($S\frac{1}{2}$) of Section Nine (9) and the North one-half ($N\frac{1}{2}$) of Section Sixteen (16), Township One (1) North, Range Twenty-two (22) East, Town of Pleasant Prairie, bounded and described as follows: Commencing at the South $\frac{1}{4}$ corner of Section Nine (9), Township One (1) North, Range Twenty-two (22) East; thence North two degrees forty-two minutes forty-six seconds West ($N.02^{\circ}42'46''W.$) along the South $\frac{1}{4}$ line of Section Nine (9); a distance of three hundred thirty-two and forty-nine hundredths (332.49) feet to the Southerly right of way line of Bain Station Road, also the point of beginning; thence North sixty-seven degrees eleven minutes fifty-nine seconds East ($N.67^{\circ}11'59''E.$) along said Southerly right of way line of Bain Station Road a distance of one thousand six hundred seventy-two and thirty-one hundredths (1672.31) feet to the Westerly right of way line of the Chicago and North Western Railway Company; thence South one degree eleven minutes sixteen seconds East

(S.01°11'16"E.) along said Westerly right of way line of the Chicago and North Western Railway Company, a distance of two thousand two hundred fifty-one and forty-five hundredths (2251.45) feet to a point in the South line of the North one-half (N½) of the Northeast one-quarter (NE¼) of Section Sixteen (16), Township One (1) North, Range Twenty-two (22) East; thence South eighty-eight degrees sixteen minutes twelve seconds West (S.88°16'12"W.) on and along the South line of the North one-half (N½) of the Northeast one-quarter (NE¼) of Section Sixteen (16), Township One (1) North, Range Twenty-two (22) East, a distance of one thousand five hundred seventeen and forty-six hundredths (1517.46) feet to the West line of the Northeast one-quarter (NE¼) of Section Sixteen (16), Township One (1) North, Range Twenty-two (22) East; thence South eighty-eight degrees thirty-two minutes twenty-five seconds West (S.88°32'25"W.) on and along the South line of the Northeast one-quarter (NE¼) of the Northwest one-quarter (NW¼) of Section Sixteen (16), Township One (1) North, Range Twenty-two (22) East to a point in the Easterly right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence Northeasterly on and along the Easterly right of way line of said Chicago, Milwaukee, St. Paul and Pacific Railroad to a point on the Southerly line of Bain Station Road; thence North sixty-seven degrees eleven minutes fifty-nine seconds East (N.67°11'59"E.) along said Southerly right of way of Bain Station Road to the point of beginning.

Also that part of the North one-half (N½) of Section Sixteen (16), Township One (1) North, Range Twenty-two (22) East, Town of Pleasant Prairie, bounded and described as follows:

Beginning at the center of said Section Sixteen (16); running thence South eighty-eight degrees eighteen minutes fifty-three seconds West (S.88°18'53"W.) on the east-west one-quarter line of said Section Sixteen (16) a distance of eight hundred forty-five and sixty-eight hundredths (845.68) feet to a point in the easterly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way; running thence North eighteen degrees nine minutes thirty seconds East (N.18°09'30"E.) on the easterly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way a distance of eight hundred thirty-nine and fifty-five hundredths (839.55) feet to a point of curvature; running thence northeasterly along a curve of southeasterly convexity a distance of five hundred fifty-four and twenty hundredths (554.20) feet to a point in the north line of the Southeast one-quarter (SE¼) of the Northwest one-quarter (NW¼) of said Section Sixteen (16), said curve having a radius of five thousand eight hundred nineteen and sixty-five hundredths (5819.65) feet and a chord which bears North fifteen degrees twenty-five minutes forty-nine seconds East (N.15°25'49"E.) a distance of five hundred fifty-three and ninety-eight hundredths (553.98) feet to a point of tangency; running thence North eighty-eight degrees thirty-two minutes no seconds

East (N.88°32'00"E.) a distance of three hundred eighty and fifty-six hundredths (380.56) feet to a point; running thence North eighty-eight degrees sixteen minutes twelve seconds East (N.88°16'12"E.) a distance of one thousand three hundred ten and twelve hundredths (1310.12) feet to the northeast corner of the Southwest one-quarter (SW¼) of the Northeast one-quarter (NE¼) of said Section Sixteen (16); running thence South two degrees forty-three minutes forty-one seconds East (S.02°43'41"E.), a distance of one thousand three hundred twenty-three and fifty hundredths (1323.50) feet to the southeast corner of the Southwest one-quarter (SW¼) of the Northeast one-quarter (NE¼) of said Section Sixteen (16); running thence South eighty-eight degrees thirty minutes forty-seven seconds West (S.88°30'47"W.) a distance of one thousand three hundred seventeen and thirteen hundredths (1317.13) feet to the point of beginning.

22. Sunnyside 8KV Substation: Part of the Southeast one-quarter (SE ¼) of Section One (1), Township One (1) North, Range Twenty-two (22) East, City of Kenosha, more particularly described as: Beginning at the southeast corner of 73rd Street and 29th Avenue, said point being on the westerly right-of-way line of the former Chicago, North Shore and Milwaukee Railroad; thence South eleven degrees thirty-two minutes West (S.11°32'W.) along said right-of-way line a distance of three hundred (300) feet; thence North eighty-seven degrees forty-eight minutes thirty seconds East (N.87°48'30"E.) parallel with the south line of 73rd Street a distance of one hundred two and ninety-four hundredths (102.94) feet to the easterly line of said right of way; thence North eleven degrees thirty-two minutes East (N.11°32'E.) along said right-of-way line a distance of three hundred (300) feet to the south line of 73rd Street; thence South eighty-seven degrees forty-eight minutes thirty seconds West (S.87°48'30"W.) along the south line of 73rd Street a distance of one hundred two and ninety-four hundredths (102.94) feet to the point of beginning.

23. Miscellaneous Property: 100 acres of land from and off the entire East side of the Northeast ¼ of Section 3, Township 2 North, Range 21 East of the Fourth Principal Meridian, and off the North ½ of the Southeast ¼ of said Section to be taken off by a line running parallel with the East line of said Section. EXCEPTING THEREFROM Part of the Northeast ¼ of Section 3, Township 2 North, Range 21 East of the Fourth Principal Meridian, more particularly described as: Beginning at the Northeast corner of said ¼ Section; thence West along the North line of said ¼ Section 475 feet, thence South parallel to the East line of said ¼ Section 568 feet; thence Northeasterly 477.48 feet to a point on the East line of said ¼ Section that is 510 feet South from the Northeast corner of said ¼ Section; thence North along the East line of said ¼ Section 510 feet to the point of beginning. Subject to the County Line Road, over and

across the entire North 33 feet of the above described. ALSO EXCEPTING THEREFROM land conveyed to Kenosha County by Deed recorded May 24, 1967 in Volume 752 of Records, page 319, as Document No. 494572. Said land being in the Town of Paris.

24. Transmission Line Land: A parcel of land in the Southeast $\frac{1}{4}$ of Section 26, Township 2 North, Range 22 East, City of Kenosha described as follows: Commencing at a point in the west line of said Southeast $\frac{1}{4}$ of Section 26 which point is three hundred and thirty (330) feet north of the southwest corner of said quarter section; thence East parallel to the south line of said Section 26, six hundred and sixty-nine (669) feet to a point; thence North parallel to the west line of said quarter section, thirty (30) feet to a point; thence West parallel to the south line of said Section 26, six hundred and sixty-nine (669) feet to a point in the west line of said quarter section; thence South on the west line of said quarter section, thirty (30) feet to the point of beginning, excepting and reserving therefrom the west twenty-five (25) feet in width and the east twenty-five (25) feet in width of said described parcel to be used as public highways.

Also a parcel of land in the Northeast one-quarter (NE $\frac{1}{4}$) of Section Twenty-two (22), Township One (1) North, Range Twenty-two (22) East, in the Town of Pleasant Prairie, bounded and described as follows: Beginning at a three-fourths ($\frac{3}{4}$) inch diameter iron pipe stake on East-West one-quarter ($\frac{1}{4}$) line of said Section Twenty-two (22) at a point located North eighty-nine degrees forty-eight minutes forty-eight seconds East (N.89°48'48"E.) nine hundred thirty-three and forty hundredths (933.40) feet from a Southeastern Wisconsin Regional Planning Commission monument marking the center of said Section; run thence North two degrees twenty-five minutes four seconds West (N.02°25'04"W.) one hundred ninety and fourteen hundredths (190.14) feet to a three-fourths ($\frac{3}{4}$) inch diameter iron pipe stake; thence North eighty-nine degrees forty-eight minutes forty-eight seconds East (N.89°48'48"E.) four hundred one and seventy-nine hundredths (401.79) feet to a three-fourths ($\frac{3}{4}$) inch iron pipe stake; thence South two degrees twenty-five minutes four seconds East (S.02°25'04"E.) one hundred ninety and fourteen hundredths (190.14) feet to a three-fourths ($\frac{3}{4}$) inch diameter iron pipe stake marking the Southeast corner of the West one-half (W $\frac{1}{2}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Twenty-two (22); thence South eighty-nine degrees forty-eight minutes forty-eight seconds West (S.89°48'48"W.) four hundred one and seventy-nine hundredths (401.79) feet on the East-West one-quarter ($\frac{1}{4}$) line to the place of beginning.

Also all that part of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Twenty-two (22) and the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twenty-three (23), all in Township One (1) North, Range Twenty-two (22) East, Town of Pleasant Prairie, bounded and described as follows: Beginning at the East one-quarter (E $\frac{1}{4}$) corner of said Section Twenty-two (22); thence South eighty-nine degrees forty-eight minutes forty-nine seconds West (S.89°48'49"W.) on and along the East-West one-quarter (E-W $\frac{1}{4}$) line of said Section Twenty-two (22) a distance

of six hundred fifty-seven and no one-hundredths (657.00) feet; thence North two degrees thirty-five minutes thirty-five seconds West (N.02°35'35"W.) a distance of one hundred ninety and seventeen hundredths (190.17) feet; thence North eighty-nine degrees forty-eight minutes forty-nine seconds East (N.89°48'49"E.) a distance of six hundred fifty-seven and no one-hundredths (657.00) feet to a point in the east line of said Section Twenty-two (22), said point being one hundred ninety and seventeen hundredths (190.17) feet North two degrees thirty-five minutes thirty-five seconds West (N.02°35'35"W.) of said east one-quarter (E ¼) corner of Section Twenty-two (22); thence North eighty-nine degrees forty-eight minutes twenty-two seconds East (N.89°48'22"E.) a distance of one thousand one hundred forty-nine and twenty hundredths (1149.20) feet to a point in the east line of the west seventy (70) acres of the West one-half (W ½) of the Northwest one-quarter (NW ¼) of said Section Twenty-three (23); thence South two degrees thirty-five minutes thirty-five seconds East (S.02°35'35"E.) on and along said east line of the west seventy (70) acres of the West one-half (W ½) of the Northwest one-quarter (NW ¼) of said Section Twenty-three (23) a distance of one hundred ninety and seventeen hundredths (190.17) feet to a point in the East-West one-quarter (E-W ¼) line of said Section Twenty-three (23); thence South eighty-nine degrees forty-eight minutes twenty-two seconds West (S.89°48'22"W.) on and along said East-West one-quarter (E-W ¼) line of said Section Twenty-three (23) a distance of one thousand one hundred forty-nine and twenty hundredths (1149.20) feet to the point of beginning.

Also Lot Nineteen (19), Block Four (4), BONNIE HAME FIRST SUBDIVISION, being a subdivision of a part of the Northeast one-quarter (NE ¼) of Section Thirty-six (36) and the Southeast one-quarter (SE ¼) of Section Twenty-five (25), all in Township Two (2) North, Range Twenty-two (22) East, City of Kenosha.

Also Lot Nineteen (19), Block Five (5), BONNIE HAME FIRST SUBDIVISION, being a subdivision of a part of the Northeast one-quarter (NE ¼) of Section Thirty-six (36) and the Southeast one-quarter (SE ¼) of Section Twenty-five (25); all in Township Two (2) North, Range Twenty-two (22) East, City of Kenosha.

Also that part of the Southeast one-quarter (SE ¼) of Section Twenty-six (26), Township Two (2) North, Range Twenty-two (22) East, City of Kenosha, bounded and described as follows: Commencing at the south one-quarter (S ¼) corner of said Section Twenty-six (26); running thence north along the west line of the Southeast one-quarter (SE ¼) of said Section Twenty-six (26), a distance of one hundred sixty and no one-hundredths (160.00) feet to the point of beginning of the parcel herein conveyed; continuing thence north along the west line of the Southeast one-quarter (SE ¼) of said Section Twenty-six (26), a distance of forty and no one-hundredths (40.00) feet to a point; running thence east parallel

with the south line of said Section Twenty-six (26), a distance of two hundred fifty and no one-hundredths (250.00) feet to a point; running thence South parallel with the west line of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Twenty-six (26), a distance of forty and no one-hundredths (40.00) feet to a point; running thence west parallel with the south line of said Section Twenty-six (26) a distance of two hundred fifty and no one-hundredths (250.00) feet to the point of beginning. Subject to the west twenty-five and no one-hundredths (25.00) feet of the above described parcel of land to be used as a public highway.

Also all that part of the Southeast one-quarter ($SE\frac{1}{4}$) of Section Twenty-one (21), Township One (1) North, Range Twenty-two (22) East, Town of Pleasant Prairie, bounded and described as follows: Beginning at the center of said Section Twenty-one (21); thence North eighty-eight degrees forty-nine minutes nineteen seconds East ($N.88^{\circ}49'19''E.$) on and along the east-west $\frac{1}{4}$ line of said Section Twenty-one (21) a distance of one thousand three hundred fifty-eight and nineteen hundredths (1358.19) feet to a point in the westerly line of the Chicago and North Western Railway Company right of way; thence South one degree ten minutes forty-eight seconds East ($S.01^{\circ}10'48''E.$) on and along said westerly line of the Chicago and North Western Railway Company right of way a distance of one hundred ninety and no one-hundredths (190.00) feet to a point; thence South eighty-eight degrees forty-nine minutes nineteen seconds West ($S.88^{\circ}49'19''W.$) a distance of one thousand three hundred fifty-two and fifty-one hundredths (1352.51) feet to a point in the north-south $\frac{1}{4}$ line of said Section Twenty-one (21); thence North two degrees fifty-three minutes twenty-three seconds West ($N.02^{\circ}53'23''W.$) on and along said north-south $\frac{1}{4}$ line of Section Twenty-one (21) a distance of one hundred ninety and eight one-hundredths (190.08) feet to the point of beginning.

Also all that part of the East one-half ($E\frac{1}{2}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Twenty-two (22), Township One (1) North, Range Twenty-two (22) East, Town of Pleasant Prairie, bounded and described as follows: Commencing at the east $\frac{1}{4}$ corner of said Section Twenty-two (22); thence South eighty-nine degrees forty-eight minutes forty-nine seconds West ($S.89^{\circ}48'49''W.$) on and along the east-west $\frac{1}{4}$ line of said Section Twenty-two (22) a distance of six hundred fifty-seven (657) feet to the point of beginning of the hereinafter described parcel of land; thence continuing South eighty-nine degrees forty-eight minutes forty-nine seconds West ($S.89^{\circ}48'49''W.$) on and along said east-west $\frac{1}{4}$ line of Section Twenty-two (22) a distance of six hundred seventy-eight and nineteen hundredths (678.19) feet to the southwest corner of the west line of the East one-half ($E\frac{1}{2}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Twenty-two (22); thence North two degrees twenty-five minutes four seconds West ($N.02^{\circ}25'04''W.$) on and along said west line of the East one-half ($E\frac{1}{2}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Twenty-two (22) a distance of one hundred ninety and fourteen hundredths (190.14) feet to a point; thence North eighty-nine

degrees forty-eight minutes forty-nine seconds East. (N.89°48'49"E.) a distance of six hundred seventy-seven and sixty-one hundredths (677.61) feet to a point; thence South two degrees thirty-five minutes thirty-five seconds East (S.02°35'35"E.) a distance of one hundred ninety and seventeen hundredths (190.17) feet to the point of beginning.

Also that part of the Northeast one-quarter (NE $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of Section (15), Township Two (2) North, Range Twenty-two (22) East, in the Town of Somers, bounded as follows: Begin at the intersection of the west line of the Chicago and North Western Railway Company's right of way with the north line of said Section Fifteen (15), said intersection being South eighty-nine degrees sixteen minutes forty-seven seconds West (S.89°16'47"W.) one thousand seventy-one and ninety-nine hundredths (1071.99) feet from the north one-quarter ($\frac{1}{4}$) corner of said Section; running thence South five degrees three minutes thirteen seconds West (S.5°03'13"W.) one thousand three hundred thirty-one and ten hundredths (1331.10) feet along the west line of said railroad right of way to a $\frac{3}{4}$ " diameter iron pipe stake set on the north line of the Southeast one-quarter (SE $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Fifteen (15); thence South eighty-nine degrees twenty-one minutes thirty-six seconds West (S.89°21'36"W.) one hundred two and ninety-seven hundredths (102.97) feet on said north line to a $\frac{3}{4}$ " diameter iron pipe stake set on the west line of the Northeast one-quarter (NE $\frac{1}{4}$) of said Northwest one-quarter (NW $\frac{1}{4}$) section; thence North one degree forty-one minutes fourteen seconds West (N.1°41'14"W.) one thousand three hundred twenty-four and thirty-nine (1324.39) feet to the northwest corner of the Northeast one-quarter (NE $\frac{1}{4}$) of said Northwest one-quarter (NW $\frac{1}{4}$) section; thence North eighty-nine degrees sixteen minutes forty-seven seconds East (N.89°16'47"E.) two hundred fifty-nine and twenty-three hundredths (259.23) feet to the point of beginning, subject to C.T.H. "E" on the north.

Also the East one-half (E $\frac{1}{2}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Twenty-four (24), in Township One (1) North, Range Twenty-two (22) East of the Fourth Principal Meridian, and lying and being in the Town of Pleasant Prairie.

Also all that part of the East Half of Section 4, Township 1 North, Range 22 East, of the Fourth Principal Meridian, Town of Pleasant Prairie, bounded as follows: Begin at a Southeastern Wisconsin Regional Planning Commission monument marking the North Quarter corner of said Section 4; run thence North 89°33'30" East 262.97 feet on the North line of said Section 4; thence South 11°07'19" West 33.68 feet to a $\frac{3}{4}$ inch diameter iron pipe stake; continue thence South 11°07'19" West 147.52 feet to a $\frac{3}{4}$ inch diameter iron pipe stake; thence South 2°37'31" East 4018.72 feet to a $\frac{3}{4}$ inch diameter iron pipe stake; thence South 32°55'06" East 1042.26 feet; thence South 36°45'41" West 74.79 feet to a $\frac{3}{4}$ inch diameter iron pipe stake on the Northerly line of the right-of-way

of Wisconsin State Trunk Highway 50; thence South $74^{\circ}52'20''$ West 397.25 feet on said right-of-way line to a $\frac{3}{4}$ inch diameter iron pipe stake; thence North $2^{\circ}46'04''$ West 383.00 feet to a $\frac{3}{4}$ inch diameter iron pipe stake; thence South $88^{\circ}26'48''$ West 143.00 feet to a $\frac{3}{4}$ inch diameter iron pipe stake; thence North $2^{\circ}46'04''$ West 229.00 feet to a $\frac{3}{4}$ inch diameter iron pipe stake; thence South $88^{\circ}26'48''$ West 165.00 feet to a $\frac{3}{4}$ inch diameter iron pipe stake on the North-South Quarter line of said Section 4 at a point 792.00 feet North $2^{\circ}46'04''$ West from the South Quarter corner of said Section; thence North $2^{\circ}46'04''$ West 1841.98 feet to a Southeastern Wisconsin Regional Planning Commission monument marking the center of said Section; thence North $2^{\circ}32'44''$ West 2788.76 feet to the point of beginning. Subject to the rights of the public, if any, in and to County Trunk Highway "K".

Also all that part of the Southeast one-quarter ($SE\frac{1}{4}$) of Section Twenty-one (21) and the Southwest one-quarter ($SW\frac{1}{4}$) of Section Twenty-two (22), all in Township One (1) North Range Twenty-two (22) East, Town of Pleasant Prairie, bounded and described as follows: Beginning at the west one-quarter corner of said Section Twenty-two (22); thence South eighty-nine degree fifty-eight minutes two seconds East ($S.89^{\circ}58'02''E.$) on and along the east-west one-quarter line of said Section Twenty-two (22) a distance of five hundred thirty-two and thirty-three hundredths (532.33) feet to a point on a curve in the center line of S.T.H. "31" whose radius is one thousand one hundred sixty-six and seventy-two hundredths (1166.72) feet and whose chord bears South four degrees eleven minutes eleven seconds East ($S.04^{\circ}11'11''E.$) a distance of one hundred ninety and thirty-seven hundredths (190.37) feet; thence southeasterly on and along the arc of said curve to the left a distance of one hundred ninety and fifty-eight hundredths (190.58) feet to a point; thence North eighty-nine degrees fifty-eight minutes two seconds West ($N.89^{\circ}58'02''W.$) a distance of five hundred thirty-seven and thirty-three hundredths (537.33) feet to a point in the west line of said Section Twenty-two (22), said point being one hundred ninety and seven one-hundredths (190.07) feet South two degrees forty-one minutes three seconds East ($S.02^{\circ}41'3''E.$) of said east one-quarter corner of Section Twenty-two (22); thence South eighty-eight degrees forty-nine minutes nineteen seconds West ($S.88^{\circ}49'19''W.$) a distance of one thousand one hundred thirty-two and twenty-eight hundredths (1132.28) feet to a point in the easterly line of the Chicago and North Western Railway Company right of way; thence North one degree ten minutes forty-eight seconds West ($N.01^{\circ}10'48''W.$) on and along said easterly right of way line a distance of one hundred ninety (190) feet to a point in the east-west one-quarter line of said Section Twenty-one (21); thence North eighty-eight degrees forty-nine minutes nineteen seconds East ($N.88^{\circ}49'19''E.$) on and along said east-west one-quarter line of Section Twenty-one (21) a distance of one thousand one hundred twenty-seven and twenty-nine hundredths (1127.29) feet to the point of beginning, subject to S.T.H. "31" on the east.

Also that part of the West one-half ($W\frac{1}{2}$) of the Southeast one-quarter ($SE\frac{1}{4}$) of Section Twenty-six (26), Township Two (2) North, Range Twenty-two (22) East, City of Kenosha, bounded and described as follows: Commencing at the South one-quarter ($S\frac{1}{4}$) corner of said Section Twenty-six (26); running thence North eighty-nine degrees forty-three minutes thirty-two seconds East ($N.89^{\circ}43'32''E.$) along the south line of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Twenty-six (26) a distance of six hundred sixty-nine and no one-hundredths (669.00) feet to a point; running thence North one degree twenty-five minutes forty-eight seconds West ($N.01^{\circ}25'48''W.$) along the center line of 45th Avenue a distance of two hundred thirty and no one-hundredths (230.00) feet to a point; running thence North eighty-nine degrees forty-three minutes thirty-two seconds East ($N.89^{\circ}43'32''E.$) a distance of twenty-five and one one-hundredth (25.01) feet to the point of beginning of the Parcel herein conveyed; continuing thence North eighty-nine degrees forty-three minutes thirty-two seconds East ($N.89^{\circ}43'32''E.$) a distance of ninety-three and ninety-nine hundredths (93.99) feet to a point; running thence South one degree twenty-five minutes forty-eight seconds East ($S.01^{\circ}25'48''E.$) a distance of eighty and two one-hundredths (80.02) feet to a point; running thence South eighty-nine degrees forty-three minutes thirty-two seconds West ($S.89^{\circ}43'32''W.$) parallel with the south line of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Twenty-six (26) a distance of ninety-three and ninety-nine hundredths (93.99) feet to a point; running thence North one degree twenty-five minutes forty-eight seconds West ($N.01^{\circ}25'48''W.$) a distance of eighty and two one-hundredths (80.02) feet to the point of beginning.

Also that part of the Southeast $\frac{1}{4}$ of Section 26, Township 2 North, Range 22 East, City of Kenosha, being more particularly described as follows: Beginning at a point 669 feet east and 365 feet north of the southwest corner of said $\frac{1}{4}$ Section; thence east 330 feet; thence north 53 feet; thence west 330 feet; thence south 53 feet to the point of beginning.

Also that part of the Southwest one-quarter ($SW\frac{1}{4}$) of Section Twenty-six (26), Township Two (2) North, Range Twenty-two (22) East, City of Kenosha, bounded and described as follows: Commencing at the south $\frac{1}{4}$ corner of said Section Twenty-six (26); running thence North one degree twenty-five minutes forty-eight seconds West ($N.01^{\circ}25'48''W.$) along the east line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Twenty-six (26) a distance of three hundred thirty and no one-hundredths (330.00) feet to the point of beginning of the parcel herein conveyed; thence South eighty-nine degrees twenty-five minutes ten seconds West ($S.89^{\circ}25'10''W.$) a distance of one thousand three hundred thirty-four and eight tenths (1334.8) feet to a point; thence North one degree twenty-seven minutes forty-six seconds West ($N.01^{\circ}27'46''W.$) a distance of twenty-five and no one-hundredths (25.00) feet to a point; thence North eighty-nine degrees twenty-five minutes ten seconds East ($N.89^{\circ}25'10''E.$) a distance of one thousand three

hundred thirty-four and eighty-two hundredths (1334.82) feet to a point on the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Twenty-six (26); thence South one degree twenty-five minutes forty-eight seconds East (S.01° 25'48"E.) along the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Twenty-six (26) a distance of twenty-five and no one-hundredths (25.00) feet to the point of beginning, subject to 47th Avenue on the east.

Also that part of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Eighteen (18), Township Two (2) North, Range Twenty-three (23) East, Town of Somers, bounded and described as follows: Commencing at a point on the north line of said Northwest one-quarter (NW $\frac{1}{4}$) of Section Eighteen (18), said point being North eighty-seven degrees fifty-nine minutes eight seconds East (N.87°59'08"E.) a distance of six hundred thirty and fifty-seven hundredths (630.57) feet from the Northwest corner of said Section Eighteen (18); running thence South fourteen degrees twenty-four minutes fifty-one seconds West (S.14°24'51"W.) a distance of seventy-seven and thirty hundredths (77.30) feet to a point on the south line of 12th Street, said point being the point of beginning of the parcel herein conveyed; running thence North eighty-five degrees thirteen minutes fifty-two seconds East (N.85°13'52"E.) on the south line of 12th Street, a distance of one hundred five and eighty-eight hundredths (105.88) feet to a point on the westerly line of 20th Avenue; running thence South fourteen degrees twenty-four minutes fifty-one seconds West (S.14°24'51"W.) on the westerly line of 20th Avenue a distance of three hundred eight and fifty-six hundredths (308.56) feet to a point; running thence South two degrees nine minutes forty-two seconds East (S.02°09'42"E.) on the west line of 20th Avenue a distance of five hundred forty-seven and ninety-eight hundredths (547.98) feet to a point; running thence South eighty-seven degrees fifty-nine minutes eight seconds West (S.87°59'08"W.) a distance of two hundred sixty-seven and twenty-four hundredths (267.24) feet to a point; running thence North fourteen degrees twenty-four minutes fifty-one seconds East (N.14°24'51"E.) a distance of eight hundred seventy-four and fifty-six hundredths (874.56) feet to the point of beginning.

Also that part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty-four (24) and the Northeast one-quarter (NE $\frac{1}{4}$) of Section Twenty-five (25), all in Township Two (2) North, Range Twenty-two (22) East, City of Kenosha, bounded and described as follows: Commencing at the southeast corner of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty-four (24); thence North eighty-seven degrees fifty-minutes thirty seconds West (N.87°50'30"W.) along the south line of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty-four (24) a distance of one thousand six hundred sixty-nine and fifty-six hundredths (1669.56) feet to the east line of the former Chicago, North Shore and Milwaukee Railway and the point of beginning of the premises hereafter described; thence North no degrees twelve minutes thirty seconds West (N.00°12'30"W.) a distance of four hundred eighty-three and three one-hundredths (483.03) feet to a point; thence North

eighty-seven degrees fifty minutes thirty seconds West (N.87°50'30"W.) a distance of one hundred and eight one-hundredths (100.08) feet to a point; thence South no degrees twelve minutes thirty seconds East (S.00°12'30"E.) a distance of four hundred eighty-three and three one-hundredths (483.03) feet to a point in the South line of said Southeast one quarter (SE $\frac{1}{4}$) of Section Twenty-four (24); thence continuing South no degrees thirteen minutes six seconds East (S.00°13'06"E.) in the said Northeast one-quarter (NE $\frac{1}{4}$) of Section Twenty-five (25) a distance of eight hundred seventy-five and eighty-two hundredths (875.82) feet to a point; thence South no degrees eleven minutes ten seconds East (S.0°11'10"E.) a distance of four hundred fifty-two and thirty hundredths (452.30) feet to a point in the north line of 35th Street extended; thence South eighty-eight degrees two minutes thirty seconds East (S.88°02'30"E.) along the north line of 35th Street extended a distance of one hundred and seven one-hundredths (100.07) feet to a point; thence North no degrees eleven minutes ten seconds West (N.00°11'10"W.) a distance of four hundred fifty-one and ninety-eight hundredths (451.98) feet to a point; thence North no degrees fourteen minutes thirty seconds West (N.00°14'30"W.) a distance of three hundred sixty-five and sixty three hundredths (365.63) feet to a point; thence North no degrees twelve minutes thirty seconds West (N.00°12'30"W.) a distance of five hundred ten and nineteen hundredths (510.19) feet to the place of beginning, excepting those parts previously conveyed to the City of Kenosha for the extension of 31st and 32nd Streets.

Also all that part of the Southeast Quarter of Section 31-1-23, in the Town of Pleasant Prairie, bounded as follows: Begin at a $\frac{3}{4}$ " diameter iron pipe stake set at a point on the South line of said Section 31 located South 89 degrees, 20 minutes, 00 seconds West 915.24 feet from a $2\frac{1}{4}$ " diameter iron pipe stake marking the Southeast corner of said Section; continue thence South 89 degrees, 20 minutes, 00 seconds West 100.00 feet on the South line of said Section to a $\frac{3}{4}$ " diameter iron pipe stake set; thence North 06 degrees, 51 minutes, 46 seconds East 242.00 feet to a $\frac{3}{4}$ " diameter iron pipe stake set; thence North 00 degrees, 18 minutes, 14 seconds West 376.00 feet to a $\frac{3}{4}$ " diameter iron pipe stake set; thence North 02 degrees, 36 minutes, 46 seconds East 378.00 feet to a $\frac{3}{4}$ " diameter iron pipe stake set on the Westerly line of right-of-way for the Chicago and North Western Railway Company; thence South 03 degrees, 13 minutes, 14 seconds East 994.27 feet on said Westerly line to the point of beginning.

Also all that part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Seven (7), Township Two (2) North, Range Twenty-three (23) East, Town of Somers, bounded and descibed as follows: Commencing at the Southwest corner of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Seven (7); thence east along the south line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Seven (7) a distance of six hundred twenty-nine and no hundredths (629.00) feet to the point of beginning of the parcel of land hereinafter described; continuing thence east along

the south line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Seven (7) a distance of one hundred four and twenty-three hundredths (104.23) feet to a point; thence North sixteen degrees twenty-three minutes thirty seconds East (N.16° 23'30"E.) a distance of one thousand four hundred twenty-eight and eighty-eight hundredths (1428.88) feet to the center line of Bose Road; thence North eighty-nine degrees seventeen minutes West (N.89°17'W.) along the center line of Bose Road a distance of one hundred four and twenty-three hundredths (104.23) feet to a point; thence South sixteen degrees twenty-three minutes thirty seconds West (S.16°23'30"W.) a distance of one thousand four hundred twenty-eight and eighty-eight hundredths (1428.88) feet to the point of beginning.

Also all that part of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Three (3), Township Two (2) North, Range Twenty-two (22) East, Town of Somers, bounded and described as follows: Beginning at the north one-quarter corner of said Section Three (3); thence North eighty-nine degrees thirty-three minutes fifty-five seconds East (N.89°33'55"E.) on and along the north line of said Section Three (3) a distance of two hundred two and ninety-six hundredths (202.96) feet to a point in the westerly line of the Chicago and North Western Railway Company right of way; thence South five degrees two minutes forty seconds West (S.05°02'40"W.) on and along said westerly right of way line, a distance of one thousand four hundred thirty-seven and sixty-three hundredths (1437.63) feet; thence South eighty-nine degrees thirteen minutes thirty-nine seconds West (S.89°13'39"W.) a distance of twenty-six and sixty-nine hundredths (26.69) feet to a point in the north-south one-quarter line of said Section Three (3); thence North one degree fifty-nine minutes forty-five seconds West (N.01°59'45"W.) on and along said north-south one-quarter line of Section Three (3) a distance of one thousand four hundred thirty-one and seventy-five hundredths (1431.75) feet to the point of beginning, subject to C.T.H. "KR" on the north.

Also that part of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Eighteen (18) Township Two (2) North, Range Twenty-three (23) East, Town of Somers, bounded and described as follows: Commencing at a monument marking the northwest corner of said Section Eighteen (18); running thence South one degree fifty-five minutes thirty-nine seconds East (S.01°55'39"E.) on the west line of said Section Eighteen (18) a distance of one thousand five hundred seventy-one and no one-hundredths (1571.00) feet to a point; running thence North eighty-seven degrees fifty-nine minutes eight seconds East (N.87°59'08"E.) a distance of one hundred sixty-nine and seventy-two hundredths (169.72) feet to the point of beginning of the parcel herein conveyed; running thence North fourteen degrees twenty-four minutes fifty-one seconds East (N.14°24'51"E.) a distance of six hundred eighty-six and one one-hundredth (686.01) feet to a point; running thence North eighty-seven degrees fifty-nine minutes eight seconds East (N.87°59'08"E.) a distance of one hundred four and twenty-six hundredths (104.26) feet to a point;

running thence South fourteen degrees twenty-four minutes fifty-one seconds West (S.14°24'51"W.) a distance of six hundred eighty-six and one one-hundredth (686.01) feet to a point; running thence South eighty-seven degrees fifty-nine minutes eight seconds West (S.87°59'08"W.) a distance of one hundred four and twenty-six hundredths (104.26) feet to the point of beginning.

Also a part of Section Nine (9), Township One (1) North, Range Twenty-two (22) East, Town of Pleasant Prairie, bounded and described as follows: Commencing at the south $\frac{1}{4}$ corner of said Section Nine (9); running thence North two degrees forty-two minutes forty-six seconds West (N.02°42'46"W.) on the north-south $\frac{1}{4}$ line a distance of three hundred ninety-eight and twenty-nine hundredths (398.29) feet to a point on the northerly line of Bain Station Road, said point being the point of beginning of the parcel herein conveyed; running thence South sixty-seven degrees fourteen minutes thirty-six seconds West (S.67°14'36"W.) on the northerly line of Bain Station Road a distance of two hundred twenty-one and fifty-eight hundredths (221.58) feet to a point on the easterly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way; running thence northwesterly a distance of three hundred sixty-six and thirty-six hundredths (366.36) feet to a point on a line, the chord of which bears North one degree nine minutes fifteen seconds West (N.01°09'15"W.) a distance of three hundred sixty-six and thirty-two hundredths (366.32) feet and which line is parallel with and fifty (50) feet easterly from a spiral easement curve in the center line of said Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way; running thence North one degree forty minutes thirty-two seconds West (N.01°40'32"W.) a distance of four hundred eighty-one and forty-four hundredths (481.44) feet to a point on the easterly line of said Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way; running thence North eighty-eight degrees nineteen minutes twenty-eight seconds East (N.88°19'28"E.) a distance of twenty-five and no one-hundredths (25.00) feet to a point; running thence North one degree forty minutes thirty-two seconds West (N.01°40'32"W.) on the easterly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way a distance of one thousand five hundred six and seventy-six hundredths (1506.76) feet to a point on the east-west $\frac{1}{4}$ line of said Section Nine (9), said point being South eighty-eight degrees sixteen minutes thirty-five seconds West (S.88°16'35"W.) a distance of one hundred thirty-seven and twenty-three hundredths (137.23) feet from the center of said Section Nine (9); continuing thence North one degree forty minutes thirty-two seconds West (N.01°40'32"W.) a distance of five hundred fifty and two one-hundredths (550.02) feet to a point; running thence South eighty-seven degrees fifty-eight minutes thirty-seven seconds West (S.87°58'37"W.) a distance of twenty-five and no one-hundredths (25.00) feet to a point; running thence North one degree forty minutes thirty-two seconds West (N.01°40'32"W.) on the easterly line of said Chicago, Milwaukee, St. Paul and Pacific Railroad Company

right of way a distance of one thousand eight hundred forty-six and eighty-two hundredths (1846.82) feet to a point on the southerly line of S.T.H. 50; running thence North eighty-seven degrees fifty-eight minutes thirty-seven seconds East (N.87°58'37"E.) on the southerly line of said S.T.H. 50 a distance of one hundred three and sixty-one hundredths (103.61) feet to a point on the north-south $\frac{1}{4}$ line of said Section Nine (9), said point being South three degrees four minutes thirty-five seconds East (S.03°04'35"E.) a distance of two hundred seventy and ten hundredths (270.10) feet from the north $\frac{1}{4}$ corner of said Section Nine (9); running thence North eighty-eight degrees twenty-six minutes forty-eight seconds East (N.88°26'48"E.) on the southerly line of said S.T.H. 50 a distance of one hundred ninety-two and eighty-two hundredths (192.82) feet to a point; running thence South seventy-six degrees twenty-six minutes forty-eight seconds East (S.76°26'48"E.) on the southerly line of said S.T.H. 50 a distance of forty-four and two one-hundredths (44.02) feet to a point; running thence South thirty-six degrees forty-five minutes forty-one seconds West (S.36°45'41"W.) a distance of two hundred fifteen and thirty-nine hundredths (215.39) feet to a point; running thence South one degree forty minutes thirty seconds East (S.01°40'30"E.) on the east-west $\frac{1}{4}$ line a distance of two thousand two hundred sixteen and forty-seven hundredths (2216.47) feet to a point on the east-west $\frac{1}{4}$ line, said point being North eighty-eight degrees sixteen minutes ten seconds East (N.88°16'10"E.) a distance of forty-two and seventy-seven hundredths (42.77) feet from the center of said Section Nine (9); continuing thence South one degree forty minutes thirty-two seconds East (S.01°40'32"E.) a distance of two thousand one hundred seventy-five and ninety-four hundredths (2175.94) feet to a point; continuing thence South one degree forty minutes thirty-two seconds East (S.01°40'32"E.) a distance of ten (10) feet to a point; running thence South three degrees thirty minutes one second East (S.03°30'01"E.) a distance of eighty-seven and thirty-eight hundredths (87.38) feet to a point on the northerly line of Bain Station Road; running thence South sixty-seven degrees fourteen minutes thirty-six seconds West (S.67°14'36"W.) a distance of four and sixty-eight hundredths (4.68) feet to the point of beginning. Also part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Nine (9), Township One (1) North, Range Twenty-two (22) East, Town of Pleasant Prairie, bounded and described as follows: Commencing at the south $\frac{1}{4}$ corner of said Section Nine (9); running thence North two degrees forty-two minutes forty-six seconds West (N.02°42'46"W.) on the north-south $\frac{1}{4}$ line of said Section Nine (9) a distance of three hundred ninety-eight and twenty-nine hundredths (398.29) feet to a point on the northerly line of Bain Station Road; running thence North sixty-seven degrees fourteen minutes thirty-six seconds East (N.67°14'36"E.) on the northerly line of Bain Station Road, a distance of one thousand six hundred sixteen and seventy-four hundredths (1616.74) feet to the point of beginning of the parcel herein conveyed; continuing thence North sixty-seven degrees fourteen minutes thirty-six seconds East (N.67°

14'36"E.) from said point of beginning a distance of sixty-four and fifty-three hundredths (64.53) feet to a point on the westerly line of the Chicago and North Western Transportation Company right of way; running thence North one degree nine minutes thirty-nine seconds West (N.01°09'39"W.) on the westerly line of said Chicago and North Western Transportation Company right of way a distance of four hundred thirty and no one-hundredths (430.00) feet to a point; running thence South eighty-eight degrees sixteen minutes ten seconds West (S.88°16'10"W.) on a line parallel with the north line of said Southeast one-quarter (SE¼) of said Section Nine (9) a distance of sixty and no one-hundredths (60.00) feet to a point; running thence South one degree nine minutes thirty-nine seconds East (S.01°09'39"E.) a distance of four hundred fifty-three and fifteen hundredths (453.15) feet to the point of beginning.

Also that part of the Southwest one-quarter (SW ¼) of Section Twenty-six (26), Township Two (2) North, Range Twenty-two (22) East, City of Kenosha, bounded and described as follows: Commencing at the southwest corner of said Section Twenty-six (26); running thence North eighty-nine degrees twenty-four minutes fifty seconds East (N.89°24'50"E.) along the south line of said Section Twenty-six (26) a distance of six hundred sixty-nine and no one-hundredths (669.00) feet to a point; running thence North one degree thirty minutes fifty-six seconds West (N.01°30'56"W.) a distance of three hundred thirty and no one-hundredths (330.00) feet to the point of beginning of the parcel herein conveyed; continuing thence North one degree thirty minutes fifty-six seconds West (N.01°30'56"W.) from said point of beginning a distance of fifty-eight and nineteen hundredths (58.19) feet to a point; running thence North eighty-eight degrees thirty minutes twenty-one seconds East (N.88°30'21"E.) a distance of two hundred seventy and twenty-three hundredths (270.23) feet to a point; running thence South one degree twenty-nine minutes thirty-nine seconds East (S.01°29'39"E.) a distance of four and twenty-one hundredths (4.21) feet to a point; running thence North eighty-eight degrees thirty minutes twenty-one seconds East (N.88°30'21"E.) a distance of two hundred sixty-four and ninety-eight hundredths (264.98) feet to a point; running thence South one degree twenty-nine minutes thirty-nine seconds East (S.01°29'39"E.) a distance of two and fifty-eight hundredths (2.58) feet to a point; running thence North eighty-eight degrees thirty minutes twenty-one seconds East (N.88°30'21"E.) a distance of one hundred thirty-two and three one-hundredths (132.03) feet to a point; running thence South one degree twenty-seven minutes forty-four seconds East (S.01°27'44"E.) a distance of sixty-two (62) feet to a point, which point is three hundred thirty and no one-hundredths (330.00) feet north from the south line of said Section Twenty-six (26); running thence South eighty-nine degrees twenty-four minutes fifty seconds West (S.89°24'50"W.) parallel with the south line of said Section Twenty-six (26) a distance of six hundred sixty-seven and twenty-six hundredths (667.26) feet to the point of beginning.

Also the south fifty (50) feet of Lot Two hundred five (205) of Golf Links Second Addition, being a subdivision of a part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Twenty-five (25), Township Two (2) North, Range Twenty-two (22) East, City of Kenosha.

Also that part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Twenty-one (21) and the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twenty-eight (28), all in Township One (1) North, Range Twenty-two (22) East, in the Town of Pleasant Prairie, bounded as follows: Beginning at a standard Kenosha County monument marking the center of said Section Twenty-one (21); running thence South two degrees fifty-three minutes twenty-three seconds East (S.02°53'23"E.) a distance of two thousand six hundred fifty-eight and ten hundredths (2658.10) feet on the north-south one-quarter ($\frac{1}{4}$) line of said Section Twenty-one (21) to a standard Kenosha County monument marking the north one-quarter ($\frac{1}{4}$) corner of said Section Twenty-eight (28) and the center line of County Trunk Highway "Q"; thence South two degrees forty-five minutes twenty-six seconds East (S.02°45'26"E.) a distance of two thousand six hundred sixty-six and seventy hundredths (2666.70) feet on the north-south one-quarter ($\frac{1}{4}$) line of said Section Twenty-eight (28) to a standard Kenosha County monument marking the center of said Section Twenty-eight (28); thence South eighty-nine degrees forty-three minutes fifty-eight seconds West (S.89°43'58"W.) a distance of one hundred fifty and fourteen hundredths (150.14) feet on the east-west one-quarter ($\frac{1}{4}$) line of said Section Twenty-eight (28) to a $\frac{3}{4}$ inch diameter iron pipe stake set; thence North two degrees forty-five minutes twenty-six seconds West (N.02°45'26"W.) a distance of two thousand six hundred sixty-five and sixty-two hundredths (2665.62) feet to a railroad spike set on the north line of said Section Twenty-eight (28) and the center line of County Trunk Highway "Q"; thence North two degrees fifty-three minutes twenty-three seconds West (N.02°53'23"W.) a distance of two thousand six hundred fifty-seven and forty-six hundredths (2657.46) feet to a $\frac{3}{4}$ inch diameter iron pipe stake set on the east-west one-quarter ($\frac{1}{4}$) line of said Section Twenty-one (21); thence North eighty-nine degrees four minutes forty seconds East (N.89°04'40"E.) a distance of one hundred fifty and eight hundredths (150.08) feet to the point of beginning, subject to County Trunk Highway "Q".

Also a strip or parcel of land being a part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Sixteen (16), Township One (1) North, Range Twenty-two (22) East, Town of Pleasant Prairie, bounded and described as follows: Beginning at a Southeastern Wisconsin Regional Planning Commission monument marking the center of said Section Sixteen (16); run thence North eighty-eight degrees thirty minutes forty-eight seconds East (N.88°30'48"E.) fifty-five and two one-hundredths (55.02) feet on the East-West one-quarter ($\frac{1}{4}$) line to a point; thence South two degrees fifty-four minutes thirty-two seconds East (S.02°54'32"E.) one thousand three hundred thirty-six and forty-six hundredths (1336.46) feet to a point; thence South eighty-eight degrees thirty-six minutes thirty-eight seconds West (S.88°

36'38"W.) fifty-five and two one-hundredths (55.02) feet to a point marking the Southwest corner of the Northwest one-quarter (NW $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section; thence North two degrees fifty-four minutes thirty-two seconds West (N.02°54'32"W.) one thousand three hundred thirty-six and thirty-seven hundredths (1336.37) feet to the point of beginning.

Also that part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Twenty-two (22), Township One (1) North, Range Twenty-two (22) East, in the Town of Pleasant Prairie, bounded as follows: Begin at a standard Southeastern Wisconsin Regional Planning Commission monument marking the center of Section Twenty-two (22); run thence South three degrees six minutes thirteen seconds East (S.3°6'13"E.) a distance of ninety-six and seventy-five hundredths (96.75) feet on the North-South one-quarter ($\frac{1}{4}$) line of Section twenty-two (22) to a $\frac{3}{4}$ " diameter iron pipe stake; thence South seventy-seven degrees twenty-one minutes seventeen seconds West (S.77°21'17"W.) a distance of four hundred twenty-five (425) feet to a $\frac{3}{4}$ " diameter iron pipe stake; thence South eighty-nine degrees twenty-two minutes forty-one seconds West (S.89°22'41"W.) a distance of one thousand six hundred sixty-one and seventy-eight hundredths (1661.78) feet to a $\frac{3}{4}$ " diameter iron pipe stake on the East line of Wisconsin State Trunk Highway 31; continue thence South eighty-nine degrees twenty-two minutes forty-one seconds West (S.89°22'41"W.) a distance of thirty-three and forty-four hundredths (33.44) feet to a point on a curve in the center line of said highway whose radius is one thousand one hundred sixty-six and seventy-two hundredths (1166.72) feet and whose chord bears North four degrees forty minutes nine seconds West (N.4°40'09"W.) a distance of two hundred nine and ninety-six hundredths (209.96) feet; thence northwesterly a distance of two hundred ten and twenty-four hundredths (210.24) feet on the arc of said curve to the East-West one-quarter ($\frac{1}{4}$) line of Section Twenty-two (22); thence South eighty-nine degrees fifty-eight minutes two seconds East (S.89°58'02"E.) a distance of thirty-three (33) feet to a $\frac{3}{4}$ " diameter iron pipe stake; continue thence South eighty-nine degrees fifty-eight minutes two seconds East (S.89°58'02"E.) a distance of two thousand eighty-eight and sixty-seven hundredths (2088.67) feet to the point of beginning, subject to State Trunk Highway 31 on the west.

Also lot Sixty-two (62) of Golf Links Addition, being a subdivision of a part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Twenty-five (25), Township Two (2) North, Range Twenty-two (22) East, City of Kenosha.

Also lot fifty-two (52) of Golf Links Addition, a subdivision of part of the southwest quarter of section twenty-five (25), township two (2) north, range twenty-two (22) east of the fourth principal meridian, according to the plat and survey of said addition on file and of record in the office of the Register of Deeds in and for the County of Kenosha, and lying and being in the City of Kenosha, excepting the east six (6) feet thereof.

Also the north forty (40) feet of Lot Sixteen (16), Block Four (4) of Bonnie Hame First Subdivision, being a subdivision of part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty-five (25) and part of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Thirty-six (36), all in Township Two (2) North, Range Twenty-two (22) East, City of Kenosha.

Also part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty-four (24), Township Two (2) North, Range Twenty-two (22) East, City of Kenosha, bounded and described as follows: Commencing at the southeast corner of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty-four (24); running thence North eighty-seven degrees fifty minutes thirty seconds West (N.87°50'30"W.) along the south line of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty-four (24) a distance of one thousand six hundred sixty-nine and fifty-six hundredths (1669.56) feet to a point in the east line of the former Chicago, North Shore and Milwaukee Railway right of way; running thence North no degrees twelve minutes thirty seconds West (N.00°12'30"W.) a distance of four hundred eighty-three and three one-hundredths (483.03) feet to the point of beginning of the premises hereafter described; continuing thence North no degrees twelve minutes thirty seconds West (N.00°12'30"W.) a distance of seventy-seven and thirty-one hundredths (77.31) feet to a point; thence North eighty-seven degrees fifty minutes thirty seconds West (N.87°50'30"W.) a distance of one hundred and eight one-hundredths (100.08) feet to a point; thence South no degrees twelve minutes thirty seconds East (S.00°12'30"E.) a distance of seventy-seven and thirty-one hundredths (77.31) feet to a point; thence South eighty-seven degrees fifty minutes thirty seconds East (S.87°50'30"E.) a distance of one hundred and eight one-hundredths (100.08) feet to the place of beginning.

Also Lot 148 in Golf Links Addition, being a subdivision of a part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Twenty-five (25), Township Two (2) North, Range Twenty-two (22) East, City of Kenosha.

Also all that part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Sixteen (16), Township One (1) North, Range Twenty-two (22) East, Town of Pleasant Prairie, described as follows: Commencing at the southwest corner of said Section Sixteen (16), Town and Range aforesaid; running thence North eighty-eight degrees fifty-six minutes eleven seconds East (N.88°56'11"E.) along the south line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Sixteen (16) a distance of five hundred twenty-three and seventy-six hundredths (523.76) feet to the point of beginning of the parcel of land herein conveyed; continuing thence from said point of beginning North eighty-eight degrees fifty-six minutes eleven seconds East (N.88°56'11"E.) along the south line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Sixteen (16) a distance of ninety-one and eighty-three hundredths (91.83) feet to a point in the westerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way; running thence North eighteen degrees

nine minutes thirty seconds East (N.18°09'30"E.) along the westerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way a distance of five hundred eighty-two and seventeen hundredths (582.17) feet to a point; running thence South eighty-eight degrees fifty-six minutes eleven seconds West (S.88°56'11"W.) a distance of three hundred and no one-hundredths (300.00) feet to a point; running thence South two degrees forty-six minutes fifty-six seconds East (S.02°46'56"E.) a distance of five hundred forty-nine and ninety-nine hundredths (549.99) feet to the point of beginning.

Also part of the Southeast one-quarter (SE ¼) of Section Twenty-four (24), Township Two (2) North, Range Twenty-two (22) East, Town of Somers, bounded and described as follows: Commencing at the southeast corner of said Southeast one-quarter (SE ¼) of Section Twenty-four (24); running thence North eighty-seven degrees fifty minutes thirty seconds West (N.87°50'30"W.) along the south line of said Southeast one-quarter (SE ¼) of Section Twenty-four (24) a distance of one thousand six hundred sixty-nine and fifty-six hundredths (1669.56) feet to a point in the east line of the former Chicago, North Shore and Milwaukee Railway right of way; running thence North no degrees twelve minutes thirty seconds West (N.00°12'30"W.) a distance of four hundred eighty-three and three one-hundredths (483.03) feet to the point of beginning of the premises hereafter described; continuing thence North no degrees twelve minutes thirty seconds West (N.00°12'30"W.) a distance of seventy-seven and thirty-one hundredths (77.31) feet to a point; thence North eighty-seven degrees fifty minutes thirty seconds West (N.87°50'30"W.) a distance of one hundred and eight one-hundredths (100.08) feet to a point; thence South no degrees twelve minutes thirty seconds East (S.00°12'30"E.) a distance of seventy-seven and thirty-one hundredths (77.31) feet to a point; thence South eighty-seven degrees fifty minutes thirty seconds East (S.87°50'30"E.) a distance of one hundred and eight one-hundredths (100.08) feet to the place of beginning.

Also that part of the Northwest one-quarter (NW ¼) and the Southwest one-quarter (SW ¼) of Section Sixteen (16), Township One (1) North, Range Twenty-two (22) East, Town of Pleasant Prairie, bounded and described as follows: Beginning at a point on the east-west one-quarter line of said Section Sixteen (16), which point is located South eighty-eight degrees eighteen minutes fifty-three seconds West (S.88°18'53"W.), a distance of nine hundred ninety-four and fifty-two hundredths (994.52) feet from the center of said Section Sixteen (16); running thence South eighteen degrees nine minutes thirty seconds West (S.18°09'30"W.) on the westerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way a distance of two thousand two hundred thirty-five and fifteen hundredths (2235.15) feet to a point; running thence South eighty-eight degrees fifty-six minutes eleven seconds West (S.88°56'11"W.) on a line parallel with and thirty-three and three hundred thirty-three thousandths (33.333) rods north of the south line of said Section Sixteen (16), a distance of two

hundred sixty-four and seventy-six hundredths (264.76) feet to a point; running thence North eighteen degrees nine minutes thirty seconds East (N.18°09'30"E.) a distance of two thousand two hundred thirty-two and ten hundredths (2232.10) feet to a point on the east-west one-quarter line of said Section Sixteen (16); continuing thence North eighteen degrees nine minutes thirty seconds East (N.18°09'30"E.) a distance of one thousand four hundred four and no one-hundredths (1404.00) feet to a point on the north line of the Southeast one-quarter (SE ¼) of the Northwest one-quarter (NW ¼) of said Section Sixteen (16); running thence North eighty-eight degrees thirty-two minutes no. seconds East (N.88°32'00"E.) on the north line of the Southeast one-quarter (SE ¼) of the Northwest one-quarter (NW ¼) of said Section Sixteen (16), a distance of two hundred fifteen and seventy-two hundredths (215.72) feet to a point of curvature on the westerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way; running thence southwesterly on the arc of a curve of southeasterly convexity a distance of four hundred ninety-six and eighty hundredths (496.80) feet to a point; said curve having a radius of five thousand six hundred fifty-four and sixty-five hundredths (5654.65) feet and a chord which bears South fifteen degrees thirty-eight minutes twenty-nine seconds West (S.15°38'29"W.) a distance of four hundred ninety-six and sixty-four hundredths (496.64) feet to a point of tangency; running thence South eighteen degrees nine minutes thirty seconds West (S.18°09'30"W.) a distance of three hundred three and nineteen hundredths (303.19) feet to a point; running thence South seventy-one degrees fifty minutes thirty seconds East (S.71°50'30"E.) a distance of twenty-five and no one-hundredths (25.00) feet to a point; running thence South eighteen degrees nine minutes thirty seconds West (S.18°09'30"W.) on the westerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way a distance of five hundred eighty-six and eighty-seven hundredths (586.87) feet to the point of beginning.

MANITOWOC COUNTY

25. Addition to Point Beach Power Plant Property: The Northwest Quarter of the Northwest Quarter (NW¼ NW¼) of Section 14, Township 21 North, Range 24 East, and the Southeast Quarter of the Southeast Quarter (SE¼ SE¼) of Section 10, Township 21 North, Range 24 East, *excepting* therefrom the following described real estate: A portion of land situated in SE¼ SE¼ 10-21-24 described as follows: Commencing at the Northeast corner of the SE¼ of the SE¼ of said Section 10 which is also the intersection of S.T.H. 42 and a town road, measure thence West along North section line a distance of 208 ft., thence South parallel with Hwy. 42 201 ft., thence East a distance of 208 ft. to center of Hwy. 42, thence North along the center of Hwy. 42 a distance of 201 ft. to p.o.b. *Also excepting* a parcel of land conveyed to Manitowoc County for highway purposes as recorded in Vol. 155 of Deeds, page 290, described as follows: The lands

to be conveyed are located part in the NW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 14, and part in the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 10-21-24, and consist of a parcel of land which within certain limits mentioned below, lies between the East right of way line of present S.T.H. No. 17 as it existed January 1, 1929, and a line 41.25 feet East of and parallel to the proposed centerline of S.T.H. No. 17 as laid out of State Aid Prop. No. 3274, Two Rivers, in N. Co. line Road and described as follows: Commencing at the SW Corner of the NW $\frac{1}{4}$ NW $\frac{1}{4}$ 14-21-24, thence North 35' W a distance of 1319 feet, thence a parcel of land which within certain limits mentioned below lies between the W right of way line as it existed Jan. 1, 1929, and a line 41.25 feet W of and parallel to the continuation of the above described centerline as follows: Continuing thence 35' W a distance of 1334 feet, said parcel being less that portion included in this description which has been already released for highway purposes. *And further excepting* a parcel of land conveyed to Manitowoc County for highway purposes recorded in Vol. 308 of Deeds, page 280, Doc. 371663, described as follows: A parcel of land in NW $\frac{1}{4}$ NW $\frac{1}{4}$ 14-21-24 described as follows: Beginning at the Northwest corner of said section 14, thence South 0° 25' 45" West along the centerline of S.T.H. 42 as it now exists 64 ft. to a perpendicular line hereinafter referred to as Line A; thence continuing South 0° 25' 45" West 100 ft; thence turning at right angles to the East 41.25 ft. to the East line of said S.T.H. 42; thence Northerly to a point on Line A 50 ft. East of the centerline of said S.T.H. 42; thence North 0° 25' 45" East to the North line of said section 14; thence West along said North line to the p.o.b. Also a parcel of land in the SE $\frac{1}{4}$ SE $\frac{1}{4}$ 10-21-24 described as follows: Beginning at the Southeast corner of said Section 10; thence North 0° 25' 45" East along the centerline of S.T.H. 42 as it now exists 86 ft. to a perpendicular line hereinafter referred to as Line B; thence continuing North 0° 25' 45" East 100 ft; thence turning at right angles to the West 41.25 ft. to the West line of said S.T.H. 42; thence Southerly to a point on Line B 50 ft. West of the centerline of said S.T.H. 42; thence South 0° 25' 45" West to the South line of Section 10; thence East along said South line to the p.o.b.

Also Southeast one-quarter (SE $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Twenty-six (26), Township Twenty-one (21) North, Range Twenty-four (24) East, Town of Two Creeks.

MILWAUKEE COUNTY

26. Branch Substation: All of that certain Certified Survey Map No. 2368 recorded in the office of the Register of Deeds for Milwaukee County in Reel 797, Image 1730 through 1732, inclusive, as Document No. 4855582, being a part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Five (5), Township Five (5) North, Range Twenty-two (22) East, in the City of Oak Creek, is bounded and described as follows: Commencing at the northeast corner of said one-quarter section; thence South no degrees nineteen minutes twenty-four seconds West (S.0°19'24"W.)

along the east line of said one-quarter section a distance of six hundred sixty-four and twelve hundredths (664.12) feet to the northeast corner of the South one-half (S $\frac{1}{2}$) of the North one-half (N $\frac{1}{2}$) of said one-quarter section, said point being the point of beginning of the land to be described; thence continuing South no degrees nineteen minutes twenty-four seconds West (S.0°19'24"W.) along the east line of said one-quarter section a distance of six hundred sixty-four and twelve hundredths (664.12) feet to the southeast corner of the North one-half (N $\frac{1}{2}$) of said one-quarter section; thence North eighty-eight degrees forty minutes five seconds West (N.88°40'05"W.) along the south line of the North one-half (N $\frac{1}{2}$) of said one-quarter section a distance of seven hundred twelve and thirteen hundredths (712.13) feet to a point in the easterly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way; thence North four degrees forty-five minutes fifty-three seconds West (N.04°45'53"W.) along the easterly line of said right of way a distance of six hundred sixty-eight and twenty-four hundredths (668.24) feet to a point in the north line of the South one-half (S $\frac{1}{2}$) of the North one-half (N $\frac{1}{2}$) of said one-quarter section; thence South eighty-eight degrees thirty-eight minutes seven and five tenths seconds East (S.88°38'07.5"E.) along the north line of the South one-half (S $\frac{1}{2}$) of the North one-half (N $\frac{1}{2}$) of said one-quarter section a distance of seven hundred seventy-one and forty-one hundredths (771.41) feet to the point of beginning.

27. Capitol Substation: Lot 1 and 2 in Block 4 in Golden Valley, being a Subdivision of a part of the North East $\frac{1}{4}$ of Section 8, in Township 7 North, Range 21 East, in the City of Milwaukee, except that part of lot 1 lying Northwesterly of a straight line extending from a point 3 feet South of the North West corner of lot 1 to the North East corner of said lot 1.

28. Carmen Substation: Part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty (30), Township Eight (8) North, Range Twenty-one (21) East, City of Milwaukee, bounded and described as follows: Commencing at the center of said Section Thirty (30); thence due south along the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty (30) a distance of one thousand nine hundred forty-three and seventy-four hundredths (1,943.74) feet to a point in the northerly line of the Chicago And North Western Transportation Company right of way; thence South seventy-five degrees twenty-four minutes forty seconds West (S.75°24'40"W.) along the northerly line of the Chicago And North Western Transportation Company right of way a distance of one thousand one hundred fifty-four and thirty-four hundredths (1,154.34) feet to a point; thence southwesterly along the northerly line of the Chicago And North Western Transportation Company right of way along a curve, the radius of which is two thousand seven hundred seventy-eight and sixty-seven hundredths (2,778.67) feet and the center of which lies north of said railroad right of way; thence along said curve a distance of four hundred sixty-seven and no one-hundredths (467.00) feet, the chord of

which bears South eighty degrees thirteen minutes thirty-three seconds West (S.80°13'33"W.) a distance of four hundred sixty-six and forty-five hundredths (466.45) feet to a point; thence continuing along said curve a distance of three hundred and one one-hundredth (300.01) feet, the chord of which bears South eighty-eight degrees eight minutes one second West (S.88°08'01"W.) a distance two hundred ninety-nine and eighty-six hundredths (299.86) feet to the point of beginning of the parcel herein conveyed; continuing thence from said point of beginning along said curve a distance of eighty-eight and eighty-one hundredths (88.81) feet, the chord of which bears North eighty-seven degrees fifty-one minutes thirty-nine seconds West (N.87°51'39"W.) a distance of eighty-eight and eighty hundredths (88.80) feet to a point; thence North no degrees fifteen minutes seventeen seconds East (N.00°15'17"E.) parallel with the west line of the Southwest one-quarter (SW¼) of said Section Thirty (30) a distance of two hundred fifty-nine and thirty-six hundredths (259.36) feet to a point; thence South eighty-seven degrees nineteen minutes fifty seconds West (S.87°19'50"W.) parallel with the south line of the Southwest one-quarter (SW¼) of said Section Thirty (30) a distance of six hundred sixty and no one-hundredths (660.00) feet to a point; thence North no degrees fifteen minutes seventeen seconds East (N.00°15'17"E.) along the west line of the Southwest one-quarter (SW¼) of said Section Thirty (30) a distance of five hundred forty-four and forty hundredths (544.40) feet to a point in the southerly right of way line of West Carmen Avenue; thence North eighty-seven degrees twenty-seven minutes no seconds East (N.87°27'00"E.) along the southerly right of way line of West Carmen Avenue a distance of seven hundred forty-five and nineteen hundredths (745.19) feet to a point; thence due south a distance of eight hundred nine and forty-eight hundredths (809.48) feet to the point of beginning.

29. Center Substation: Lots One (1) to Eighteen (18), inclusive, in Block Four (4) including all vacated alleys in Block Four (4) in PAULINE'S SUBDIVISION, in the North East One-quarter (¼) of Section Thirteen (13), in Township Seven (7) North, Range Twenty-one (21) East, in the City of Milwaukee.

30. Clarke Substation: Lots One (1), Two (2), Three (3) and Four (4) in Block Two (2) in Re-Subdivision of Block Two (2), Montrose, being a Subdivision of a part of the Southwest one-quarter (SW¼) of Section Fourteen (14), in Township Seven (7) North, Range Twenty-one (21) East, in the City of Milwaukee.

Also Lots One (1) and Two (2) and that part of Lots Three (3) and Four (4) lying north and east of the alley in Block Two (2) in Lisbon Grove, in the Southwest one-quarter (SW¼) of Section Fourteen (14), in Township Seven (7) North, Range Twenty-one (21) East, in the City of Milwaukee.

31. College Substation: All of the East one hundred fifty (150) feet of the North seven hundred fifteen (715) feet of the West ten (10) acres of the Northeast forty (40) acres of the North-west one-quarter (NW $\frac{1}{4}$) of Section One (1), Township Five (5) North, Range Twenty-one (21) East, City of Franklin, except the North sixty-five and four one-hundredths (65.04) feet for road purposes; the aforesaid parcel of land being more particularly described and set forth in Certified Survey Map No. 1259, recorded in the Office of the Register of Deeds for Milwaukee County in Reel 528 on Images 562, 563, and 564 as Document No. 4522134.

32. Dewey Substation: Lots One (1) to Eleven (11), inclusive, Lots Thirty-eight (38), Thirty-nine (39) and Forty (40) and those certain vacated alleys adjacent thereto, Block Seven (7), in South Milwaukee, being a subdivision of a part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Eight (8) and the Southwest one-quarter (SW $\frac{1}{4}$) of Section Nine (9), all in Township Six (6) North, Range Twenty-two (22) East, City of Milwaukee; also the easterly two hundred twenty (220) feet of vacated 3rd Street, lying westerly of vacated South Austin Street between Block Seven (7) and Block Eight (8); the northerly thirty (30) feet of the easterly two hundred eighty (280) feet of vacated East Manitoba Street lying between the east line extended of vacated South Austin Street and the west line extended of said Lot Eleven (11), Block Seven (7), and all of vacated South Austin Street lying south of East Dewey Place on the north and north of vacated East Manitoba Street on the south.

33. Douglas Substation: Parcel Two (2) of Certified Survey Map No. 2040, being a division of Parcel Three of Certified Survey Map No. 1052 in the Northeast one-quarter (NE $\frac{1}{4}$) of Section twenty-seven (27), in Township Eight (8) North, Range Twenty-one (21) East, in the City of Milwaukee, recorded on March 14, 1973, Reel 709, Images 355 to 357 inclusive, as Document No. 4746111.

34. Everett Substation: A parcel of land situated in the PLAT OF THE TOWN OF MILWAUKEE ON THE WEST SIDE OF THE RIVER in the South East one-quarter ($\frac{1}{4}$) of Section Twenty-nine (29) in Township Seven (7) North, Range Twenty-two (22) East, in the City of Milwaukee, bounded and described as follows: Commencing at the Northwest corner of Block 77 in said PLAT OF THE TOWN OF MILWAUKEE ON THE WEST SIDE OF THE RIVER in the South East $\frac{1}{4}$ of Section 29, Township 7 North, Range 22 East; thence South $0^{\circ}45'20''$ West along the East line of North 5th Street, a distance of 271.46 feet to the point of beginning of the parcel herein described (said point being the Northwest corner of Lot 11 and Southwest corner of Lot 10 in said Block 77); thence South $89^{\circ}39'20''$ East a distance of 320.18 feet; thence South $0^{\circ}45'26''$ West along the West line of North 4th Street a distance of 165.49

feet; thence North $89^{\circ}43'25''$ West along the North line of West Clybourn Street, as presently laid out, a distance of 320.24 feet; thence North $0^{\circ}45'20''$ East along the East Line of North 5th Street a distance of 165.87 feet to the place of beginning, consisting of all of Lots 11, 12, 13, 14, 15 and 16 in Block 77, and that portion of the vacated alley lying within the described block between Lot 13 on the West and Lots 14, 15 and 16 on the East and the vacated North 15 feet of West Clybourn Street adjoining said Block on the South.

35. Fond du Lac Substation: Parcel "B" of Certified Survey Map No. 1237, recorded in the Office of the Register of Deeds for Milwaukee County in Certified Survey Maps as Document No. 4517044, located in a part of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Twenty-nine (29), Township Eight (8) North, Range Twenty-one (21) East, in the City of Milwaukee, together with such rights as the grantors have and possess, if any, to that portion of West Fond du Lac Avenue comprising the Southwesterly one-half ($SW\frac{1}{2}$) thereof which would be formed by the projection or extension of the northwesterly and southeasterly boundary lines of Parcel "B", each extended northeasterly to the center line of West Fond du Lac Avenue.

36. Glendale Substation: That part of the north six hundred fifty-one and twenty-eight hundredths (651.28) feet of the Northwest one-quarter ($NW\frac{1}{4}$) of Section Thirty-two (32), Township Eight (8) North, Range Twenty-two (22) East, City of Glendale, bounded and described as follows: Commencing at the northeast corner of the Northwest one-quarter ($NW\frac{1}{4}$) of said Section Thirty-two (32); thence west along the north line of the Northwest one-quarter ($NW\frac{1}{4}$) of said Section Thirty-two (32) a distance of eight hundred sixty-three and twenty-eight hundredths (863.28) feet to the low water mark of the Milwaukee River; thence South thirty-one and one-half degrees West ($S. 31\frac{1}{2}^{\circ} W.$) a distance of one hundred five and fifty-five hundredths (105.55) feet to the point of beginning of the description of tract herein conveyed, said point being ninety (90) feet south of the north line of the Northwest one-quarter ($NW\frac{1}{4}$) of said Section Thirty-two (32); thence continuing South thirty-one and one-half degrees West ($S. 31\frac{1}{2}^{\circ} W.$) a distance of one hundred forty-one and twenty-nine hundredths (141.29) feet; thence South thirty-two and one-half degrees West ($S. 32\frac{1}{2}^{\circ} W.$) a distance of two hundred Seventy-seven and twenty hundredths (277.20) feet; thence South twenty-seven and one-half degrees West ($S. 27\frac{1}{2}^{\circ} W.$) a distance of seventy-three and ninety-two hundredths (73.92) feet; thence South thirty-two degrees forty-three minutes twenty-four seconds West ($S. 32^{\circ}43'24'' W.$) a distance of one hundred sixty-eight and thirteen hundredths (168.13) feet to a point on the Milwaukee River; said point being six hundred fifty-one and twenty-eight hundredths (651.28) feet south of the north line of the Northwest one-quarter ($NW\frac{1}{4}$) of said Section Thirty-two (32) and one thousand two hundred sixty-six and no one-hundredths (1266.00) feet west of the east line of the Northwest one-quarter

(NW $\frac{1}{4}$) of said Section Thirty-two (32); thence east and parallel to the north line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Thirty-two (32) a distance of eight hundred one and no one-hundredths (801.00); thence North fifty-one degrees twenty-seven minutes no seconds West (N.51°27'00"W.) a distance of two hundred seventy-four and eighty-four hundredths (274.84) feet; thence North seventeen degrees thirty-two minutes thirty seconds West (N.17°32'30"W.) a distance of four hundred nine and two one-hundredths (409.02) feet to a point which is ninety and no one-hundredths (90.00) feet south of the north line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Thirty-two (32); thence west and parallel to the north line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Thirty-two (32) a distance of one hundred fifteen and no one-hundredths (115.00) feet to the point of beginning.

37. Goodrich Substation: A parcel of land in the Southwest one-quarter (SW $\frac{1}{4}$) of Section Ten (10), Township Eight (8) North, Range Twenty-one (21) East, City of Milwaukee, bounded and described as follows: Commencing at the southwest corner of the East one-half (E $\frac{1}{2}$) of said one-quarter section, said point lying one thousand three hundred twenty-two and twenty hundredths (1322.20) feet, South eighty-nine degrees fifty-seven minutes twenty seconds West (S.89°57'20"W.) of the southeast corner of said one-quarter section; thence North no degrees one minute sixteen seconds West (N.0°01'16"W.) along the west line of the East one-half (E $\frac{1}{2}$) of said one-quarter section, a distance of three hundred seventy-six and seventy-two hundredths (376.72) feet to a point in the southwesterly line of the Chicago and North Western Railway right of way, said right of way being a curved line; thence southeasterly along said curved right-of-way line [having a radius of six thousand two hundred fifty-nine and seventy-four hundredths (6259.74) feet with its center to the southwest and a chord two hundred sixty and thirty-one hundredths (260.31) feet in length which bears South forty-nine degrees thirty-nine minutes fifty-six seconds East (S.49°39'56"E.)] a distance of two hundred sixty and thirty-two hundredths (260.32) feet to a point of tangency; thence South forty-eight degrees twenty-eight minutes twenty-seven seconds East (S.48°28'27"E.) along said right-of-way line a distance of three hundred thirteen and sixty-two hundredths (313.62) feet to a point in the south line of said one-quarter section; thence South eighty-nine degrees fifty-seven minutes twenty seconds West (S.89°57'20"W.) along the south line of said one-quarter section a distance of four hundred thirty-three and eight hundredths (433.08) feet to the point of commencement; subject to Bradley Road on the south.

38. Grantosa Substation: Lots numbered Fourteen (14), Fifteen (15) and Sixteen (16), in Block numbered One (1) in FONTOSA, being a subdivision of a part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty-four (34), Township Eight (8) North, Range Twenty-one (21) East, in the City of Milwaukee.

39. Greves Substation: Lots Thirty-five (35) to Thirty-eight (38), both inclusive, and Lots Forty (40) to Forty-seven (47), both inclusive, in Block Fourteen (14), in PALMER AND CO'S ADDITION NO. 2, in the Southeast One-quarter (SE $\frac{1}{4}$) of Section Twenty-five (25), in Township Seven (7) North, Range Twenty-one (21) East, in the City of Milwaukee.

Also Lot Thirty-nine (39), in Block Fourteen (14), in PALMER & CO'S ADDITION NO. 2, in the Southeast One-quarter (SE $\frac{1}{4}$) of Section Twenty-five (25), in Township Seven (7) North, Range Twenty-one (21) East, in the City of Milwaukee.

Also Lots Fifteen (15) and Sixteen (16), in Block Fourteen (14), in PALMER AND CO'S ADDITION NO. 2, in the Southeast One-quarter (SE $\frac{1}{4}$) of Section Twenty-five (25), in Township Seven (7) North, Range Twenty-one (21) East, in the City of Milwaukee, except that portion conveyed to The Milwaukee Electric Railway and Light Company (now named Wisconsin Electric Power Company) by Warranty Deed recorded in Volume 1234 of Deeds, on page 425, as Document No. 1752347.

40. Harrison Substation: That part of Lots 1, 2, 3, 4, 5, 15 and 16 in Block 4 in Douglas Dale, a subdivision of the Southwest Quarter of Section 8, Township 6 North, Range 22 East of the Fourth Principal Meridian in the Town of Lake (now a part of the City of Milwaukee), according to the recorded plat thereof, together with that part of the vacated alley in said Block 4, and that part of the West Half of vacated South Seventh Street lying Easterly of and adjoining said Block 4, all of the above lying Northeasterly of a line parallel with and distant 50 feet North easterly, measured radially, from the center line of most Northeasterly main track of the Chicago and North Western Railway Company's "St. Francis Cutoff" line, as now located, and lying Southerly of a line parallel with and distant 64 feet Southerly, measured at right angles, from the center line of the main track of said Railway Company, formerly the East bound main track, running from Milwaukee to Madison, as said Main track is now located.

Also that part of Lots 10 and 11 in Block 1, and Lot 26 in Block 2 in Douglas Dale, a subdivision of the Southwest $\frac{1}{4}$ of Section 8, Township 6 North, Range 22 East of the Fourth Principal Meridian in the Town of Lake (now a part of the City of Milwaukee), according to the recorded plat thereof, together with the West $\frac{1}{2}$ of the vacated alley adjoining said Lots and that part of vacated Montana Street, all lying Northeasterly of a line parallel with and 50 feet Northeasterly, measured at right angles (radially) from the center line of the most Northeasterly main track of the Chicago and North Western Railway Company's "St. Francis Cutoff" line, as now located and lying westerly of the east line of the West $\frac{1}{2}$ of the vacated alley in said Blocks 1 and 2 and extension of said East line joining Blocks 1 and 2.

Also that part of Lots 3, 4, 5 and 6 in Block 2, in Douglas Dale, a subdivision of the Southwest Quarter of Section 8, Township 6 North, Range 22 East of the Fourth Principal Meridian in the Town of Lake (now a part of the City of Milwaukee), according to the recorded plat thereof, lying Northeasterly of a line parallel with and distant 50 feet Northeasterly, measured at right angles, from the center line of the most Northeasterly main track of the Chicago and North Western Railway Company's "St. Francis Cutoff" line, as now located.

Also Lots 1 to 9, inclusive, and Lots 12 to 18, inclusive, in Block 1 of Douglas Dale, a recorded subdivision in the Southwest $\frac{1}{4}$ of Section 8, Township 6 North, Range 22 East, also that part of the East $\frac{1}{2}$ of vacated South 7th Street, which abuts upon the west line of said Lots 12 to 18 inclusive; also that part of the North $\frac{1}{2}$ of vacated West Montana Street which lies between the present west line of South 6th Street and a line 132 feet west therefrom and which also abuts upon the south line of Lot 9 in said Block 1; Lots 1 and 2 of Block 2 in said subdivision and that part of the South $\frac{1}{2}$ of vacated West Montana Street which lies between the present West line of South 6th Street and a line 132 feet west therefrom and which also abuts upon the north line of said Lot 1 in Block 2 and the East $\frac{1}{2}$ of the vacated north-south alley which abuts upon the west line of Lots 1 and 2 in said Block 2, all in the City of Milwaukee.

41. Haymarket Square Substation: That part of Blocks 35 and 36 in the Plat of the Town of Milwaukee on the West Side of the River in the West One-half of the Southeast One-quarter of Section Twenty (20), Township Seven (7) North, Range Twenty-two (22) East, in the City of Milwaukee, together with the vacated portion of North 5th Street, lying between said Blocks 35 and 36 and also that part of the vacated East and West public alley in Block 35 lying West of the West line of North and South alley, all in the City of Milwaukee, which is bounded and described as follows: Commencing at a point in the North line of said Block 36 which is 124.00 feet North $89^{\circ} 58' 30''$ East of the West line of the Southeast One-quarter ($\frac{1}{4}$) of Section 20; continuing thence North $89^{\circ} 58' 30''$ East along the North line of Blocks 36 and 35 aforesaid 247.56 feet to a point in the West line of the North-South alley of said Block 35; thence South $00^{\circ} 00' 42''$ West along the West line of said North-South alley 422.38 feet to a point in the South line of said Block 35; thence North $89^{\circ} 55' 10''$ West along the South line of Blocks 35 and 36 aforesaid 247.25 feet to a point; thence North $00^{\circ} 01' 50''$ West and parallel to the West line of said One-quarter ($\frac{1}{4}$) Section 421.92 feet to the point of beginning.

42. Addition to Lisbon Substation: Lot Eight (8) and the Southeasterly one-half ($\frac{1}{2}$) of Lot Seven (7) in Block Nine (9) in Lenox Heights, being a subdivision of a part of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Fifteen (15), in Township Seven (7) North, Range Twenty-one (21) East, in the City of Milwaukee.

43. Mallory Substation: Parcel One (1) of Certified Survey Map No. 2594 being a division of Parcel One (1) of Certified Survey Map No. 2201 in the Southwest One-quarter ($SW\frac{1}{4}$) of Section numbered Thirty (30), Township numbered Six (6) North, Range numbered Twenty-two (22) East, in the City of Milwaukee.

44. Melvina Substation: Parcels One (1) and Two (2) of CERTIFIED SURVEY MAP NO. 1742, a redivision of Lots Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22) and Twenty-three (23), in Block One (1) in CAPITOL INTERSECTION, being a subdivision of a part of the Northwest one-quarter ($NW\frac{1}{4}$) of Section Ten (10), Township Seven (7) North, Range Twenty-one (21) East, City of Milwaukee, recorded in the office of the Register of Deeds for Milwaukee County on December 30, 1971 in Reel 628, on Images 1841 through 1845 as Document No. 4645203.

45. Addition to Oak Creek Power Plant: The South one-half ($S\frac{1}{2}$) of the North two-thirds ($N\frac{2}{3}$) of the West one-half ($W\frac{1}{2}$) of the West one-half ($W\frac{1}{2}$) of the North one-half ($N\frac{1}{2}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Thirty-six (36), in Township Five (5) North, Range Twenty-two (22) East, in the City of Oak Creek.

Also Lot One (1) of Certified Survey Map No. 88, of a part of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Thirty-six (36), in Township Five (5) North, Range Twenty-two (22) East, in the City of Oak Creek, recorded in Volume 1 of Certified Survey Maps, at Page 183, as Document No. 3838002.

Also that part of the Northwest one-quarter ($NW\frac{1}{4}$) of Section Thirty-six (36), in Township Five (5) North, Range Twenty-two (22) East, in the City of Oak Creek, bounded and described as follows, to-wit: Commencing at the northeast corner of said one-quarter ($\frac{1}{4}$) Section; running thence South no degrees twenty-nine minutes East ($S.0^{\circ}29'E.$) along the east line of said one-quarter ($\frac{1}{4}$) Section a distance of one thousand three hundred twenty-four and eighty-five hundredths (1324.85) feet to the southeast corner of the North one-half ($N\frac{1}{2}$) of said one-quarter ($\frac{1}{4}$) Section; thence South eighty-nine degrees fifty-five minutes thirty seconds West ($S.89^{\circ}55'30''W.$) along the south line of the North one-half ($N\frac{1}{2}$) of said one-quarter ($\frac{1}{4}$) Section a distance of one hundred fifty-four and sixty-one hundredths (154.61) feet to a point in the easterly right of way line of Wisconsin Electric Power Company; thence North twenty-one degrees six minutes West ($N.21^{\circ}06'W.$) along said right of way line a distance of one thousand four hundred twenty and twenty-three hundredths (1420.23) feet to a point in the north line of said one-quarter ($\frac{1}{4}$) Section; thence east along the north line of said one-quarter ($\frac{1}{4}$) Section a distance of six hundred fifty-four and seventy-one hundredths (654.71) feet to the place of commencement, excepting the north thirty-three (33) feet thereof.

Also all that part of the South West $\frac{1}{4}$ of Section 36, Township 5 North, Range 22 East, City of Oak Creek, described as follows: Commencing at the Northeast corner of the South West $\frac{1}{4}$ of Section 36, Township 5 North, Range 22 East; thence South $0^{\circ}41'00''$ East on and along the East line of the South West $\frac{1}{4}$ of said Section 36, a distance of 24.75 feet to the point of beginning; thence South $89^{\circ}42'00''$ West in a straight line parallel with the North line of the South West $\frac{1}{4}$ of said Section 36, a distance of 2311.90 feet to a point, said point being a distance of 33.29 feet East of the center line of State Trunk Highway "32"; thence on a curve convex to the Southeast with a radius of 3307.04 feet and chord bearing South $9^{\circ}07'20''$ West a distance of 624.86 feet, and an arc length of a distance of 628.89 feet to a point; thence South $14^{\circ}39'20''$ West, a distance of 350.65 feet to a point; thence on a curve convex to the Northwest with a radius of 1730.05 feet, and chord bearing South $12^{\circ}06'50''$ West a distance of 144.72 feet and an arc length of a distance of 144.79 feet to a point in the North line of the premises conveyed by Deed recorded in Volume 118 of Deeds at page 607; thence North $89^{\circ}41'20''$ East in a straight line along the North line of the premises conveyed by said deed, a distance of 214.50 feet to a point; thence South $06^{\circ}28'00''$ West in a straight line along the Easterly line of premises conveyed by said deed a distance of 204.93 feet to a point on the North line of the South $\frac{1}{2}$ of said $\frac{1}{4}$ Section; thence North $89^{\circ}41'20''$ East in a straight line along the North line of the South $\frac{1}{2}$ of said $\frac{1}{4}$ Section, a distance of 2354.20 feet to a point in the East line of the South West $\frac{1}{4}$ of said Section 36; thence North $0^{\circ}41'00''$ West a distance of 1299.25 feet in and along the East line of the South West $\frac{1}{4}$ of said Section 36 to the point of beginning, subject to Elm Road on the North and State Trunk Highway 32 on the West, and except that part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty-six (36), Township Five (5) North, Range Twenty-two (22) East, City of Oak Creek, bounded and described as follows: Commencing at the northeast corner of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-six (36); running thence South eighty-nine degrees forty-two minutes West (S. $89^{\circ}42'W.$) on and along the north line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-six (36) a distance of six hundred eighty-four and ninety-three hundredths (684.93) feet to a point; thence South no degrees forty-one minutes East (S. $0^{\circ}41'E.$) a distance of twenty-four and seventy-five hundredths (24.75) feet to the place of beginning of the lands herein conveyed; continuing thence South no degrees forty-one minutes East (S. $0^{\circ}41'E.$) a distance of three hundred sixty-three (363) feet to a point; thence South eighty-nine degrees forty-two minutes West (S. $89^{\circ}42'W.$) parallel with the north line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-six (36) a distance of nine hundred (900) feet to a point; thence North no degrees forty-one minutes West (N. $0^{\circ}41'W.$) a distance of three hundred sixty-three (363) feet to a point; thence North eighty-nine degrees forty-two minutes East (N. $89^{\circ}42'E.$) a distance of nine hundred (900) feet to the place of beginning.

Also all that part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty-six (36), Township Five (5) North, Range Twenty-two (22) East, City of Oak Creek, described as follows: Commencing at the southeast corner of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-six (36); thence North no degrees forty-one minutes no seconds West (N.0°41'00"W.) on and along the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-six (36), a distance of eight hundred four and forty-nine hundredths (804.49) feet to a point in the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-six (36), and the point of beginning; thence continue North no degrees forty-one minutes no seconds West (N.0°41'00"W.) on and along the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-six (36) a distance of five hundred twenty-one and seventy-four hundredths (521.74) feet to a point; thence South eighty-nine degrees forty-one minutes twenty seconds West (S.89°41'20"W.) a distance of two thousand one hundred sixty-five and eighty-two hundredths (2165.82) feet to a point; thence South one degree twenty-eight minutes ten seconds West (S.1°28'10"W.) a distance of one hundred and five one-hundredths (100.05) feet to a point; thence South eighty-nine degrees forty-one minutes twenty seconds West (S.89°41'20"W.) a distance of four hundred two and eighty-eight hundredths (402.88) feet to a point in the east right of way line of S.T.H. 32; thence on a curve convex to the southwest with a chord bearing South five degrees four minutes no seconds East (S.5°04'00"E.) a distance of two hundred ninety and nineteen hundredths (290.19) feet and an arc length of two hundred ninety-one and sixty-seven hundredths (291.67) feet to a point in the east line of S.T.H. 32; thence North eighty-nine degrees thirty-nine minutes thirty seconds East (N.89°39'30"E.) a distance of forty-eight and fifty-five hundredths (48.55) feet to a point; thence North no degrees twenty minutes thirty seconds West (N.0°20'30"W.) a distance of twenty-five (25) feet to a point; thence North eighty-nine degrees thirty-nine minutes thirty seconds East (N.89°39'30"E.) a distance of twenty (20) feet to a point; thence South no degrees twenty minutes thirty seconds East (S.0°20'30"E.) a distance of twenty-five (25) feet to a point; thence North eighty-nine degrees thirty-nine minutes thirty seconds East (N.89°39'30"E.) a distance of one hundred sixteen and seventy-seven hundredths (116.77) feet to a point; thence South no degrees twenty minutes thirty seconds East (S.0°20'30"E.) a distance of one hundred thirty-four and no one-hundredths (134.00) feet to a point; thence North eighty-nine degrees thirty-nine minutes thirty seconds East (N.89°39'30"E.) a distance of two thousand three hundred sixty-five and forty hundredths (2365.40) feet to the point of beginning, subject to S.T.H. 32 on the west.

Also all that part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty-six (36), in Township Five (5) North, Range Twenty-two (22) East, in the City of Oak Creek, described as follows: Commencing at the southeast corner of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-six (36); thence North no degrees forty-one minutes no seconds West (N.0°41'00"W.) on and along the

east line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-six (36) a distance of four hundred forty-six and eighty-four hundredths (446.84) feet to a point in the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-six (36) and the point of beginning; thence continue North no degrees forty-one minutes no seconds West (N.0°41'00"W.) on and along the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-six (36) a distance of three hundred fifty-seven and sixty-five hundredths (357.65) feet to a point; thence **South eighty-nine degrees thirty-nine minutes thirty seconds West (S.89°39'30"W.)** a distance of two thousand seventy and thirty hundredths (2070.30) feet to a point; thence South no degrees forty-one minutes no seconds East (S.0°41'00"E.) a distance of three hundred fifty-seven and seventy-five hundredths (357.75) feet to a point; thence North eighty-nine degrees thirty-nine minutes twenty seconds East (N.89°39'20"E.) a distance of two thousand seventy and thirty hundredths (2070.30) feet to the point of beginning.

46. Plainfield Substation: A parcel of land in the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twenty-two (22), Township Six (6) North, Range Twenty-one (21) East, City of Milwaukee, described as follows: Commencing at the northwest corner of said Section Twenty-two (22), Township Six (6) North, Range Twenty-one (21) East; thence South eighty-eight degrees twenty-seven minutes West (S.88°27'W.) along the north line of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twenty-two (22), a distance of eight hundred fifty and eight one-hundredths (850.08) feet to a point; thence South no degrees sixteen minutes West (S.00°16'W.) a distance of one thousand eighty-three and twenty-five hundredths (1083.25) feet to a point; thence North eighty-eight degrees thirty-two minutes two seconds East (N.88°32'02"E.) a distance of three hundred twenty-one and eighty-two hundredths (321.82) feet to the point of beginning; thence North eighty-eight degrees thirty-two minutes two seconds East (N.88°32'02"E.) a distance of one hundred ninety-nine and ninety-five hundredths (199.95) feet to a point; thence South no degrees forty minutes forty-five seconds West (S.00°40'45"W.) a distance of two hundred ninety-three and eighteen hundredths (293.18) feet to a point on the north line of the Wisconsin Electric Power Company right of way; thence South eighty-eight degrees four minutes West (S.88°04'W.) along said north right-of-way line a distance of two hundred (200) feet to a point; thence North no degrees forty minutes forty-five seconds East (N.00°40'45"E.) a distance of two hundred ninety-four and eighty-two hundredths (294.82) feet to the point of beginning.

47. Ramsey Substation: Lot One (1) of Certified Survey Map No. 595 of part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-four (34), Township Six (6) North, Range Twenty-two (22) East, City of Cudahy, recorded on July 21, 1966 in the office of the Register of Deeds for Milwaukee County in

Reel 319 on Images 1061 and 1062 as Document No. 4268155, being more particularly bounded and described as follows: **Commencing at the southeast corner of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-four (34);** thence North no degrees twelve minutes forty seconds West (N.0°12'40"W.) on and along the east line of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-four (34) a distance of eight hundred sixty-four and no one-hundredths (864.00) feet to the point of beginning of the land to be described; thence South eighty-nine degrees forty-four minutes twenty-five seconds West (S.89°44'25"W.) and parallel with the south line of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-four (34) a distance of three hundred forty-five and no one-hundredths (345.00) feet to a point; thence North no degrees twelve minutes forty seconds West (N.0°12'40"W.) and parallel with the east line of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-four (34) a distance of four hundred fifty-six and no one-hundredths (456.00) feet to a point; thence North eighty-nine degrees forty-four minutes twenty-five seconds East (N.89°44'25"E.) and parallel with the south line of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-four (34), a distance of three hundred forty-five and no one-hundredths (345.00) feet to a point in the east line of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-four (34) thence South no degrees twelve minutes forty seconds East (S.0°12'40"E.) on and along the east line of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-four (34) a distance of four hundred fifty-six and no one-hundredths (456.00) feet to the point of beginning; subject to South Barland Avenue on the east, South Elaine Avenue on the west, and East Donald Avenue on the north.

48. Range Line Substation: All that part of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Twenty-five (25), Township Eight (8) North, Range Twenty-one (21) East, City of Milwaukee, bounded and described as follows: **Commencing** at the northeast corner of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Twenty-five (25), Township Eight (8) North, Range Twenty-one (21) East; thence due west on and along the north line of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Twenty-five (25); Township Eight (8) North, Range Twenty-one (21) East, to a point in the westerly right-of-way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, said point being a distance of seven hundred forty and eighty-six hundredths (740.86) feet west of the northeast corner of Section Twenty-five (25), Township Eight (8) North, Range Twenty-one (21) East; thence west on and along the north line of said Section Twenty-five (25) a distance of two hundred ten and seventy-seven hundredths (210.77) feet to a point which is two hundred (200) feet distant from and perpendicular to the westerly right-of-way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company; thence South eighteen degrees twenty-four minutes East (S.18°24'E.) on a line parallel with the westerly right-of-way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company a distance of four hundred ninety-eight and twenty hundredths (498.20) feet to the

northerly right-of-way line of the Chicago and North Western Railway Company; thence South eighty-nine degrees eighteen minutes fifteen seconds East (S.89°18'15" E.) on and along the northerly right-of-way line of the Chicago and North Western Railway Company a distance of two hundred eleven and sixty-nine hundredths (211.69) feet to a point in the westerly right-of-way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company; thence North eighteen degrees twenty-four minutes West (N. 18°24'W.) on and along the westerly right-of-way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company to the point of commencement; subject to West Mill Road on the north.

Also all that part of the Northeast one-quarter (NE¼) of Section Twenty-five (25), Township Eight (8) North, Range Twenty-one (21) East, City of Milwaukee, bounded and described as follows: Commencing at the northeast corner of said Section Twenty-five (25); thence due west on and along the north line of the Northeast one-quarter (NE¼) of said Section Twenty-five (25), a distance of seven hundred forty and eighty-six hundredths (740.86) feet to a point in the westerly right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company; thence South eighteen degrees twenty-five minutes no seconds East (S.18°25'00"E.) on and along the westerly right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company a distance of six hundred sixty-one and fifteen hundredths (661.15) feet to a point in the southerly right of way line of the Chicago and North Western Railway Company right of way, said point being the beginning of the property to be described; thence South eighteen degrees twenty-five minutes no seconds East (S.18°25'00"E.) on and along the westerly right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company a distance of nine hundred fifty-nine and five one-hundredths (959.05) feet to the point of intersection of the northeasterly right of way line of the Chicago and North Western Railway Company and the said westerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company; thence North forty-nine degrees four minutes thirty seconds West (N.49°04'30"W.) on and along the northeasterly right of way line of the Chicago and North Western Railway Company a distance of one thousand three hundred seventy-four and sixty hundredths (1374.60) feet to a point in the southerly right of way line of the Chicago and North Western Railway Company; thence North eighty-nine degrees sixteen minutes thirty seconds East (N.89°16'30"E.) on and along the southerly right of way of the Chicago and North Western Railway Company a distance of seven hundred thirty-five and fifty-three hundredths (735.53) feet to the point of beginning.

49. Range Line Switching Station: That part of the Northeast Quarter of the Northeast Quarter of Section 25, Township 8 North, Range 21 East, and the Northwest Quarter of the Northwest Quarter of Section 30, Township 8 North, Range 22 East, City of Glendale, bounded and described as follows: Commencing at the Northeast corner of said Section 25; thence due West along the North line of

said Section 25 a distance of 687.93 feet to a point on the center line of the main track of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, as now located; thence South $18^{\circ}25'$ East along said main track center line a distance of 660.44 feet to a point distant 75 feet Southerly, measured at right angles, from the center line of the main track of the Chicago and North Western Railway Company, as now located; thence South $89^{\circ}16'30''$ East parallel with said last described main track center line a distance of 191.59 feet to a point on the Northeasterly right of way line of the Wisconsin Electric Power Company, for the point of beginning of the parcel of land herein described; thence continuing South $89^{\circ}16'30''$ East parallel with said last described main track center line a distance of 605.40 feet to a point distant 50 feet Northwesterly, measured radially, from the center line of a connecting track of the Chicago and North Western Railway Company, connecting said above described main tracks; thence Southwesterly parallel with the center line of said connecting track, along a curve concave Southeasterly and having a radius of 798.00 feet (the long chord of which bears South $48^{\circ}40'$ West and has a length of 620.92 feet), a distance of 637.89 feet to a point on said Northeasterly right of way line of the Wisconsin Electric Power Company; thence North $18^{\circ}25'$ West along said Northeasterly right of way line a distance of 440.32 feet to the point of beginning.

Also that part of the Northeast Quarter of the Northeast Quarter of Section 25, Township 8 North, Range 21 East, and the Northwest Quarter of the Northwest Quarter of Section 30, Township 8 North, Range 22 East, City of Glendale, bounded and described as follows: Commencing at the Northeast corner of said Section 25; thence due West along the North line of said Section 25, a distance of 687.93 feet to a point on the center line of the main track of the Chicago Milwaukee St. Paul and Pacific Railroad Company, as now located; thence S. $18^{\circ}25'E.$ along said main track center line, a distance of 660.44 feet to a point distant 75 feet Southerly, measured at right angles, from the center line of the main track of the Chicago and North Western Transportation Company, as now located; thence S. $89^{\circ}16'30''E.$ parallel with said last described main track center line, a distance of 796.99 feet to a point distant 50 feet Northwesterly, measured radially, from the center line of a connecting track (now removed) of the Chicago and North Western Transportation Company which connected the aforesaid main tracks, for the point of the beginning of the parcel of land herein described; thence Southwesterly parallel with the center line of said connecting track, said parallel line being a curve concave to the Southeast and having a radius of 798.00 feet (the long chord of which bears S. $48^{\circ}40'W.$ and has a length of 620.92 feet), an arc distance of 637.89 feet to a point on the Northeasterly right of way line of the Wisconsin Electric Power Company; thence S. $18^{\circ}25'E.$ along said Northeasterly right of way line, a distance of 375 feet, to a point distant 150 feet Southeasterly, measured radially, from the center line of said connecting track; thence Northeasterly parallel

with said connecting track center line, a distance of 775 feet, to an intersection with a line drawn on a bearing of S.18°25'E. from the point of beginning; thence N.18°25'W., a distance of 200 feet, to the point of beginning.

50. Shepard Substation: All of that certain Certified Survey Map No. 2713, being a division of a part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Sixteen (16), Township Five (5) North, Range Twenty-two (22) East, City of Oak Creek, as recorded in the Office of the Register of Deeds for Milwaukee County as Document No. 4969860 on Reel 898, Images 1899 to 1901 inclusive.

51. Shorewood Substation: Certified Survey Map No. 2507 being a part of the North East $\frac{1}{4}$ of Section 9, in Township 7 North, Range 22 East, in the Village of Shorewood, recorded on March 4, 1975, Reel 838, Images 1254 to 1257, inclusive, as Document No. 4900401.

52. Sidney Terminal: A parcel of land in the Southeast $\frac{1}{4}$ of Section 25, Township 8 North, Range 21 East, City of Milwaukee, and the Southwest $\frac{1}{4}$ of Section 30, Township 8 North, Range 22 East, City of Glendale: Commencing at the north corner of Lot 1, Block 2, Crestwood, a Subdivision in the Southeast $\frac{1}{4}$ of Section 25, Township 8 North, Range 21 East and the Southwest $\frac{1}{4}$ of Section 30, Township 8 North, Range 22 East; thence northeasterly along the northwesterly line of North Sidney Place, two hundred thirty-four and sixty-three hundredths (234.63) feet to a point; thence northeasterly along the northwesterly line of said North Sidney Place, seven hundred twenty-four and eighty-five hundredths (724.85) feet to a point on the westerly line of the Wisconsin Electric Power Company Right of Way; thence northwesterly along said Wisconsin Electric Power Company Right of Way line, seven hundred thirty-one and sixteen hundredths (731.16) feet to a point; thence westerly fifty-six and eighty hundredths (56.80) feet to the east line of the railway right of way of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company; thence southwesterly along said railway right of way line to the point of beginning.

53. Tosa Substation: Parcel 2 of Certified Survey Map No. 2175, being a part of the North West $\frac{1}{4}$ of Section 18, Township 7 North, Range 21 East in the City of Wauwatosa, recorded August 14, 1973 in Office of the Register of Deeds for Milwaukee County, in Reel 739, Image 1268 as Document No. 4785291.

54. West Junction Substation: A part of Mount Tanner Subdivision and adjacent lands located in the Northeast $\frac{1}{4}$ of Section 5, Township 6 North, Range 21 East, City of West Allis, to-wit: Commencing at the Northwest corner of Block 11 of said subdivision; thence South along the west line of said Block 11, 42.52 feet to the point of beginning, said point also being on the north line of the

Wisconsin Electric Power Co. Right-of-Way; thence South 89°51'40" West along said Right-of-Way line 84.40 feet to a point which is 549.50 feet East of the west line of said ¼ section; thence North 0°01'40" East and parallel with the west line of said ¼ section 260.00 feet; thence North 89°51'40" East 200.00 feet; thence South 0°01'40" West 260.00 feet; thence South 89°51'40" West along the north line of said Wisconsin Electric Power Co. Right-of-Way 115.60 feet to the point of beginning.

55. Miscellaneous property: A part of the Northeast one-quarter (NE¼) of Section Twenty-three (23) and the Northwest one-quarter (NW¼) of Section Twenty-four (24), Township Six (6) North, Range Twenty-two (22) East, City of St. Francis, described as follows: Commencing at the southeast corner of said Northeast one-quarter (NE¼) of Section Twenty-three (23), thence westerly a distance of two hundred nine and fifty-four hundredths (209.54) feet to a point, thence northwesterly a distance of four hundred seventy-four and seventy-four hundredths (474.74) feet to a point, thence continuing northwesterly a distance of one thousand ninety-one and sixty-four hundredths (1091.64) feet to a point, thence easterly nine hundred forty-six and eleven hundredths (946.11) feet to the shore line of Lake Michigan, thence southeasterly along said shoreline to the south line of the Northwest one-quarter (NW¼) of Section Twenty-four (24), thence westerly to the point of beginning.

Also the westerly eighty-one and twenty-one hundredths (81.21) feet of that part of the Northwest one-quarter (NW¼) of Section Twenty-two (22), Township Six (6) North, Range Twenty-two (22) East, described as follows: Commencing at a stone in the northeast corner of said Section Twenty-two (22), Township Six (6) North, Range Twenty-two (22) East; running thence South eighty-eight degrees ten minutes twenty seconds West (S.88°10'20"W.) a distance of six hundred eight and fifty-two hundredths (608.52) feet along the north line of said Northwest one-quarter (NW¼) to a stake in Howard Avenue as now laid out; thence south on a line parallel with the east line of said Northwest one-quarter (NW¼) a distance of one thousand eighty-two and forty hundredths (1082.40) feet to a point, that point being the northwest corner of the land herein described to-wit: from said northwest corner last mentioned south on a line parallel with the east line of said Northwest one-quarter (NW¼) a distance of two hundred ninety-eight and seventy-five hundredths (298.75) feet to a point; thence east on a line parallel with the north line of said Northwest one-quarter (NW¼) a distance of two hundred eighty-one and sixteen hundredths (281.16) feet to a point; thence north on a line parallel with the east line of said Northwest one-quarter (NW¼) a distance of two hundred ninety-eight and seventy-five hundredths (298.75) feet to a point; thence west on a line parallel with the north line of said Northwest one-quarter (NW¼) a distance of two hundred eighty-one and sixteen hundredths (281.16) feet to a point of beginning.

Also a parcel of land situated in the Plat of the Town of Milwaukee on the West side of the River in the South East one-quarter ($\frac{1}{4}$) of Section Twenty-nine (29) in Township Seven (7) North, Range Twenty-two (22) East, in the City of Milwaukee, bounded and described as follows: Commencing at the Northwest corner of Block 77, in said Plat of the Town of Milwaukee on the West side of the River in the South East $\frac{1}{4}$ of Section 29, Township 7 North, Range 22 East; thence South $0^{\circ}45'20''$ West along the East line of North 5th Street a distance of 437.33 feet; thence South $89^{\circ}43'25''$ East along the North line of West Clybourn Street a distance of 390.24 feet to the point of beginning of the parcel herein described; thence North $0^{\circ}45'26''$ East along the East line of North 4th Street a distance of 215.69 feet; thence South $89^{\circ}46'16''$ East along the South line of West Everett Street, a distance of 321.29 feet; thence South $0^{\circ}42'53''$ West along the West line of North 3rd Street, a distance of 215.95 feet; thence North $89^{\circ}43'25''$ West along the North line of West Clybourn Street, as presently laid out, a distance of 321.45 feet to the place of beginning, consisting of all of Lots 1, 2, 3, 4, 5, 6, 7 and 8, in Block 76 in said Plat of the Town of Milwaukee on the West side of the River in the South East one-quarter ($\frac{1}{4}$) of Section twenty-nine (29) in Township Seven (7) North, Range Twenty-two (22) East, in the City of Milwaukee, and the vacated alley lying within the described block and vacated North 15 feet of West Clybourn Street adjoining said block on the South.

56. Transmission Line Land: All that part of the Southeast Quarter of the Northwest Quarter of Section 34, Township 5 North, Range 22 East, City of Oak Creek, bounded and described as follows: Beginning at a point on the South line of said Southeast Quarter of the Northwest Quarter of Section 34, distant 100 feet Westerly, measured at right angles, from the center line between the two main tracks of the Milwaukee and State Line Railway Company (now the Chicago and North Western Transportation Company), as said center line was originally located and established across said Section 34; thence Northerly parallel with said original center line a distance of 1000 feet; thence Easterly parallel with the South line of said Southeast Quarter of the Northwest Quarter of Section 34 to a point distant 50 feet Westerly, measured at right angles, from the center line of the main track of the Chicago and North Western Transportation Company, as said main track is now located; thence Southerly parallel with said last described main track center line to a point on the South line of said Southeast Quarter of the Northwest Quarter of Section 34; thence Westerly along said South line to the point of beginning.

Also a parcel of land in the Northwest $\frac{1}{4}$ of Section 26, Township 8 North, Range 21 East, City of Milwaukee, described as follows: The north fifteen (15) feet of the following described parcel of land lying easterly of the 99.0-foot wide right of way of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company; all that part of the Northwest one-quarter (NW $\frac{1}{4}$) of Section numbered Twenty-six (26), Township Eight (8) North, Range Twenty-one (21) East, in the City of

Milwaukee, bounded and described as follows, to-wit: Commencing at a point on the west line of said Northwest one-quarter (NW $\frac{1}{4}$) of Section Twenty-six (26) which is one thousand three hundred thirty-seven and ninety-two hundredths (1337.92) feet north of the southwest corner of said quarter section; thence north on the West line of said quarter section a distance of three hundred seventy-six and sixty-one hundredths (376.61) feet to a point which is two hundred ten (210) feet south of the center line of the double tracks of the Chicago and North Western Transportation Company, measured at right angles thereto; thence North eighty-eight degrees eighteen minutes East (N.88°18'E.) parallel to said center line of double tracks of the Chicago and North Western Transportation Company and two hundred ten (210) feet south of said center line of double tracks, measured at right angles thereto, a distance of one thousand three hundred fifty-three and thirty-four hundredths (1353.34) feet to a point which is thirty-three (33) feet east of the east line of the Northwest one-quarter (NW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-six (26); thence South no degrees thirteen minutes West (S.0°13'W.) parallel to said east line a distance of six hundred six and twenty-three hundredths (606.23) feet to a point on the northeasterly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company 99.0-foot wide right of way; thence North thirty-nine degrees fifty-three minutes twenty seconds West (N.39°53'20"W.) on said northeasterly line of Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way a distance of fifty-one and twenty-three hundredths (51.23) feet to a point on the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-six (26); thence North no degrees thirteen minutes East (N.0°13'E.) on said east line a distance of one hundred fifty-seven and eighty-seven hundredths (157.87) feet to the southeast corner of the Northwest one-quarter (NW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-six (26); thence South eighty-nine degrees twenty-five minutes thirty seconds West (S.89°25'30"W.) on the south line of the Northwest one-quarter (NW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-six (26) to a point on the southwesterly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company 99.0 foot wide right of way; thence northwesterly on said southwesterly right of way line to a point which is twelve (12) feet north of the south line of the Northwest one-quarter (NW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-six (26); thence westerly to the place of beginning; excepting therefrom the 99.0 foot wide right of way of Chicago, Milwaukee, St. Paul and Pacific Railroad Company across said parcel of land.

Also that part of the Northwest one-quarter (NW $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Thirty-one (31), Township Seven (7) North, Range Twenty-one (21) East, City of West Allis, bounded and described as follows: Commencing at the north $\frac{1}{4}$ corner of said Section Thirty-one (31); thence North eighty-nine degrees fifty-four minutes forty seconds East (N.89°54'40"E.) along the north line of said Northeast one-quarter (NE $\frac{1}{4}$) of Section Thirty-one (31)

a distance of three hundred forty-seven and forty-seven hundredths (347.47) feet to a point on the northerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way; thence South sixty-three degrees eight minutes East (S.63°08'E.) along the northerly line of the Chicago, Milwaukee, St. Paul And Pacific Railroad Company right of way a distance of one hundred seventy and no one-hundredths (170.00) feet to the point of beginning of the parcel herein conveyed; thence continuing from said point of beginning South sixty-three degrees eight minutes East (S.63°08'E.) along the northerly line of the Chicago, Milwaukee, St. Paul And Pacific Railroad Company right of way a distance of seven hundred twenty-one and seventy-seven hundredths (721.77) feet to a point, which point is two hundred ten (210) feet northwesterly, measured along the northerly line of the Chicago, Milwaukee, St. Paul And Pacific Railroad Company right of way, from the east line of the Northwest one-quarter (NW¼) of the Northeast one-quarter (NE¼) of said Section Thirty-one (31); thence North fifty-eight degrees thirty-five minutes East (N.58°35'E.) a distance of two hundred nineteen and four tenths (219.4) feet to a point on the east line of the Northwest one-quarter (NW¼) of the Northeast one-quarter (NE¼) of said Section Thirty-one (31), which point is two hundred ninety and no one-hundredths (290.00) feet south of the northeast corner of the Northwest one-quarter (NW¼) of the Northeast one-quarter (NE¼) of said Section Thirty-one (31); thence north along the east line of the Northwest one-quarter (NW¼) of the Northeast one-quarter (NE¼) of said Section Thirty-one (31), a distance of one hundred thirty and no one-hundredths (130.00) feet to a point on the south line of the Interstate Highway 94 right of way, which point is one hundred sixty and no one-hundredths (160.00) feet south of the northeast corner of the Northwest one-quarter (NW¼) of the Northeast one-quarter (NE¼) of said Section Thirty-one (31); thence North sixty-six degrees twenty-two minutes fourteen seconds West (N.66°22'14"W.) along the south line of the Interstate Highway 94 right of way a distance of eighty-seven and thirty-two hundredths (87.32) feet to a point of angle in said highway right of way; thence North eighty-six degrees twenty-eight minutes twenty seconds West (N.86°28'20"W.) along the south line of the Interstate Highway 94 right of way a distance of seven hundred fifty-three and twenty-nine hundredths (753.29) feet to the point of beginning.

Also a part of the Northwest one-quarter (NW¼) of Section Thirty-four (34), Township Five (5) North, Range Twenty-two (22) East, City of Oak Creek, described as follows: Commencing at a monument found at the west ¼ corner of said Section Thirty-four (34); running thence North eighty-nine degrees twenty-six minutes eight seconds East (N.89°26'08"E.) along the south line of the Northwest one-quarter (NW¼) of said Section Thirty-four (34), a distance of one thousand seven hundred forty-five and thirty-five hundredths (1745.35) feet to the point of beginning of the parcel of land herein conveyed; continuing thence from said point of beginning North eighty-nine degrees twenty-six minutes eight seconds East (N.89°26'08"E.) along the south line of the Northwest one-quarter

(NW ¼) of said Section Thirty-four (34) a distance of seventy and forty-one hundredths (70.41) feet to a point in the westerly right of way line of the Chicago And North Western Transportation Company; running thence North six degrees forty-five minutes eight seconds West (N.06°45'08"W.) along the westerly right of way line of the Chicago And North Western Transportation Company, a distance of one thousand three hundred thirty-four and no one-hundredths (1334.00) feet to a point on the north line of the South one-half (S ½) of the Northwest one-quarter (NW ¼) of said Section Thirty-four (34); running thence South eighty-nine degrees twenty-nine minutes twelve seconds West (S.89°29'12"W.) along the north line of the South one-half (S ½) of the Northwest one-quarter (NW ¼) of said Section Thirty-four (34), a distance of seventy and forty-two hundredths (70.42) feet to a point; running thence South six degrees forty-five minutes eight seconds East (S.06°45'08"E.) parallel with and seventy and no one-hundredths (70.00) feet normally distant from the westerly right of way line of the Chicago And North Western Transportation Company a distance of one thousand three hundred thirty-four and seven one-hundredths (1334.07) feet to the point of beginning; subject to Elm Road on the south; said premises being further described as Parcel One (1) of Certified Survey Map No. 1992 as recorded in the office of the Register of Deeds for Milwaukee County in Reel 697 of records on Images 713 through 716 as Document No. 4731127.

Also part of the Southwest one-quarter (SW ¼) of Section Twenty-seven (27), Township Five (5) North, Range Twenty-two (22) East, City of Oak Creek, bounded and described as follows: Commencing at the south ¼ corner of said Section Twenty-seven (27); thence South eighty-nine degrees thirty-two minutes fifteen seconds West (S.89°32'15"W.) along the south line of the Southwest one-quarter (SW ¼) of said Section Twenty-seven (27) a distance of one thousand forty-four and two one-hundredths (1044.02) feet to a point on the west line of the Chicago And North Western Railway Company right of way, said point being the point of beginning of the parcel herein conveyed; thence from said point of beginning continuing South eighty-nine degrees thirty-two minutes fifteen seconds West (S.89°32'15"W.) along the south line of the Southwest one-quarter (SW ¼) of said Section Twenty-seven (27) a distance of one hundred ten and sixty-seven hundredths (110.67) feet; thence North six degrees forty-five minutes eight seconds West (N.06°45'08"W.) parallel with and one hundred ten and no one-hundredths (110.00) feet normally distant from the west line of the Chicago And North Western Railway Company right of way a distance of one thousand nine hundred ninety-three and seventy hundredths (1993.70) feet to a point on the north line of the South one-half (S ½) of the North one-half (N ½) of the Southwest one-quarter (SW ¼) of said Section Twenty-seven (27); thence North eighty-nine degrees seventeen minutes forty-four seconds East (N.89°17'44"E.) along the north line of the South one-half (S ½) of the North one-half (N ½) of the Southwest one-quarter (SW ¼) of said Section Twenty-seven (27) a distance of one hundred ten and sixty-two hundredths (110.62) feet to a point on the west line

of the Chicago And North Western Railway Company right of way; thence South six degrees forty-five minutes eight seconds East ($S.06^{\circ}45'08''E.$) along the west line of the Chicago And North Western Railway Company right of way a distance of one thousand nine hundred ninety-four and seventeen hundredths (1994.17) feet to the point of beginning; subject to Oakwood Road on the south.

Also all that part of the Southwest one-quarter ($SW\frac{1}{4}$) of the Southeast one-quarter ($SE\frac{1}{4}$) of Section Sixteen (16), Township Eight (8) North, Range Twenty-one (21) East, City of Milwaukee, bounded and described as follows: Commencing at the southeast corner of said section; thence due North along the East line of said Southeast one-quarter ($SE\frac{1}{4}$) of Section Sixteen (16) a distance of one thousand three hundred twenty-nine and eighty hundredths (1329.80) feet to the northeast corner of the Southeast one-quarter ($SE\frac{1}{4}$) of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Sixteen (16); thence South eighty-seven degrees twenty-seven minutes forty-five seconds West ($S.87^{\circ}27'45''W.$) along the north line of the South one-half ($S\frac{1}{2}$) of the Southeast one-quarter ($SE\frac{1}{4}$) of Section Sixteen (16) a distance of one thousand three hundred twenty-four and thirty-eight hundredths (1324.38) feet to the northeast corner of the Southwest one-quarter ($SW\frac{1}{4}$) of the Southeast one-quarter ($SE\frac{1}{4}$) of Section Sixteen (16), also the point of beginning of this description; thence continuing along said north line of the South one-half ($S\frac{1}{2}$) of said Southeast one-quarter ($SE\frac{1}{4}$) of Section Sixteen (16) South eighty-seven degrees twenty-seven minutes forty-five seconds West ($S.87^{\circ}27'45''W.$) a distance of six hundred ninety-nine (699) feet to the easterly right of way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad; thence South forty-one degrees twenty-eight minutes no seconds East ($S.41^{\circ}28'00''E.$) along said easterly right of way line a distance of one thousand fifty-seven and twenty-eight hundredths (1057.28) feet to the east line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Southeast one-quarter ($SE\frac{1}{4}$) of Section Sixteen (16); thence North no degrees seven minutes fifty-four seconds West ($N.00^{\circ}07'54''W.$) along said east line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Southeast one-quarter ($SE\frac{1}{4}$) of Section Sixteen (16) a distance of eight hundred twenty-three and thirty-two hundredths (823.32) feet to the Northeast corner of the Southwest one-quarter ($SW\frac{1}{4}$) of said Southeast one-quarter ($SE\frac{1}{4}$) of Section (16) also being the point of beginning.

Also that part of the West Half of the Northwest Quarter, and the East Half of the Southwest Quarter, of Section 27, Township 5 North, Range 22 East City of Oak Creek lying Westerly of a line parallel with and distant 50 feet Westerly, measured at right angles, from the center line of the main track of the Chicago and North Western Transportation Company as said main track is now located, and lying Easterly of a line parallel with and distant 60 feet Westerly, measured at right angles, from the center line between the two main tracks of the Milwaukee and State Line Railway Company (now the Chicago and North Western Transportation Company), as said center line was originally located and established across said Section 27, and lying Southerly of a line drawn at right

angles to said original center line at a point thereon distant 1579 feet Northerly from its intersection, with the South line of the Northwest Quarter of said Section 27.

Also that part of the East Half of the Northwest Quarter of Section 34, Township and Range aforesaid, lying Westerly of a line parallel with and distant 50 feet Westerly, measured at right angles, from the center line of the main track of the Chicago and North Western Transportation Company, as said main track is now located, and lying Easterly of a line parallel with and distant 100 feet Westerly, measured at right angles, from the center line between the two main tracks of said Transportation Company, as originally located and established across said Section 34, and lying Northerly of a line parallel with and distant 1000 feet Northerly, measured along said original center line, from the South line of the Northwest Quarter of said Section 34.

Also Lot Six (6), Block One (1), Arend Place, a subdivision of a part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty (30), Township Seven (7) North, Range Twenty-one (21) East, City of Wauwatosa, excepting the westerly part thereof, which part lies westerly of a straight line extending from a point in the southerly line of said Lot Six (6), which point is fifty and no one-hundredths (50.00) feet easterly of the southwest corner of said Lot Six (6), to a point in the northerly line of said Lot Six (6), which point is one hundred nineteen and forty-three hundredths (119.43) feet easterly of the northwest corner of said Lot Six (6).

Also that part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty-four (34), Township Five (5) North, Range Twenty-two (22) East, City of Oak Creek, described as follows: Commencing at the northeast corner of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty-four (34), running thence South eighty-nine degrees twenty-six minutes eight seconds West (S.89°26'08"W.) along the north line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-four (34) a distance of seven hundred fifty-two and ninety-nine hundredths (752.99) feet to a point in the west line of the Chicago and North Western Railway Company right of way; running thence South six degrees forty-five minutes twelve seconds East (S.06°45'12"E.) along the westerly line of the Chicago and North Western Railway Company right of way a distance of three hundred three and ninety-four hundredths (303.94) feet to the point of beginning of the parcel of land herein conveyed; continuing thence from said point of beginning South six degrees forty-five minutes twelve seconds East (S.06°45'12"E.) along the westerly line of the Chicago and North Western Railway Company right of way a distance of one thousand one hundred fifty-four and twenty-one hundredth (1154.21) feet to a point; running thence South eighty-nine degrees forty-five minutes eleven seconds West (S.89°45'11"W.) a distance of two hundred fifty-one and thirty-one hundredths (251.31) feet to a point; running thence North three degrees thirty-seven minutes fourteen seconds East (N.03°37'14"E.) a distance of seven hundred twenty and eighteen hundredths (720.18) feet to a point;

running thence North six degrees forty-five minutes twelve seconds West ($N.06^{\circ}45'12''W.$) parallel with and one hundred twenty (120) feet normally distant from the westerly line of the Chicago and North Western Railway Company right of way a distance of four hundred thirty and thirty-four hundredths (430.34) feet to a point; running thence North eighty-nine degrees twenty-six minutes eight seconds East ($N.89^{\circ}26'08''E.$) a distance of one hundred twenty and seventy hundredths (120.70) feet to the point of beginning; said premises being a part of Lot Two (2) except the south one thousand two hundred four (1204) feet thereof of Certified Survey Map No. 204, and being further described as Parcel One (1) of Certified Survey Map No. 1991 as recorded in the office of the Register of Deeds for Milwaukee County in Reel 697 of records on Images 709 through 712 as Document No. 4731126.

Also Lot One (1) in Block One (1) in Arend Place being a subdivision of a part of the South West One-quarter ($\frac{1}{4}$) of Section Thirty (30) in Township Seven (7) North, Range Twenty-one (21) East, in the City of Wauwatosa.

Also all that part of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Nine (9), Township Seven (7) North, Range Twenty-two (22) East, Village of Shorewood, bounded and described as follows: Commencing at the Northeast corner of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Nine (9); running thence South eighty-eight degrees fifty-one minutes eighteen seconds West ($S.88^{\circ}51'18''W.$) along the north line of said one-quarter ($\frac{1}{4}$) section a distance of one thousand eight hundred thirty-two and sixty-four hundredths (1832.64) feet to a point; running thence South one degree eight minutes forty-two seconds East ($S.01^{\circ}08'42''E.$) at right angles to said north line of said Section Nine (9) a distance of three hundred sixty-two and no one hundredths (362.00) feet to a point; running thence South eighty-eight degrees fifty-one minutes eighteen seconds West ($S.88^{\circ}51'18''W.$) a distance of fifteen and sixteen hundredths (15.16) feet to a point in the easterly right of way line of the abandoned Lake Shore Division of the Chicago and North Western Transportation Company right of way, said point also being the point of beginning of the parcel herein conveyed; running thence South nineteen degrees twenty-seven minutes forty-six seconds East ($S.19^{\circ}27'46''E.$) along said easterly right of way line a distance of one and eleven hundredths (1.11) feet to a point; running thence southeasterly a distance of one hundred ninety-seven and seventy-one hundredths (197.71) feet along said easterly right of way line, being the arc of a curve whose center lies to the East, whose radius is two thousand eight hundred thirty-one and ninety-three hundredths (2831.93) feet and whose chord bears South twenty-one degrees twenty-seven minutes forty-two seconds East ($S.21^{\circ}27'42''E.$) a distance of one hundred ninety-seven and seventy-one hundredths (197.71) feet to a point; running thence South twenty-three degrees twenty-seven minutes forty-two seconds East ($S.23^{\circ}27'42''E.$) along said easterly right of way line a distance of twelve and no one hundredths (12.00) feet to a point; running thence southeasterly a distance of eleven and twenty-six hundredths (11.26) feet along said easterly right of way

line along the arc of a curve, whose center lies to the East, whose radius is nine hundred twenty-two and thirty-seven hundredths (922.37) feet and whose chord bears South twenty-three degrees forty-eight minutes forty-one seconds East (S.23°48'41"E.) a distance of eleven and twenty-six hundredths (11.26) feet to a point on the easterly right of way line of the former Chicago and North Western Transportation Company; running thence North thirty-five degrees ten minutes forty-two seconds West (N.35°10'42"W.) along said easterly right of way line a distance of two hundred fifteen and ninety-three hundredths (215.93) feet to a point; running thence North fifty-four degrees forty-nine minutes eighteen seconds East (N.54°49'18"E.) a distance of fifty-one and eighty-four hundredths feet (51.84) to the point of beginning.

Also Parcel A of Certified Survey Map No. 2574, as recorded in the office of the Register of Deeds for Milwaukee County in Reel 860 of records, on Images 54 through 57, inclusive, as Document No. 4924798, and being a division of lands in the Northeast one-quarter (NE¼) of Section Thirty-one (31), Township Eight (8) North, Range Twenty-two (22) East, City of Milwaukee, and being more particularly described as follows: Commencing at the northeast corner of said Northeast one-quarter (NE¼) of Section Thirty-one (31); thence South no degrees twelve minutes West (S.0°12'W.) along the east line of said Northeast one-quarter (NE¼) of Section Thirty-one (31) a distance of one thousand two hundred five and ninety-seven hundredths (1205.97) feet to a point in the southwesterly line of the Chicago and North Western Transportation Company right of way; thence North forty-eight degrees thirty-seven minutes West (N.48°37'W.) along the southwesterly line of the Chicago and North Western Transportation Company right of way a distance of thirty-nine and eighty-six hundredths (39.86) feet to the point of beginning of the parcel herein conveyed; thence South no degrees twelve minutes West (S.0°12'W.) along the west line of North 13 Street a distance of one hundred twelve and forty-one hundredths (112.41) feet to a point in the north line of West Custer Avenue; thence North eighty-nine degrees forty-eight minutes West (N.89°48'W.) along the north line of West Custer Avenue a distance of one hundred eighty and sixty-six hundredths (180.66) feet to a point; thence North no degrees twelve minutes East (N.0°E.) a distance of one hundred sixty-six and fifty-six hundredths (166.56) feet to a point; thence South seventy-three degrees seven minutes East (S.73°07'E.) a distance of one hundred eighty-eight and sixty hundredths (188.60) feet to the point of beginning.

OZAUKEE COUNTY

57. Horns Corners Substation: That part of the Southwest one-quarter (SW¼) of the Southwest one-quarter (SW¼) of Section Nine (9), Township Ten (10) North, Range Twenty-one (21) East in the Town of Cedarburg, bounded and described as follows: Commencing at the southwest corner of the

Southwest one-quarter (SW $\frac{1}{4}$) of said Section Nine (9), Township Ten (10) North, Range Twenty-one (21) East; thence North eighty-nine degrees forty-six minutes fifty seconds East (N.89°46'50"E.) a distance of three hundred (300) feet along the south line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Nine (9) to a point; thence due north and parallel to the west line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Nine (9) a distance of three hundred (300) feet to a point; thence South eighty-nine degrees forty-six minutes fifty seconds West (S.89°46'50"W.) a distance of three hundred (300) feet to a point; thence due south along the west line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Nine (9) a distance of three hundred (300) feet to the place of beginning, being subject to Cedar Creek Road on the south and Horns Corners Road on the west.

58. Port Washington Service Center and Viewport Substation: Lot 802 and part of Lot 713 Assessor's plat in the Northeast one-quarter (NE $\frac{1}{4}$) of Section Thirty-two (32) and Northwest one-quarter (NW $\frac{1}{4}$) of Section Thirty-three (33), Township Eleven (11) North, Range Twenty-two (22) East, in the City of Port Washington, Town of Port Washington, described as follows: Beginning at the northeast corner of Section Thirty-two (32), Township Eleven (11) North, Range Twenty-two (22) East, thence south along the east section line of said Section Thirty-two (32) a distance of five hundred twenty-one and fifty-seven hundredths (521.57) feet to the point of beginning, thence continuing south along the east line of said Section Thirty-two (32) a distance of one hundred fourteen and eleven hundredths (114.11) feet, thence North eighty-nine degrees twenty-eight minutes West (N.89°28'W.) a distance of one hundred ninety and eighty-four hundredths (190.84) feet to the east line of South Park Street, thence South three degrees fifty-two minutes East (S.3°52'E.) along the east line of South Park Street a distance of four hundred thirty-seven and fifty hundredths (437.50) feet to the north right-of-way line of the Chicago and Northwestern Railroad spur track, thence on a chord bearing North seventy-four degrees fourteen minutes thirty seconds East (N.74°14'30"E.) and a distance of thirty-eight and sixty-eight hundredths (38.68) feet with an arc of forty-one and thirty-seven hundredths (41.37) feet convex to the southeast, thence continuing along the north right-of-way line of the Chicago and Northwestern Railroad spur track North seventy-two degrees sixteen minutes thirty seconds East (N.72°16'30"E.) a distance of one hundred thirty and forty-nine hundredths feet (130.49) feet to the east section line of said Section Thirty-two (32), thence north along the east line of Section Thirty-two (32) a distance of five and twenty-eight hundredths (5.28) feet, thence North seventy-two degrees sixteen minutes thirty seconds East (N.72°16'30"E.) along the north right-of-way line of said spur track a distance of two hundred eighteen and fifty hundredths (218.50) feet, thence on a chord bearing North seventy degrees twenty minutes thirty seconds East (N.70°20'30"E.) a distance of two hundred forty-one and sixty-two hundredths (241.62) feet

with an arc distance of two hundred forty-four and ninety-four hundredths (244.94) feet convex to the southeast, to the west line of Ravine Street, thence North no degrees and one minutes West (N.00°01'W.) along the west line of Ravine Street, a distance of four hundred ninety-five and eighty-eight hundredths (495.88) feet, thence South eighty-nine degrees fifty-nine minutes West (S.89°59'W.) a distance of two hundred sixty-eight (268) feet, thence South no degrees two minutes thirty seconds West (S.00°02'30"W.) a distance of one hundred fifty (150) feet, thence South eighty-nine degrees fifty-six minutes thirty seconds West (S.89°56'30"W.) a distance of one hundred sixty-seven and seventy-five hundredths (167.75) feet to the east section line of said Section Thirty-two (32), the point of beginning.

59. Sixty-eighth Street Substation: All of that Certified Survey Map recorded in Volume 2 of Certified Survey Maps, on pages 103-105, as Document No. 236534, in the Register of Deeds Office, Ozaukee County being a part of the South one-half (S½) of the Southeast one-quarter (SE¼) of Section Thirty-four (34), Township Nine (9) North, Range Twenty-one (21) East, in the City of Mequon.

60. Miscellaneous property: Lots One (1), Two (2), Three (3) and Four (4), Block Seven (7), in the South Addition to the City of Port Washington, a subdivision of a part of Government Lot Four (4) in the south one-half (S½) of fractional Section Twenty-eight (28), Township Eleven (11) North, Range Twenty-two (22) East.

Also all that part of Lot Eleven (11), Block Eight (8), in the South Addition to the City of Port Washington, a subdivision of a part of Government Lot Four (4) in the South one-half (S½) of fractional Section Twenty-eight (28), Township Eleven (11) North, Range Twenty-two (22) East, described as follows: Commencing on the east line of Lot Eleven (11), ten (10) feet south of the northeast corner of said lot; running thence southerly on the east line to the southeast corner of Lot Eleven (11); thence westerly on the south line of Lot Eleven (11) to the southwest corner of said lot; thence northerly on the west line of Lot Eleven (11) to a point sixteen (16) feet southerly of the northwest corner of said lot; thence northeasterly in a straight line to the place of beginning.

Also Lots One (1), Two (2) and Three (3), Block Five (5), in the South Addition to the City of Port Washington, a subdivision of a part of Government Lot Four (4) in the South one-half (S½) of fractional Section Twenty-eight (28), Township Eleven (11) North, Range Twenty-two (22) East.

Also Lots Twelve (12), Thirteen (13) and Fourteen (14), Block Ten (10), in the South Addition to the City of Port Washington, being a subdivision of a part of Government Lot Four (4) in the South one-half (S½) of fractional Section Twenty-eight (28), Township Eleven (11) North, Range Twenty-two (22) East.

Also Lots Fifteen (15) and Sixteen (16), Block Ten (10), in the South Addition to the City of Port Washington, a subdivision of a part of Government Lot Four (4) in the South one-half (S½) of fractional Section Twenty-eight (28), Township Eleven (11) North, Range Twenty-two (22) East, the aforesaid lots extending from Chestnut Street one hundred and seventy (170) feet to the east-west alley in said Block Ten (10); also the north one-half of the vacated alley adjacent to said Lots Fifteen (15) and Sixteen (16).

61. Transmission Line Land: That part of the southwest one-quarter of the southeast one-quarter of Section 16, Township 11 North, Range 22 East, Town of Port Washington, described as follows: Commencing at the southwest corner of the southeast one-quarter of said Section 16; thence North 2° 31' West 241.76 feet; thence North 85° 50' East 671.10 feet to a point in the westerly boundary line of the former T.M.E.R. & L. Company Right of Way, which is the point of beginning of the parcel of land to be described; thence northerly approximately North 11° 48' West along the westerly boundary line of the former T.M.E.R. & L. Company Right of Way 418 feet to the center of old U.S.H. 141; thence westerly (approximately South 63° 33' west along the center line of old U.S.H. 141,) 291.50 feet; thence at right angles and South 26° 27' East 55 feet; thence at right angles and North 63° 33' East 123.00 feet; thence South 32° 11' East 320.40 feet; thence North 85° 50' East 82.50 feet to the place of beginning. Except the northerly 33 feet of the above described parcel and those lands acquired for relocated U.S.H. 141 under project I.D. 1451-6-21 described as follows: That part of the southwest one-quarter of the southeast one-quarter of Section 16, Township 11 North, Range 22 East, lying between the owner's south property line, as described in Volume 148 of Deeds on Page 460 of Ozaukee County Records, and a line which is 60 feet northwesterly of, as measured normal to, the following described reference line of ramp C. Begin said line at a point in the west line of the southeast one-quarter of Section 16 which is 130.00 feet North 1° 20' 54" West of the south one-quarter corner of said Section 16; thence North 73° 18' 31" East, 856.85 feet to the point of ending of said reference line.

Also the south five (5) acres of Government Lot One (1) in the Northwest one-quarter (NW¼) of Section Thirty-three (33), Township Eleven (11) North, Range Twenty-two (22) East, City of Port Washington; also that part of the Northwest one-quarter (NW¼) of said Section Thirty-three (33) which lies east of the Port Ulao Road, as described in that certain document recorded in the Office of the Register of Deeds in and for Ozaukee County, Volume 69 of Deeds on Page 393 as Document Number 100525, the north line of said five (5) acres to be parallel to the south line of said Lot One (1).

Also that part of the East one-half (E½) of the Northeast one-quarter (NE¼) of Section Thirty-two (32), Township Eleven (11) North, Range Twenty-two (22) East, Town of Port Washington, described as follows: The

south sixteen (16) acres and two (2) rods of the West one-half ($W\frac{1}{2}$) of the South eleven twentieths ($\frac{11}{20}$) of said East one-half ($E\frac{1}{2}$) of said Northeast one-quarter ($NE\frac{1}{4}$) of Section Thirty-two (32), excepting the following: Commencing at the Southwest corner of said West one-half ($W\frac{1}{2}$) of the South eleven twentieths ($\frac{11}{20}$) of said East one-half ($E\frac{1}{2}$) of said Northeast one-quarter ($NE\frac{1}{4}$) of Section Thirty-two (32); running thence East six (6) rods; thence North twenty-seven (27) rods; thence West six (6) rods; thence South twenty-seven (27) rods to the place of beginning.

Also that part of said East one-half ($E\frac{1}{2}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Thirty-two (32), Township Eleven (11) North, Range Twenty-two (22) East, Town of Port Washington, described as follows: The East one-half ($E\frac{1}{2}$) of the South eleven twentieths ($\frac{11}{20}$) of the East one-half ($E\frac{1}{2}$) of said Northeast one-quarter ($NE\frac{1}{4}$) of Section Thirty-two (32), excepting that part conveyed to Ubbink Fuel and Dock Co. in deed recorded in Volume 77, Page 468, Ozaukee County Registry and that part conveyed to J. E. Gilson Co.

Also the South one and seventy-three hundredths (1.73) acres of Lot One (1) in the subdivision of Government Lot Two (2) in the Southwest one-quarter ($SW\frac{1}{4}$) of Section Thirty-three (33), Township Eleven (11) North, Range Twenty-two (22) East, Town of Port Washington, all of Lot Two (2) in said subdivision of Government Lot Two (2) and the North one and sixty-four hundredths (1.64) acres of Lot Three (3) in said subdivision, excepting therefrom that part conveyed to D. H. Smith in deed recorded in Volume 77, Page 66, Ozaukee County Registry.

Also that part of the Southwest one-quarter ($SW\frac{1}{4}$) of the Northwest one-quarter ($NW\frac{1}{4}$) of Section Thirty-three (33), Township Eleven (11) North, Range Twenty-two (22) East, Town of Port Washington, described as follows: Commencing at a point on the west line of said Southwest one-quarter ($SW\frac{1}{4}$) of the Northwest one-quarter ($NW\frac{1}{4}$) of Section Thirty-three (33), one thousand fourteen (1014) feet north of the south line of said Northwest one-quarter ($NW\frac{1}{4}$); running thence South eighty-eight degrees ten minutes East ($S.88^{\circ}10'E.$), a distance of one thousand sixty-three and five tenths (1063.5) feet to a point in the center of the Port Washington Ulao Road; thence South twenty degrees forty-nine minutes West ($S.20^{\circ}49'W.$) on the center line of said road to the south line of said Northwest one-quarter ($NW\frac{1}{4}$); thence West on said South one-quarter ($S\frac{1}{4}$) section line to the west line of said Section Thirty-three (33); thence North on said section line a distance of one thousand fourteen (1014) feet to the place of beginning, excepting the south five (5) acres thereof.

Also all that part of the Northwest one-quarter ($NW\frac{1}{4}$) of the Southwest one-quarter ($SW\frac{1}{4}$) of Section Thirty-two (32), Township Eleven (11) North, Range Twenty-two (22) East, Town of Port Washington, bounded and described as follows: Commencing at the West one-quarter ($W\frac{1}{4}$) corner of said Section

Thirty-two (32), Town and Range aforesaid; thence North eighty-nine degrees sixteen minutes no seconds East (N. $89^{\circ}16'00''$ E.) along the north line of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty-two (32) a distance of five hundred sixty-eight and ninety-five hundredths (568.95) feet to a point; thence South fifty-two degrees fifty-two minutes fifty-five seconds West (S. $52^{\circ}52'55''$ W.) a distance of eighty-four and twenty-nine hundredths (84.29) feet to a point in the southerly right of way line of Sunset Road, said point being the point of beginning of the parcel of land herein conveyed; continuing thence from said point of beginning South fifty-two degrees fifty-two minutes fifty-five seconds West (S. $52^{\circ}52'55''$ W.) twenty-six (26) feet northwesterly of, measured at right angles to the northwesterly line of the Wisconsin Electric Power Company right of way a distance of four hundred four and forty-three hundredths (404.43) feet to a point in the easterly right of way line of U.S.H. "141"; thence South no degrees thirty-three minutes no seconds West (S. $0^{\circ}33'00''$ W.) along the easterly right of way line of U.S.H. "141" a distance of thirty-two and eighty-five hundredths (32.85) feet to a point in the northwesterly line of the Wisconsin Electric Power Company right of way; thence North fifty-two degrees fifty-two minutes fifty-five seconds East (N. $52^{\circ}52'55''$ E.) along the northwesterly line of the Wisconsin Electric Power Company right of way a distance of four hundred fifty-nine and seventy-eight hundredths (459.78) feet to a point in the southerly right of way line of Sunset Road; thence South eighty-nine degrees sixteen minutes no seconds West (S. $89^{\circ}16'00''$ W.) along the southerly right of way line of Sunset Road a distance of forty-three and eighty-three hundredths (43.83) feet to the point of beginning.

Also all that part of the Northeast one-quarter (NE $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-one (31), Township Eleven (11) North, Range Twenty-two (22) East, Town of Port Washington, bounded and described as follows: Commencing at the East one-quarter (E $\frac{1}{4}$) corner of said Section Thirty-one (31, Town and Range aforesaid; thence South no degrees fifty minutes fifty seconds East (S. $0^{\circ}50'50''$ E.) along the east line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Thirty-one (31) a distance of four hundred fourteen and forty hundredths (414.40) feet to a point; thence South fifty-two degrees forty-nine minutes thirty seconds West (S. $52^{\circ}49'30''$ W.) a distance of forty-nine and sixty-five hundredths (49.65) feet to a point in the westerly right of way line of U.S.H. "141", said point being the point of beginning of the parcel of land herein conveyed; continuing thence from said point of beginning South fifty-two degrees forty-nine minutes thirty seconds West (S. $52^{\circ}49'30''$ W.) twenty-six (26) feet northwesterly of, measured at right angles to, the northwesterly line of the Wisconsin Electric Power Company right of way a distance of one thousand three hundred ninety-nine and seven one-hundredths (1399.07) feet to a point; thence South one degree thirty-five minutes forty seconds West (S. $01^{\circ}35'40''$ W.) a distance of thirty-one and ninety-seven hundredths (31.97) feet to a point in the northwesterly line of the Wisconsin Electric Power Company right of way; thence North fifty-two degrees

forty-nine minutes thirty seconds East (N.52°49'30"E.) along the northwesterly line of the Wisconsin Electric Power Company right of way a distance of one thousand three hundred ninety-eight and fifty-five hundredths (1,398.55) feet to a point in the westerly right of way line of U.S.H. "141"; thence North no degrees fifty minutes fifty seconds West (N.0°50'50"W.) a distance of thirty-two and thirty-seven hundredths (32.37) feet to the point of beginning.

Also the west thirty (30) feet of the south twenty (20) acres of the North one-half (N½) of the Southeast one-quarter (SE¼) of Section Thirty-four (34), Township Nine (9) North, Range Twenty-one (21) East, City of Mequon; the east line of said west thirty (30) feet being parallel with and thirty (30) feet east of, (as measured at right angles to) the West line of said south twenty (20) acres of the North one-half (N½) of the Southeast one-quarter (SE¼) of said Section Thirty four (34).

Also part of Government Lots Three (3) and Four (4) in the Southeast one-quarter (SE¼) of Section Thirty-five (35), Township Eleven (11) North, Range Twenty-one (21) East, Village of Saukville, bounded and described as follows: Commencing at the Southwest corner of the Southeast one-quarter (SE¼) of said Section Thirty-five (35); thence East along the south line of the Southeast one-quarter (SE¼) of said Section Thirty-five (35) a distance of nine hundred sixty-two and twelve hundredths (962.12) feet to a point; thence North a distance of one thousand one hundred forty-three and twenty-six hundredths (1143.26) feet to a point in the center line of County Trunk Highway "O", also known as Green Bay Road; thence North twenty degrees fifty-six minutes twenty-seven seconds East (N.20°56'27"E.) along the center line of said County Trunk Highway "O", a distance of fifty-six and sixty hundredths (56.60) feet to the point of beginning of the parcel of land herein conveyed; continuing thence from said point of beginning North twenty degrees fifty-six minutes twenty-seven seconds East (N.20°56'27"E.) along the center line of said County Trunk Highway "O" a distance of two hundred thirty-four and ninety-four hundredths (234.94) feet to a point; thence South eighty-nine degrees thirty-six minutes three seconds East (S.89°36'03"E.) a distance of forty-five and twenty-five hundredths (45.25) feet to a point; thence South eighty-three degrees thirty-five minutes twenty-three seconds East (S.83°35'23"E.) a distance of four hundred six and fifteen hundredths (406.15) feet to a point; thence South six degrees forty-five minutes twenty-four seconds West (S.06°45'24"W.) a distance of fifty and seventy-two hundredths (50.72) feet to a point; thence South twelve degrees twenty-two minutes forty-three seconds East (S.12°22'43"E.) a distance of one hundred seventy-seven and eleven hundredths (177.11) feet to a point; thence North eighty-three degrees thirty-five minutes twenty-three seconds West (N.83°35'23"W.) a distance of four hundred fifty-one and fifty-two hundredths (451.52) feet to a point; thence North eighty-nine degrees thirty-six minutes three seconds West (N.89°36'03"W.) a distance of one hundred sixteen and thirteen hundredths (116.13) feet to the point of beginning; also conveying those lands

lying between the easterly line of the above described premises and the westerly bank of the Milwaukee River, together with all rights and interest grantor owns or possesses in and to the bed of the Milwaukee River easterly thereof, and being subject to County Trunk Highway "O" on the west.

RACINE COUNTY

62. Jerome Park Substation: All that part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty (20), in Township Three (3) North, Range Twenty-three (23) East, City of Racine, bounded as follows: Commencing at the southeast corner of Jerome Park Subdivision, as recorded in the Office of the Register of Deeds for Racine County, Wisconsin, in Volume O of Plats, as page 1, which point is in the south line of said Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty (20); thence east along the south line of said Southeast one-quarter (SE $\frac{1}{4}$) a distance of sixty (60) feet; thence north parallel with the east line of said Jerome Park Subdivision and coincident with the east line of Memorial Drive a distance of three hundred ninety-five (395) feet; thence North sixteen degrees six minutes thirty seconds East (N.16°06'30"E.) coincident with the east line of Memorial Drive and parallel with the east line of said Jerome Park Subdivision a distance of three hundred eighty-nine and fifty hundredths (389.50) feet; thence north coincident with the east line of Memorial Drive and parallel with the east line of said Jerome Park Subdivision a distance of six hundred five and thirty-four hundredths (605.34) feet to the point of beginning of this description; thence continuing north coincident with the east line of Memorial Drive and parallel with the east line of Jerome Park Subdivision a distance of three hundred forty (340) feet; thence east a distance of five hundred twenty-nine (529) feet to the westerly line of the Chicago & North Western Railroad right of way as described in a deed recorded in the Office of the Register of Deeds for Racine County, Wisconsin, in Volume 240 of Deeds at page 343; thence south along the westerly line of said railroad right of way a distance of three hundred forty (340) feet; thence west a distance of five hundred twenty-nine (529) feet to the point of beginning.

63. Racine Service Center: All that part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty-four (34), Township Four (4) North, Range Twenty-two (22) East, Town of Caledonia, bounded and described as follows: Commencing at the Southeast corner of said Section Thirty-four (34), Township Four (4) North, Range Twenty-two (22) East; thence North eighty-nine degrees nine minutes forty-five seconds West (N.89°09'45"W.) along the south line of said Section Thirty-four (34), a distance of six hundred eighteen and six hundredths (618.06) feet to the westerly line of the Chicago and North Western Railway Right of Way, also being the point of beginning; thence continuing North eighty-nine degrees nine minutes forty-five seconds West (N.89°09'45"W.) along said

south line a distance of one thousand fifty (1050) feet; thence due north a distance of six hundred twenty-one and twenty-four hundredths (621.24) feet to the center line of C.T.H. "K"; thence North eighty-seven degrees thirty-one minutes forty-five seconds East ($N.87^{\circ}31'45''E.$) along said center line a distance of three hundred thirty-three and ninety-five hundredths feet (333.95); thence North eighty-three degrees thirteen minutes forty-five seconds East ($N.83^{\circ}13'45''E.$) along said center line a distance of seven hundred six and eighty-hundredths (706.80) feet to the westerly line of the Chicago and North Western Railway Right of Way; thence South one degree seven minutes fifteen seconds East ($S.01^{\circ}07'15''E.$) along the westerly line of said railway Right of Way a distance of seven hundred thirty-four and forty-six hundredths (734.46) feet to the point of beginning, excepting therefrom land conveyed to Racine County and recorded in the Office of the Register Deeds for Racine County in Vol. 931 on page 620 as Document #816902.

64. Racine Substation: That part of the Northwest one-quarter ($NW\frac{1}{4}$) and Southwest one-quarter ($SW\frac{1}{4}$) of Section Twenty-three (23), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Beginning at the southeast corner of the said Northwest one-quarter ($NW\frac{1}{4}$) Section; thence north along the east line of the said Northwest one-quarter ($NW\frac{1}{4}$) Section, one thousand forty-five and fifty hundredths (1045.50) feet to a point; thence west and perpendicular to the east line of the said Northwest one-quarter ($NW\frac{1}{4}$) Section, one thousand fifty and no hundreds (1050.00) feet to a point; thence south and parallel with the east line of the said Northwest one-quarter ($NW\frac{1}{4}$) Section, one thousand one hundred seventy-four and ninety hundredths (1174.90) feet to a point in the north line of the C.M. St. P. & P. R. R. Right of way; thence North eighty-three degrees thirteen minutes thirty seconds East ($N.83^{\circ}13'30''E.$) along the north line of the said Right of way, one thousand fifty-seven and forty hundredths (1057.40) feet to a point in the east line of the said Southwest one-quarter ($SW\frac{1}{4}$) Section; thence north four and fifty hundredths (4.50) feet to the point of beginning, containing twenty-six and eight hundred fifteen thousandths (26.815) acres of land more or less, reserving the southerly sixty-six (66) feet for public roadway purposes.

65. Six Mile Substation: All of Certified Survey Map No. 109 being a part of the Southeast one-quarter ($SE\frac{1}{4}$) of the Southwest one-quarter ($SW\frac{1}{4}$) of Section Seven (7), Township Four (4) North, Range Twenty-three (23) East, Town of Caledonia, said Certified Survey Map being recorded in the Office of the Register of Deeds for Racine County in Vol. 1 of Certified Survey Maps on Pages 222-224; said lands being more particularly described as follows: Commencing at the South one-quarter ($S\frac{1}{4}$) corner of said Section Seven (7), Township Four (4) North, Range Twenty-three (23) East, also being a point in the center line of Six Mile Road; thence North no degrees thirty-six minutes twenty-five seconds West

(N.0°36'25"W.) along the east line of the Southwest one-quarter (SW¼) of said Section Seven (7) a distance of two hundred thirty-nine (239) feet to the point of beginning; thence continuing North no degrees thirty-six minutes twenty-five seconds West (N.0°36'25"W.) along the east line of the Southwest one-quarter (SW¼) of Section Seven (7) a distance of one hundred (100) feet to a point; thence South eighty-five degrees forty-one minutes eight seconds West (S.85°41'8"W.) parallel with the south line of the Southwest one-quarter (SW¼) of Section Seven (7), a distance of two hundred twelve and forty-one hundredths (212.41) feet to a point on the easterly line of the right of way of Wisconsin Electric Power Company (said right of way lands being described in that certain Warranty Deed recorded in the Office of the Register of Deeds for Racine County in Vol. 288 on Pages 356 and 357, as Document No. 384124); thence South twenty-one degrees fifteen minutes fifty-two seconds East (S.21°15'52"E.) along said easterly right-of-way line of Wisconsin Electric Power Company a distance of one hundred four and thirty-two hundredths (104.32) feet to a point; thence North eighty-five degrees forty-one minutes eight seconds East (N.85°41'8"E.) a distance of one hundred seventy-five and fifty-three hundredths (175.53) feet to the point of beginning; subject to Michna Road on the east.

66. Miscellaneous Property: All that part of Section Six (6), Township Three (3) North, Range Twenty (20) East, in the Town of Dover, and all that part of Section One (1), Township Three (3) North, Range Nineteen (19) East, Town of Rochester, described as follows: Commencing at the southwest corner of Section Six (6), Township Three (3) North, Range Twenty (20) East, Town of Dover; thence northerly on and along the west line of said Section Six (6) a distance of four hundred ninety-five and eighteen hundredths (495.18) feet to a point in the center line of S.T.H. "20"; thence North eighty-three degrees eighteen minutes forty-seven seconds West (N.83°18'47"W.) on and along the center line of said S.T.H. "20" a distance of three hundred seven and nineteen hundredths (307.19) feet to a point; thence a distance of two hundred thirty-three and seventy-three hundredths (233.73) feet on and along the arc of a curve having a radius of one thousand six hundred sixty-four and thirty-five hundredths (1664.35) feet, the center of which lies to the south, a chord bearing North eighty-seven degrees twenty minutes eleven seconds West (N.87°20'11"W.) and a chord length of two hundred thirty-three and fifty-four hundredths (233.54) feet; thence South eighty-eight degrees thirty-eight minutes twenty-six seconds West (S.88°38'26"W.) a distance of five hundred seventy-six and twenty-two hundredths (576.22) feet to a point; thence a distance of two hundred eight and fifty-seven hundredths (208.57) feet on and along the arc of a curve having a radius of six hundred forty-three and ninety-three hundredths (643.93) feet, the center of which lies to the south, a chord bearing South seventy-nine degrees twenty-one minutes forty-two seconds West (S.79°21'42"W.) and a chord length of two hundred seven and sixty-six hundredths (207.66) feet to a point

in the west line of the East one-half ($E\frac{1}{2}$) of the Southeast one-quarter ($SE\frac{1}{4}$) of Section One (1), Township Three (3) North, Range Nineteen (19) East, Town of Rochester; thence North one degree fifty-six minutes forty-seven seconds West ($N.01^{\circ}56'47''W.$) a distance of two thousand ninety-three and seventy-two hundredths (2093.72) feet on and along said west line of the East one-half ($E\frac{1}{2}$) of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section One (1) to a point in the East-West one-quarter ($\frac{1}{4}$) line of said Section One (1); thence North eighty-seven degrees twenty-eight minutes twenty-seven seconds East ($N.87^{\circ}28'27''E.$) on and along the East-West one-quarter ($\frac{1}{4}$) line of said Section One (1) a distance of one thousand three hundred eighteen and seventy-four hundredths (1318.74) feet to a point, said point being the Northwest (NW) corner of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Six (6), Township Three (3) North, Range Twenty (20) East, Town of Dover; thence North one degree fifty-eight minutes eighteen seconds West ($N.01^{\circ}58'18''W.$) a distance of four hundred sixty and four hundredths (460.04) feet to a point; thence North eighty-eight degrees ten minutes no seconds East ($N.88^{\circ}10'00''E.$) a distance of one thousand three hundred twenty-five and eighty-four hundredths (1325.84) feet to a point; thence South one degree fifty-five minutes twenty seconds East ($S.01^{\circ}55'20''E.$) a distance of four hundred sixty and four hundredths (460.04) feet to a point in the East-West one-quarter ($\frac{1}{4}$) line of said Section Six (6); thence South eighty-eight degrees ten minutes no seconds West ($S.88^{\circ}10'00''W.$) on and along said East-West one-quarter ($\frac{1}{4}$) line of Section Six (6) a distance of six hundred sixty-two and seventy-two hundredths (662.72) feet to a point; thence South one degree fifty-four minutes twenty-one seconds East ($S.01^{\circ}54'21''E.$) a distance of two thousand six hundred forty and fifty-three hundredths (2640.53) feet to a point in the south line of Section Six (6); thence South eighty-eight degrees four minutes fourteen seconds West ($S.88^{\circ}04'14''W.$) on and along said south line of Section Six (6) a distance of six hundred sixty-one and seventy-three hundredths (661.73) feet to the point of commencement; being subject to S.T.H. "20".

67. Transmission Line Land: Part of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Ten (10), Township Four (4) North, Range Twenty-two (22) East, Town of Caledonia, bounded and described as follows: Commencing at a monument found at the north $\frac{1}{4}$ corner of said Section Ten (10); thence North eighty-nine degrees fifty-nine minutes no seconds East ($N.89^{\circ}59'00''E.$) along the north line of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Ten (10) a distance of fifty-two and sixty-one hundredths (52.61) feet to the point of beginning of the parcel herein conveyed; thence from said point of beginning continuing North eighty-nine degrees fifty-nine minutes no seconds East ($N.89^{\circ}59'00''E.$) along the north line of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Ten (10) a distance of one hundred fifty-seven and seventy-nine hundredths (157.79) feet to a point in the west line of the Chicago And North Western Railway Company right of way; thence South

six degrees forty-five minutes twelve seconds East (S.06°45'12"E.) along the west line of the Chicago And North Western Railway Company right of way a distance of two hundred nine and seventy-eight hundredths (209.78) feet to a point; thence North eighty-nine degrees fifty-seven minutes five seconds West (N.89°57'05"W.) a distance of one hundred seventy-eight and thirty hundredths (178.30) feet to a point; thence North one degree eleven minutes no seconds West (N.01°11'00"W.) a distance of two hundred eight and seventeen hundredths (208.17) feet to the point of beginning, subject to 7 Mile Road on the north.

Also that part of the Northeast one-quarter (NE¼) of Section Fifteen (15), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Commencing at a monument found at the northeast corner of said Section Fifteen (15); thence South eighty-nine degrees forty-five minutes thirty-six seconds West (S.89°45'36"W.) along the north line of the Northeast one-quarter (NE¼) of said Section Fifteen (15) a distance of five hundred ninety-three and seventy-three hundredths (593.73) feet to a point in the west line of the Chicago And North Western Railway Company right of way; thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) along the west line of the Chicago And North Western Railway Company right of way a distance of five hundred ninety-five and twenty-five hundredths (595.25) feet to the point of beginning of the parcel herein conveyed; thence from said point of beginning continuing South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) along the west line of the Chicago And North Western Railway Company right of way a distance of one hundred eighteen and no one-hundredths (118.00) feet to a point; thence South eighty-nine degrees forty-seven minutes ten seconds West (S.89°47'10"W.) a distance of one hundred seventy-five and ten one hundredths (175.10) feet to a point; thence North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of the Chicago And North Western Railway Company right of way a distance of one hundred eighteen and no one-hundredths (118.00) feet to a point; thence North eighty-nine degrees forty-seven minutes ten seconds East (N.89°47'10"E.) a distance of one hundred seventy-five and ten one-hundredths (175.10) feet to the point of beginning.

Also a part of the Southeast one-quarter (SE¼) of Section Fifteen (15), Township Four (4) North, Range Twenty-two (22) East, Town of Caledonia, described as follows: Commencing at the south ¼ corner of Section Fifteen (15), Township Four (4) North, Range Twenty-two (22) East; running thence North eighty-nine degrees forty-eight minutes thirteen seconds East (N.89°48'13"E.) along the south line of the Southeast one-quarter (SE¼) of Section Fifteen (15), a distance of one thousand one hundred twenty-eight and twenty-six hundredths (1128.26) feet to the point of beginning of the land herein conveyed: Thence, from said point of beginning, continuing North eighty-nine degrees forty-eight minutes

thirteen seconds East (N.89°48'13"E.) along the south line of the Southeast one-quarter (SE¼) of Section Fifteen (15), a distance of one hundred sixty-six and eight one-hundredths (166.08) feet, to its intersection with the west right of way line of the Chicago and North Western Railway Company; thence North six degrees forty-four minutes fifty-four seconds West (N.06°44'54"W.) along said west right of way line of the Chicago And North Western Railway Company, a distance of nine hundred ninety-three and fifty-one hundredths (993.51) feet to a point; thence North eighty-three degrees fifteen minutes six seconds East (N.83°15'06"E.) a distance of ten and no one-hundredths (10.00) feet to a point; thence North six degrees forty-four minutes fifty-four seconds West (N.06°44'54"W.) a distance of one thousand six hundred sixty-one and fourteen hundredths (1661.14) feet (recorded as one thousand six hundred sixty and forty-hundredths (1660.40) feet) to a point on the north line of the Southeast one-quarter (SE¼) of said Section Fifteen (15); thence South eighty-nine degrees forty-six minutes twenty-five seconds West (S.89°46'25"W.) along the north line of the Southeast one-quarter (SE¼) of said Section Fifteen (15), a distance of one hundred seventy-six and fourteen hundredths (176.14) feet to a point; thence South six degrees forty-four minutes fifty-four seconds East (S.06°44'54"E.) a distance of two thousand six hundred fifty-five and seventy-one hundredths (2655.71) feet to the point of beginning, subject to Five Mile Road on the south.

Also a strip, piece, belt or parcel of land one hundred (100) feet in width across that part of the Southeast one-quarter (SE¼) of Section Nineteen (19), Township Three (3) North, Range Twenty-three (23) East, City of Racine which lies south of Asylum Road, being fifty (50) feet in width on each side of the center line of the Chicago and Milwaukee Electric Railroad across said Section Nineteen (19), said center line enters the south line of said Section Nineteen (19) eighty-one and eight tenths (81.8) feet west of the southeast corner of said Section Nineteen (19); and runs northerly along a straight line to a point in the north line of said Section Nineteen (19) distant ninety-one and eight tenths (91.8) feet west of the northeast corner of said Section Nineteen (19).

Also the west one hundred (100) feet of a strip, piece or parcel of land situated in and being part of Sections Nineteen (19) and Twenty (20) in Township Three (3) North, Range Twenty-three (23) East, City of Racine bounded and described as follows, to-wit: Commencing in the north line of the South one-half (S½) of the South one-half (S½) of said Section Twenty (20) at a point fourteen and three tenths (14.3) feet east from the west line of said Section; running thence west along the north line of the South one-half (S½) of the South one-half (S½) of said Section Twenty (20) and the north line of the South one-half (S½) of the South one-half (S½) of said Section Nineteen (19) a distance of one hundred fifty (150) feet; thence south along a straight line a distance of seven hundred ninety (790) feet to a point in the center of the highway known as Asylum Avenue,

said point being one hundred thirty-three and three tenths (133.3) feet west of the east line of said Section Nineteen (19); thence northeasterly along the center line of Asylum Avenue to a point fifteen and nine tenths (15.9) feet east of the west line of said Section Twenty (20); thence north along a straight line five hundred thirty-one and five tenths (531.5) feet to the place of beginning.

Also the west one hundred (100) feet of that part of the south one thousand nine hundred twenty-two and sixty-five hundredths (1922.65) links of the north one thousand nine hundred seventy-two and sixty-five hundredths (1972.65) links of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Nineteen (19), Township Three (3) North, Range Twenty-three (23) East, City of Racine lying east of a line drawn fifty (50) feet west of and parallel with the center line of the Chicago and Milwaukee Electric Railroad as said center line is now surveyed and staked out across said tract of land, said center line enters the south line of the North one-half (N $\frac{1}{2}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Nineteen (19) eighty-five and seven tenths (85.7) feet west of the east line of said Section and runs thence north along a straight line to a point in the north line of said Quarter Section distant eighty-nine and five tenths (89.5) feet west of the east line of said Section.

Also a strip, piece, belt or parcel of land one hundred (100) feet in width across that part of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Nineteen (19), Township Three (3) North, Range Twenty-three (23) East, City of Racine which lies south of the right of way of the Chicago, Milwaukee & St. Paul Railroad Company, being fifty (50) feet in width on each side of the center line of the Chicago and Milwaukee Electric Railroad as said center line has been surveyed, staked out and located across said Section Nineteen (19), said center line enters the south line of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Nineteen (19) eighty-nine and five tenths (89.5) feet west of the east line of said Section Nineteen (19), and runs thence northerly along a straight line to a point in the south line of the right of way of the Chicago, Milwaukee & St. Paul Railroad Company distant ninety and one tenth (90.1) feet west of the east line of said Section Nineteen (19), said lands being subject to Chickory Road, Durand Avenue, Taylor Avenue, Nineteenth Street, Twentieth Street and Twenty-first Street.

Also that part of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Fifteen (15), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, described as follows: Commencing at a monument found at the east $\frac{1}{4}$ corner of said Section Fifteen (15), Town and Range aforesaid; thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) along the south line of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Fifteen (15) a distance of five hundred seventy-four and forty-four hundredths (574.44) feet to a point in the west line of the Chicago and North Western Railway Company

right of way; thence North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) along the west line of the Chicago and North Western Railway Company right of way a distance of one thousand one hundred two and fifty-five hundredths (1102.55) feet to the point of beginning of the parcel hereinafter described; thence from said point of beginning continuing North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) along the west line of the Chicago and North Western Railway Company right of way in a distance of one hundred eighteen and no one-hundredths (118.00) feet to a point; thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) a distance of one hundred seventy-five and ten hundredths (175.10) feet to a point; thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of the Chicago and North Western Railway Company right of way, a distance of one hundred eighteen and no one-hundredths (118.00) feet to a point; thence North eighty-nine degrees forty-four minutes eleven seconds East (N.89°44'11"E.) a distance of one hundred seventy-five and ten hundredths (175.10) feet to the point of beginning.

Also that part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Ten (10), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Commencing at a monument found at the east $\frac{1}{4}$ corner of said Section Ten (10); thence South eighty-nine degrees forty minutes twenty-four seconds West (S.89°40'24"W.) along the north line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Ten (10) a distance of six hundred thirty-five and four one-hundredths (635.04) feet to a point in the west line of the Chicago and North Western Railway Company right of way; thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) along the west line of the Chicago and North Western Railway Company right of way a distance of one hundred sixty and thirty hundredths (160.30) feet to the point of beginning of the parcel herein conveyed; thence from said point of beginning continuing South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) along the west line of the Chicago and North Western Railway Company right of way a distance of one hundred fifty-five and seventy-five hundredths (155.75) feet to a point; thence South eighty-nine degrees thirty-one minutes ten seconds West (S.89°31'10"W.) a distance of three hundred twenty-six and sixty-four hundredths (326.64) feet to a point; thence North forty-three degrees forty-five minutes forty-four seconds East (N.43°45'44"E.) a distance of two hundred seventeen and thirty-nine hundredths (217.39) feet to a point; thence North eighty-nine degrees thirty-two minutes fifteen seconds East (N.89°32'15"E.) a distance of one hundred seventy and thirty-five hundredths (170.35) feet to the point of beginning.

Also a parcel of land in the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twenty-seven (27), Township Three (3) North, Range Twenty-two (22) East, Village of

Sturtevant, described as follows: Commencing at the north one-quarter corner of said Section Twenty-seven (27), Township Three (3) North, Range Twenty-two (22) East, the point of beginning; thence South one degree twenty-seven minutes East (S.1°27'E.) a distance of five hundred ninety-three and twenty-seven hundredths (593.27) feet to a point; thence South eighty-nine degrees fifty-two minutes West (S.89°52'W.) one hundred sixty and fourteen hundredths (160.14) feet to a point; thence North one degree twenty-seven minutes West (N.1°27'W.) a distance of five hundred ninety-three and thirteen hundredths (593.13) feet to a point on the north line of said Section Twenty-seven (27); thence North eighty-nine degrees forty-nine minutes East (N.89°49'E.) along the north line of said Section Twenty-seven (27) a distance of one hundred sixty and four one-hundredths (160.04) feet to the point of beginning, being subject to State Trunk Highway 11 on the north.

Also a parcel of land in the Northwest one-quarter (NW¼) of Section Twenty-seven (27), Township Three (3) North, Range Twenty-two (22) East, Village of Sturtevant, described as follows: Commencing at the north one-quarter corner of said Section Twenty-seven (27), Township Three (3) North, Range Twenty-two (22) East; thence South one degree twenty-seven minutes East (S.1°27'E.) a distance of five hundred ninety-three and twenty-seven hundredths (593.27) feet along the north and south one-quarter line of said Section Twenty-seven (27) to the point of beginning; thence continuing South one degree and twenty-seven minutes East (S.1°27'E.) along the north and south one-quarter line of said Section Twenty-seven (27) a distance of two thousand forty and eighty-seven hundredths (2040.87) feet to the center of said Section Twenty-seven (27); thence North eighty-eight degrees forty-two minutes West (N.88°42'W.) along the east and west one-quarter line of said Section Twenty-seven (27) a distance of one hundred sixty and eighteen hundredths (160.18) feet; thence North one degree twenty-seven minutes West (N.1°27'W.) a distance of two thousand thirty-six and eighty-seven hundredths (2036.87) feet; thence North eighty-nine degrees fifty-two minutes East (N.89°52'E.) a distance of one hundred sixty and fourteen hundredths (160.14) feet to the point of beginning.

Also that part of the Northeast one-quarter (NE¼) of Section Fifteen (15), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Commencing at a monument found at the east ¼ corner of said Section Fifteen (15); running thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) along the south line of the Northeast one-quarter (NE¼) of said Section Fifteen (15) a distance of five hundred seventy-four and forty-four hundredths (574.44) feet to the point of beginning of the parcel herein conveyed; thence from said point of beginning continuing South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) along the south line of the Northeast one-quarter (NE¼).

of said Section Fifteen (15) a distance of one hundred eighty-one and eighty-three hundredths (181.83) feet to a point; running thence North one degree forty-three minutes no seconds West (N.01°43'00"W.) a distance of three hundred seventy-three and eighty hundredths (373.80) feet to a point; running thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) a distance of one hundred sixteen and thirty-five hundredths (116.35) feet to a point; running thence North one degree forty-three minutes no seconds West (N.01°43'00"W.) a distance of ninety-seven and eighty-four hundredths (97.84) feet to a point; running thence North eighty-nine degrees forty-four minutes eleven seconds East (N.89°44'11"E.) a distance of two hundred ninety-four and thirty-eight hundredths (294.38) feet to a point on the west line of the Chicago And North Western Transportation Company right of way; running thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) along the west line of the Chicago And North Western Transportation Company right of way a distance of four hundred seventy-one and seventy-five hundredths (471.75) feet to the point of beginning subject to Washington Avenue on the south.

Also that part of the Southeast one-quarter (SE¼) of Section Fifteen (15), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Commencing at a monument found at the east ¼ corner of said Section Fifteen (15); thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) along the north line of the Southeast one-quarter (SE¼) of said Section Fifteen (15) a distance of six hundred thirteen and eighteen hundredths (613.18) feet to a point; thence South no degrees forty-six minutes twenty-three seconds East (S.00°46'23"E.) parallel with the east line of the Southeast one-quarter (SE¼) of said Section Fifteen (15), a distance of nine hundred fifty-seven and thirty-six hundredths (957.36) feet to a point on the west line of the Chicago And North Western Railway Company right of way, said point being the point of beginning of the parcel herein conveyed; thence from said point of beginning South four degrees thirteen minutes fifty-seven seconds West (S.04°13'57"W.) along the west line of the Chicago And North Western Railway Company right of way a distance of one hundred thirty-one and forty hundredths (131.40) feet to a point; thence South eighty-nine degrees forty-three minutes forty seconds West (S.89°43'40"W.) a distance of one hundred seventy-five and fifty-four hundredths (175.54) feet to a point; thence North four degrees thirteen minutes fifty-seven seconds East (N.04°13'57"E.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of the Chicago And North Western Railway Company right of way a distance of one hundred thirty-one and forty hundredths (131.40) feet to a point; thence North eighty-nine degrees forty-three minutes forty seconds East (N.89°43'40"E.) a distance of one hundred seventy-five and fifty-four hundredths (175.54) feet to the point of beginning excepting therefrom the north sixty-six hundredths (0.66) foot thereof.

Also a part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Ten (10), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Commencing at a monument found at the east $\frac{1}{4}$ corner of said Section Ten (10), Town and Range aforesaid; thence South eighty-nine degrees forty minutes twenty-four seconds West (S.89°40'24"W.) along the north line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Ten (10) a distance of six hundred thirty-five and four one-hundredths (635.04) feet to a point on the west line of the Chicago And North Western Transportation Company right of way; thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) along the west line of the Chicago And North Western Transportation Company right of way a distance of three hundred sixteen and five one-hundredths (316.05) feet to the point of beginning of the parcel herein conveyed; thence from said point of beginning continuing South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) along the west line of the Chicago And North Western Transportation Company right of way a distance of two hundred eighty and sixty-eight hundredths (280.68) feet to a point; thence South eighty-nine degrees forty minutes twenty-four seconds West (S.39°40'24"W.) a distance of one hundred fifty and nine one-hundredths (150.09) feet to a point; thence North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) parallel with and one hundred fifty and no one-hundredths (150.00) feet normally distant from the west line of the Chicago And North Western Transportation Company right of way a distance of two hundred eighty-one and eight one-hundredths (281.08) feet to a point; thence North eighty-nine degrees thirty-one minutes ten seconds East (N.89°31'10"E.) a distance of one hundred fifty and nine one-hundredths (150.09) feet to the point of beginning.

Also that part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Twenty-two (22), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Commencing at the south $\frac{1}{4}$ corner of said Section Twenty-two (22); running thence west a distance of one hundred fifty (150) feet along the south line of said Section Twenty-two (22) to a point; running thence north parallel with the north and south $\frac{1}{4}$ line of said Section Twenty-two (22) a distance of two hundred eighty-three (283) feet to a point; running thence east to a distance of one hundred fifty (150) feet to a point on the north and south $\frac{1}{4}$ line of said Section Twenty-two (22); running thence south along the north and south $\frac{1}{4}$ line to the point of beginning, subject to S.T.H. 11 on the south.

Also the East two hundred five (205) feet and the North two hundred five (205) feet as measured at right angles to the east and north property line respectively of the following described parcel of land; that part of the East one-half (E $\frac{1}{2}$) of the East one-half (E $\frac{1}{2}$) of Section Twenty-two (22), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, described as

follows: Beginning on the Northeast corner of said Section Twenty-two (22), running thence South no degrees two minutes West ($S.00^{\circ}02'W.$), a distance of three thousand twenty-one and twenty hundredths (3021.20) feet along the east line of said Section Twenty-two (22) to a point on the northerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way; thence South eighty-three degrees twenty-one minutes West ($S.83^{\circ}21'W.$), a distance of one thousand one hundred seven and forty-five hundredths (1107.45) feet along the northerly line of said Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way to a point on the easterly line of the Chicago and North Western Railway Company right of way; thence North six degrees forty-six minutes East ($N.06^{\circ}46'E.$), a distance of one thousand eight hundred sixty-three and forty-four hundredths (1863.44) feet along the easterly line of said Chicago and North Western Railway Company right of way; thence South eighty-eight degrees thirty-six minutes East ($S.88^{\circ}36'E.$), a distance of twenty-five and ten one hundredths (25.10) feet along said Chicago and North Western Railway Company right of way; thence North six degrees forty-six minutes East ($N.06^{\circ}46'E.$), a distance of one thousand three hundred twenty-five and ninety-four hundredths (1325.94) feet along the easterly line of said Chicago and North Western Railway Company right of way to a point on the north line of said Section Twenty-two (22); thence South eighty-eight degrees thirty-six minutes East ($S.88^{\circ}36'E.$), a distance of seven hundred one and seven one-hundredths (701.07) feet along the north line of said Section Twenty-two (22) to the point of beginning.

Also that part of the Northeast one-quarter ($NE\frac{1}{4}$) of the Southeast one-quarter ($SE\frac{1}{4}$) of Section Twenty-seven (27), Township Four (4) North, Range Twenty-two (22) East, Town of Caledonia, bounded and described as follows: Commencing at a monument found at the east $\frac{1}{4}$ corner of said Section Twenty-seven (27); thence South eighty-nine degrees forty-seven minutes seventeen seconds West ($S.89^{\circ}47'17''W.$) along the east-west $\frac{1}{4}$ line of said Section Twenty-seven (27) a distance of seven hundred sixty-two and sixty-four hundredths (762.64) feet to a point on the west line of the Chicago And North Western Transportation Company right of way; said point being the point of beginning of the parcel herein conveyed; thence from said point of beginning, continuing South eighty-nine degrees forty-seven minutes seventeen seconds West ($S.89^{\circ}47'17''W.$) along the east-west $\frac{1}{4}$ line of said Section Twenty-seven (27) a distance of one hundred sixty-five and nine one-hundredths (165.09) feet to a point; thence South two degrees six minutes fifty-three seconds East ($S.02^{\circ}06'53''E.$) parallel with and one hundred sixty-five and no one-hundredths (165.00) feet normally distant from the west line of the Chicago And North Western Transportation Company right of way a distance of one thousand three hundred twenty-six and sixty-one hundredths (1326.61) feet to a point on the south line of the Northeast one-quarter ($NE\frac{1}{4}$) of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Twenty-seven (27); thence North eighty-nine degrees forty minutes ten seconds East ($N.89^{\circ}40'10''E.$)

along the south line of the Northeast one-quarter ($NE\frac{1}{4}$) of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Twenty-seven (27) a distance of one hundred sixty-five and eight one-hundredths (165.08) feet to a point on the west line of the Chicago And North Western Transportation Company right of way; thence North two degrees six minutes fifty-three seconds West ($N.02^{\circ}06'53''W.$) along the west line of the Chicago And North Western Transportation Company right of way a distance of one thousand three hundred twenty-six and twenty-seven hundredths (1326.27) feet to the point of beginning.

Also a part of the Northwest one-quarter ($NW\frac{1}{4}$) of the Northeast one-quarter ($NE\frac{1}{4}$) and part of the Northeast one-quarter ($NE\frac{1}{4}$) of the Northwest one-quarter ($NW\frac{1}{4}$) of Section Ten (10), Township Four (4) North, Range Twenty-two (22) East, Town of Caledonia, bounded and described as follows: Commencing at the north $\frac{1}{4}$ corner of said Section Ten (10); thence North eighty-nine degrees fifty-nine minutes no seconds East ($N.89^{\circ}59'00''E.$) along the north line of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Ten (10) a distance of two hundred eight and eighty-five hundredths (208.85) feet to a point in the west line of the Chicago And North Western Railway Company right of way; thence South six degrees forty-five minutes twelve seconds East ($S.06^{\circ}45'12''E.$) along the west line of the Chicago And North Western Railway Company right of way a distance of two hundred ten and seventeen hundredths (210.17) feet to the point of beginning of the parcel hereinafter described; thence from said point of beginning continuing South six degrees forty-five minutes twelve seconds East ($S.06^{\circ}45'12''E.$) along the west line of the Chicago And North Western Railway Company right of way a distance of nine hundred seventy-seven and seventy hundredths (977.70) feet to a point; thence South eighty-nine degrees fifty-nine minutes no seconds West ($S.89^{\circ}59'00''W.$) parallel with the north line of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Ten (10) a distance of three hundred twenty-nine and thirty-nine hundredths (329.39) feet to a point on the east line of the Northeast one-quarter ($NE\frac{1}{4}$) of the Northwest one-quarter ($NW\frac{1}{4}$) of said Section Ten (10); thence South no degrees fifty-five minutes forty-eight seconds East ($S.00^{\circ}55'48''E.$) along the east line of the Northeast one-quarter ($NE\frac{1}{4}$) of the Northwest one-quarter ($NW\frac{1}{4}$) of said Section Ten (10) a distance of one hundred forty and fifty-two hundredths (140.52) feet to a point at the southeast corner of the Northeast one-quarter ($NE\frac{1}{4}$) of the Northwest one-quarter ($NW\frac{1}{4}$) of said Section Ten (10); thence South eighty-nine degrees fifty-three minutes forty-four seconds West ($S.89^{\circ}53'44''W.$) along the south line of the Northeast one-quarter ($NE\frac{1}{4}$) of the Northwest one-quarter ($NW\frac{1}{4}$) of said Section Ten (10) a distance of thirty (30) feet to a point; thence North six degrees fifty-eight minutes twenty-eight seconds East ($N.06^{\circ}58'28''E.$) a distance of eight hundred twenty-six and sixty-one hundredths (826.61) feet to a point; thence North six degrees forty-five minutes twelve seconds West ($N.06^{\circ}45'12''W.$) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally

distant from the west line of the Chicago And North Western Railway Company right of way a distance of two hundred ninety-three and six hundredths (293.06) feet to a point; thence North eighty-nine degrees fifty-nine minutes no seconds East (N.89°59'00"E.) parallel with and two hundred eight and seventy-two hundredths (208.72) feet normally distant from the north line of the Northeast one-quarter (NE¼) of said Section Ten (10) a distance of one hundred seventy-six and twenty-two hundredths (176.22) feet to the point of beginning.

Also a strip of land one hundred (100) feet in width across that part of the Southeast one-quarter (SE¼) of Section Thirty (30), Township Three (3) North, Range Twenty-three (23) East City of Racine, lying south of the north one hundred twenty (120) rods of said Southeast one-quarter (SE¼), being fifty (50) feet in width on each side of the center line of the Chicago and Milwaukee Electric Railroad Company as surveyed and located across the Southeast one-quarter (SE¼) of said Section Thirty (30), said center line enters the south line of said Section Thirty (30) two hundred eight and two tenths (208.2) feet west of the southeast corner of said Section Thirty (30) and runs thence northerly along a curved line (convex easterly) having a radius of eleven thousand four hundred fifty-nine and two tenths (11459.2) feet, a distance of six hundred sixty-five and eight tenths (665.8) feet to a point in the south line of the north one hundred twenty (120) rods of the Southeast one-quarter (SE¼) of said Section Thirty (30), distant one hundred seventeen and fifty-one hundredths (117.51) feet west of the east line of said Section Thirty (30).

Also a strip of land one hundred (100) feet in width across the east sixty (60) acres of the north one hundred twenty (120) acres of the Southeast one-quarter (SE¼) of Section Thirty (30), Township Three (3) North, Range Twenty-three (23) East, being fifty (50) feet in width on each side of the center line of the Chicago and Milwaukee Electric Railroad Company, which said center line enters the south line of said east sixty (60) acres of the north one hundred twenty (120) acres of said Section one hundred seventeen and five tenths (117.5) feet west of the east line of said Section Thirty (30), and runs thence northerly along a curved line (convex easterly) having a radius of eleven thousand four hundred fifty-nine and two tenths (11459.2) feet, a distance of one thousand three hundred fifty-seven and four tenths (1357.4) feet to a point of tangent, fifty-one and five tenths (51.5) feet west of the east line of said Section Thirty (30), thence north along a straight line a distance of six hundred forty-two and three tenths (642.3) feet to the north line of the Southeast one-quarter (SE¼).

Also a strip, belt or parcel of land situated in and being part of the Northeast one-quarter (NE¼) of Section Thirty (30) in Township Three (3) North, Range Twenty-three (23) East, City of Racine, bounded and described as follows: Commencing at the southeast corner of said Northeast one-quarter (NE¼); running thence west on the Quarter Section line a distance of one hundred eight and three

tenths (108.3) feet; thence in a straight line northerly a distance of seventy-seven (77) rods, more or less, to a point on the boundary line, between lands of the Taylor Orphan Asylum on the north and lands owned by the late Louis Saxe, deceased, on the south, which point is one hundred twenty (120) feet west of the east line of said Section Thirty (30); thence along said boundary line east a distance of one hundred twenty (120) feet to said Section line; thence south along said Section line a distance of seventy-seven (77) rods more or less, to the place of beginning.

Also all that part of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Thirty (30), Township Three (3) North, Range Twenty-three (23) East, City of Racine, described as follows, to-wit: Commencing at a point in the east line of Section Thirty (30), six hundred sixty (660) feet south of the northeast corner of said Section Thirty (30); thence west parallel to the north line of said Section Thirty (30) a distance of one hundred twenty-five and nine tenths (125.9) feet; thence south a distance of seven hundred eighteen and eight hundredths (718.08) feet to a point distant one hundred twenty (120) feet west of the east line of said Section Thirty (30); thence east a distance of one hundred twenty (120) feet to the east line of said Section Thirty (30); thence north a distance of seven hundred eighteen and eight hundredths (718.08) feet to the place of beginning.

Also all that part of the north six hundred sixty (660) feet of Section Thirty (30), Township Three (3) North, Range Twenty-three (23) East, City of Racine, lying easterly of a line drawn fifty (50) feet westerly of and parallel to the center line of the Chicago and Milwaukee Electric Railroad Company, as said center line has been surveyed, staked out and located across said Section Thirty (30). Said center line enters the south line of the north six hundred sixty (660) feet of said Section Thirty (30) seventy-five and nine tenths (75.9) feet west of the east line of said Section, and runs thence north along a straight line to a point in the north line of said Section Thirty (30) distant eighty-one and eight tenths (81.8) feet west of the east line of said Section Thirty (30), said lands being subject to Chicory Road and Durand Avenue.

Also that part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Fifteen (15), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Commencing at a monument found at the east $\frac{1}{4}$ corner of said Section Fifteen (15); thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) along the north line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Fifteen (15) a distance of five hundred ninety-eight and thirty-seven hundredths (598.37) feet to a point; thence South no degrees forty-six minutes twenty-three seconds East (S.00°46'23"E.) parallel with the east line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Fifteen (15) a distance of seven hundred sixty-five and forty hundredths (765.40) feet to a point on the west line of the Chicago And North Western Transportation Company right of way; said point being the point of beginning of the parcel herein conveyed; thence

from said point of beginning South three degrees thirty-nine minutes seventeen seconds West (S.03°39'17"W.) along the west line of the Chicago And North Western Transportation Company right of way a distance of one hundred twenty-eight and fifteen hundredths (128.15) feet to a point; thence South eighty-nine degrees forty-three minutes forty seconds West (S.89°43'40"W.) a distance of one hundred seventy-five and fifty-four hundredths (175.54) feet to a point; thence North three degrees thirty-nine minutes seventeen seconds East (N.03°39'17"E.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of the Chicago And North Western Transportation Company right of way a distance of one hundred twenty-seven and eighty-four hundredths (127.84) feet to a point; thence North eighty-nine degrees forty-three minutes forty seconds East (N.89°43'40"E.) a distance of one hundred seventy-five and fifty-four hundredths (175.54) feet to the point of beginning.

Also that part of the Northeast one-quarter (NE ¼) of Section Fifteen (15), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Commencing at a monument found at the east ¼ corner of Section Fifteen (15); thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) along the south line of the Northeast one-quarter (NE ¼) of said Section Fifteen (15) a distance of five hundred seventy-four and forty-four hundredths (574.44) feet to a point in the west line of the Chicago And North Western Transportation Company right of way; thence North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) along the west line of the Chicago And North Western Transportation Company right of way a distance of nine hundred eighty-four and ninety-four hundredths (984.94) feet to the point of beginning of the parcel herein conveyed; thence from said point of beginning continuing North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) along the west line of the Chicago And North Western Transportation Company right of way a distance of one hundred seventeen and sixty-two hundredths (117.62) feet to a point; thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89, 44'11"W.) a distance of one hundred seventy-five and ten hundredths (175.10) feet to a point; thence South two degrees ten minutes forty-five seconds East (S.02,10'45"E.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of the Chicago And North Western Transportation Company right of way a distance of one hundred seventeen and sixty-two hundredths (117.62) feet to a point; thence North eighty-nine degrees forty-four minutes eleven seconds East (N.89°44'11"E.) a distance of one hundred seventy-five and ten hundredths (175.10) feet to the point of beginning.

Also that part of the Southeast one-quarter (SE ¼) of Section Fifteen (15), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Commencing at a monument found at the East one-quarter (E ¼) corner of said Section Fifteen (15); thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) along

the north line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Fifteen (15) a distance of six hundred twenty-four and sixty-nine hundredths (624.69) feet to a point; thence South no degrees forty-six minutes twenty-three seconds East (S.00°46'23"E.) parallel with the east line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Fifteen (15) a distance of one thousand eighty-eight and thirty-five hundredths (1088.35) feet to a point on the west line of the Chicago And North Western Transportation Company right of way, said point being the point of beginning of the parcel herein conveyed; thence from said point of beginning South four degrees thirteen minutes fifty-seven seconds West (S.04°13'57"W.) along the west line of the Chicago And North Western Transportation Company right of way a distance of one hundred thirty-five and sixteen hundredths (135.16) feet to a point; thence South eighty-nine degrees forty-three minutes forty seconds West (S.89°43'40"W.) a distance of one hundred seventy-five and fifty-four hundredths (175.54) feet to a point; thence North four degrees thirteen minutes fifty-seven seconds East (N.04°13'57"E.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of the Chicago And North Western Transportation Company right of way a distance of one hundred thirty-five and sixteen hundredths (135.16) feet to a point; thence North eighty-nine degrees forty-three minutes forty seconds East (N.89°43'40"E.) a distance of one hundred seventy-five and fifty-four hundredths (175.54) feet to the point of beginning.

Also that part of the South one-half (S $\frac{1}{2}$) of Section Three (3), Township Four (4) North, Range Twenty-two (22) East, Town of Caledonia, commencing at a monument found at the south $\frac{1}{4}$ corner of said Section Three (3); thence North eighty-nine degrees fifty-nine minutes no seconds East (N.89°59'00"E.) along the south line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Three (3), a distance of thirty-four and eighteen hundredths (34.18) feet to the point of beginning of the parcel hereinafter described: Thence from said point of beginning North six degrees forty-five minutes twelve seconds West (N.06°45'12"W.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of the Chicago And North Western Railway Company right of way a distance of three hundred twenty-two and twenty-two hundredths (322.22) feet to a point; thence North seventeen degrees twenty minutes forty-eight seconds West (N.17°20'48"W.) a distance of nine hundred ninety-nine and forty-seven hundredths (999.47) feet to a point on the south line of an existing electric transmission line easement as recorded in the office of the Register of Deeds for Racine County in Volume 620 of Records on Page 701 as Document No. 671959; thence North eleven degrees forty-two minutes forty seconds West (N.11°42'40"W.) a distance of one hundred twenty-six and eighty-three hundredths (126.83) feet to a point on the north line of said electric transmission line easement; thence North nine degrees eight minutes fifty-four seconds East (N.09°08'54"E.) a distance of seven hundred ten and sixty-four hundredths (710.64) feet to a point; thence North six degrees forty-five minutes twelve seconds

West (N.06°45'12"W.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of the Chicago And North Western Railway Company right of way a distance of five hundred fifty-two and eighty-eight hundredths (552.88) feet to a point on the north line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Three (3); thence South eighty-nine degrees fifty-eight minutes forty-two seconds East (S.89°58'42"E.) along the north line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Three (3) a distance of one hundred seventy-six and twenty-two hundredths (176.22) feet to a point on the west line of the Chicago And North Western Railway Company right of way; thence South six degrees forty-five minutes twelve seconds East (S.06°45'12"E.) along the west line of the Chicago And North Western Railway Company right of way a distance of two thousand six hundred sixty-seven and twenty-two hundredths (2667.22) feet to the south line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Three (3); thence South eighty-nine degrees fifty-nine minutes no seconds West (S.89°59'00"W.) along the south line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Three (3) a distance of one hundred seventy-six and twenty-two hundredths (176.22) feet to the point of beginning, subject to 7 Mile Road on the south.

Also that part of the Northwest one-quarter (NW $\frac{1}{4}$) and the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty-one (31), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Commencing at a monument marking the west $\frac{1}{4}$ corner of said Section Thirty-one (31); running thence North one degree forty-four minutes twenty-seven seconds West (N.01°44'27"W.) on the west line of said Section Thirty-one (31), a distance of one hundred forty-four and three one-hundredths (144.03) feet to a point; running thence North eighty-nine degrees twenty-two minutes thirty-eight seconds East (N.89°22'38"E.) a distance of three hundred nineteen and five one-hundredths (319.05) feet to a point on the east right of way line of Interstate Highway 94, said point being the point of beginning of the parcel herein conveyed; continuing thence North eighty-nine degrees twenty-two minutes thirty-eight seconds East (N.89°22'38"E.) from said point of beginning a distance of nine hundred forty and ninety hundredths (940.90) feet to a point; running thence South one degree forty-nine minutes two seconds East (S.01°49'02"E.) a distance of two hundred fifty-nine and eighty-two hundredths (259.82) feet to a point; running thence South eighty-nine degrees fifty minutes twenty-seven seconds West (S.89°50'27"W.) a distance of nine hundred forty and sixty-nine hundredths (940.69) feet to a point on the east right of way line of Interstate Highway 94; running thence North one degree fifty-four minutes twenty-six seconds West (N.01°54'26"W.) a distance of two hundred fifty and sixty hundredths (250.60) feet to the point of beginning.

Also that part of the West one-half (W $\frac{1}{2}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Fifteen (15), Township Four (4) North, Range Twenty-two (22) East, Town of Caledonia, described as follows: Commencing at a monument found at the north $\frac{1}{4}$ corner of said Section Fifteen (15); thence South eighty-nine

degrees fifty-eight minutes forty-one seconds East (S.89°58'41"E.) along the north line of the West one-half (W½) of the Northeast one-quarter (NE¼) of said Section Fifteen (15) a distance of seven hundred fifty-six and sixty-nine hundredths (756.69) feet to the westerly line of the Chicago And North Western Railway Company right of way; thence South six degrees forty-four minutes fifty-four seconds East (S.06°44'54"E.) along the westerly line of the Chicago And North Western Railway Company right of way a distance of eighty-five and sixty hundredths (85.60) feet to a point on the south right of way line of S.T.H. 38, said point being the point of beginning of the parcel hereinafter described: Thence from said point of beginning continuing South six degrees forty-four minutes fifty-four seconds East (S.06°44'54"E.) along the westerly line of the Chicago And North Western Railway Company right of way a distance of two thousand five hundred seventy-eight and eighty hundredths (2578.80) feet to a point on the south line of the West one-half (W½) of the Northeast one-quarter (NE¼) of said Section Fifteen (15); thence South eighty-nine degrees forty-eight minutes thirteen seconds West (S.89°48'13"W.) along the south line of the West one-half (W½) of the Northeast one-quarter (NE¼) of said Section Fifteen (15) a distance of one hundred seventy-six and fourteen hundredths (176.14) feet to a point; thence North six degrees forty-four minutes fifty-four seconds West (N.06°44'54"W.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the westerly line of the Chicago And North Western Railway Company right of way a distance of two thousand five hundred seventy-nine and fifty-seven hundredths (2579.57) feet to a point on the south right of way line of S.T.H. 38; thence South eighty-nine degrees fifty-eight minutes forty-one seconds East (S.89°58'41"E.) along the south line of S.T.H. 38 a distance of one hundred seventy-six and twenty-three hundredths (176.23) feet to the point of beginning.

Also a part of the Northeast one-quarter (NE¼) of the Southeast one-quarter (SE¼) of Section Ten (10), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, described as follows: Commencing at the east ¼ corner of said Section Ten (10); running thence South eighty-nine degrees forty minutes twenty-four seconds West (S.89°40'24"W.) along the north line of the Southeast one-quarter (SE¼) of said Section Ten (10), a distance of six hundred ten and thirty-eight hundredths (610.38) feet to the west right of way line of the Chicago And North Western Railway Company; thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) along the west right of way line of the Chicago And North Western Railway Company, a distance of six hundred sixty-four and seventy-seven hundredths (664.77) feet to the point of beginning of the land herein conveyed: Thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) from said point of beginning, along the west right of way line of the Chicago And North Western Railway Company a distance of five hundred fifty-six and thirty-six hundredths (556.36) feet to a point; thence South eighty-nine degrees forty minutes twenty-four seconds

West (S.89°40'24"W.) parallel with the north line of the Southeast one-quarter (SE¼) of said Section Ten (10) a distance of one hundred seventy-five and ten hundredths (175.10) feet to a point; thence North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of the Chicago And North Western Railway Company, a distance of five hundred fifty-six and thirty-six hundredths (556.36) feet to a point; thence North eighty-nine degrees forty minutes twenty-four seconds East (N.89°40'24"E.) parallel with the north line of the Southeast one-quarter (SE¼) of said Section Ten (10); a distance of one hundred seventy-five and ten hundredths (175.10) feet to the point of beginning.

Also that part of the Northeast one-quarter (NE¼) of Section Fifteen (15), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, described as follows: Commencing at a monument found at the East one-quarter (E¼) corner of Section Fifteen (15), Town and Range aforesaid; thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) along the south line of the Northeast one-quarter (NE¼) of Section Fifteen (15) a distance of five hundred seventy-four and forty-four hundredths (574.44) feet to a point on the west line of the Chicago And North Western Railway Company right of way; thence North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) along the west line of the Chicago And North Western Railway Company right of way a distance of seven hundred forty-eight and fifteen hundredths (748.15) feet to the point of beginning of the parcel herein described; thence from said point of beginning continuing North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) along the west line of said Chicago And North Western Railway Company right of way a distance of one hundred eighteen and seventy-nine hundredths (118.79) feet to a point; thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) a distance of one hundred seventy-five and ten hundredths (175.10) feet to a point; thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of said Chicago And North Western Railway Company right of way a distance of one hundred eighteen and seventy-nine hundredths (118.79) feet to a point; thence North eighty-nine degrees forty-four minutes eleven seconds East (N.89°44'11"E.) a distance of one hundred seventy-five and ten hundredths (175.10) feet to the point of beginning.

Also that part of the Northeast one-quarter (NE¼) of the Northeast one-quarter (NE¼) of Section Fifteen (15), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, described as follows: Commencing at the northeast corner of Section Fifteen (15); thence South eighty-nine degrees forty-five minutes thirty-six seconds West (S.89°45'36"W.) along the

north line of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Fifteen (15), a distance of five hundred ninety-three and seventy-three hundredths (593.73) feet to a point at which the north line of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Fifteen (15) intersects the westerly line of the Chicago And North Western Railway Company right of way; thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) along said westerly line of the Chicago And North Western Railway Company right of way, a distance of one thousand sixty-six and seventy-six hundredths (1066.76) feet to the point of beginning of the parcel herein described; thence from said point of beginning South eighty-nine degrees forty-five minutes thirty-six seconds West (S.89°45'36"W.) a distance of one hundred seventy-five and ten one-hundredths (175.10) feet to a point; thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the westerly line of the Chicago And North Western Railway Company right of way, a distance of one hundred eighteen and eighteen hundredths (118.18) feet to a point; thence North eighty-nine degrees forty-five minutes thirty-six seconds East (N.89°45'36"E.) a distance of one hundred seventy-five and ten hundredths (175.10) feet to a point in the westerly line of the Chicago And North Western Railway Company right of way; thence North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) along said westerly line of the Chicago And North Western Railway Company right of way, a distance of one hundred eighteen and eighteen hundredths (118.18) feet to the point of beginning.

Also a part of the Northeast one-quarter (NE $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty-two (22), Township Four (4) North, Range Twenty-two (22) East, Town of Caledonia, described as follows: Commencing at the east $\frac{1}{4}$ corner of said Section Twenty-two (22); thence South eighty-nine degrees fifty-four minutes forty-one seconds West (S.89°54'41"W.) along the north line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Twenty-two (22) a distance of one thousand seventy-eight and thirty hundredths (1078.30) feet to a point on the westerly line of the Chicago And North Western Railway Company right of way; said point being the point of beginning of the parcel hereinafter described; thence from said point of beginning continuing South eighty-nine degrees fifty-four minutes forty-one seconds West (S.89°54'41"W.) along the north line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Twenty-two (22) a distance of two hundred forty-four and fifteen hundredths (244.15) feet to a point at the northwest corner of the Northeast one-quarter (NE $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Twenty-two (22); thence South one degree twenty minutes forty-eight seconds East (S.01°20'48"E.) along the west line of the Northeast one-quarter (NE $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Twenty-two (22) a distance of one thousand three hundred twenty-four and sixty-nine hundredths (1324.69) feet to a point at the southwest corner of the Northeast one-quarter (NE $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Twenty-two (22);

thence North eighty-nine degrees forty-six minutes thirty-four seconds East (N.89°46'34"E.) along the south line of the Northeast one-quarter (NE $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Twenty-two (22) a distance of three hundred sixty-nine and forty-five hundredths (369.45) feet to a point on the westerly line of the Chicago And North Western Railway Company right of way; thence North six degrees forty-four minutes thirty-three seconds West (N.06°44'33"W.) along the westerly line of the Chicago And North Western Railway Company right of way a distance of one thousand three hundred thirty-two and forty-seven hundredths (1332.47) feet to the point of beginning.

Also that part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Twenty-one (21), Township Three (3) North, Range Twenty-two (22) East, Village of Sturtevant, bounded and described as follows: Commencing at a point on the south line of said Section Twenty-one (21), said point being a distance of one thousand one hundred seventy-three and four one-hundredths (1173.04) feet east of a Wisconsin Division of Highway Monument marking the Southwest corner of said Section Twenty-one (21); running thence North one degree thirty-eight minutes forty-six seconds West (N.01°38'46"W.) a distance of eight hundred eighteen and fifty-four hundredths (818.54) feet on a line parallel with the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Twenty-one (21) to a point on the south line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way; running thence North eighty-one degrees fifty-three minutes forty seconds East (N.81°53'40"E.) along the southerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company right of way a distance of one hundred twelve and seventy-three hundredths (112.73) feet to a point; running thence South no degrees no minutes forty-six seconds East (S.00°00'46"E.) a distance of eight hundred thirty-four and ten one-hundredths (834.10) feet to a point on the south line of said Section Twenty-one (21); running thence west along the south line of Section Twenty-one (21) a distance of eighty-eight and twenty-six hundredths (88.26) feet to the point of beginning; subject to State Trunk Highway "11" on the south.

Also all that part of the West one-half (W $\frac{1}{2}$) of Section Twenty-three (23) Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, bounded and described as follows: Begin at a standard Southeastern Wisconsin Regional Planning Commission monument marking the West one-quarter (W $\frac{1}{4}$) corner of said Section Twenty-three (23) running thence North One degree thirty-nine minutes thirty-eight seconds West (N.01°39'38"W.) a distance of four hundred and eight one-hundredths (400.08) feet on the west line of the Northwest one-quarter (NW $\frac{1}{4}$) of said section to a point; thence North eighty-nine degrees thirty minutes fifty-three seconds East (N.89°30'53"E.) a distance of seven hundred twenty and fifteen hundredths (720.15) feet to a point; thence North sixty-eight degrees thirty-five minutes fifty-one seconds East (N. 68°35'51"E.) a distance of six hundred sixteen and twenty-two hundredths feet (616.22) to a point; thence North forty-eight degrees twenty-eight minutes nineteen seconds East

(N.48°28'19"E.) a distance of three hundred seventy-three and twelve hundredths (373.12) feet to a point; thence South one degree thirty-three minutes fifty-three seconds East (S.01°33'53"E.) a distance of one thousand fourteen and forty-six hundredths (1014.46) feet to a point on the northerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad right of way; thence South eighty-one degrees thirty-eight minutes fifty-one seconds West (S.81°38'51"W.) a distance of one thousand five hundred ninety-six and sixty-six hundredths (1596.66) feet along the northerly line of the said railroad right of way to a point on the west line of the Southwest one-quarter (SW¼) of said section; thence North one degree twenty-nine minutes twenty-one seconds West (N.01°29'21"W.) a distance of three hundred sixty-seven and eighty-nine hundredths (367.89) feet on said west line to the point of beginning.

Also that part of the Northeast one-quarter (NE¼) of Section Fifteen (15), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, described as follows: Commencing at a monument found at the East one-quarter (E¼) corner of Section Fifteen (15), Town and Range aforesaid; thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) along the south line of the Northeast one-quarter (NE¼) of said Section Fifteen (15), a distance of five hundred seventy-four and forty-four hundredths (574.44) feet to a point on the west line of the Chicago And North Western Railway Company right of way; thence North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) along the west line of said Chicago And North Western Railway Company right of way a distance of eight hundred sixty-six and ninety-four hundredths (866.94) feet to the point of beginning of the parcel herein described; thence from said point of beginning continuing North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) along the west line of the said Chicago And North Western Railway Company right of way a distance of one hundred eighteen and no one-hundredths (118.00) feet to a point; thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) a distance of one hundred seventy-five and ten hundredths (175.10) feet to a point; thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of said Chicago And North Western Railway Company right of way a distance of one hundred eighteen and no one-hundredths (118.00) feet to a point; thence North eighty-nine degrees forty-four minutes eleven seconds East (N.89°44'11"E.) a distance of one hundred seventy-five and ten hundredths (175.10) feet to the point of beginning.

Also that part of the Northeast one-quarter (NE¼) of Section Fifteen (15), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, described as follows: Commencing at a monument found at the East one-quarter (E¼) corner of Section Fifteen (15), Town and Range aforesaid; thence South eighty-nine degrees forty-four minutes eleven seconds West

(S.89°44'11"W.) along the south line of the Northeast one-quarter (NE¼) of said Section Fifteen (15), a distance of five hundred seventy-four and forty-four hundredths (574.44) feet to a point on the west line of the Chicago And North Western Railway Company right of way; thence North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) along the west line of said Chicago And North Western Railway Company right of way a distance of four hundred seventy-one and seventy-five hundredths (471.75) feet to the point of beginning of the parcel herein described; thence from said point of beginning continuing North two degrees ten minutes forty-five seconds West (N.02°10'45"W.) along the west line of said Chicago And North Western Railway Company right of way a distance of two hundred seventy-six and forty hundredths (276.40) feet to a point; thence South eighty-nine degrees forty-four minutes eleven seconds West (S.89°44'11"W.) a distance of one hundred seventy-five and ten hundredths (175.10) feet to a point; thence South two degrees ten minutes forty-five seconds East (S.02°10'45"E.) parallel with and one hundred seventy-five and no one-hundredths (175.00) feet normally distant from the west line of said Chicago And North Western Railway Company right of way a distance of two hundred seventy-six and forty hundredths (276.40) feet to a point; thence North eighty-nine degrees forty-four minutes eleven seconds East (N.89°44'11"E.) a distance of one hundred seventy-five and ten hundredths (175.10) feet to the point of beginning.

Also that part of the Northwest one-quarter (NW¼) of the Northwest one-quarter (NW¼) of Section Twenty-eight (28), in Township Three (3) North, Range Twenty-two (22) East, bounded as follows: Beginning eighty (80) rods East of the Northwest corner of Section Twenty-eight (28), Township Three (3) North, Range Twenty-two (22) East; running thence south seventeen and one-half (17½) rods; thence west ten (10) rods; thence north seventeen and one-half (17½) rods; thence east along the centerline of the highway to the place of beginning, said land being in the Village of Sturtevant.

Also that part of the North one-half (N½) of the Southeast one-quarter (SE¼) of Section Twenty-two (22), Township Three (3) North, Range Twenty-two (22) East, Town of Mount Pleasant, being described as follows, to-wit: Beginning at a point in the southerly line of the right of way of the Chicago, Milwaukee, St. Paul & Pacific Railway which is North eighty-three degrees fifteen minutes East (N.83°15'E.) a distance of four hundred seventy-one and fifty hundredths (471.50) feet from the intersection of said southerly line with the north and south one-quarter (¼) line of said Section, said point being in the center line of a creek; running thence South two degrees fifty-seven minutes ten seconds East (S.2°57'10"E.) along the center line of said creek a distance of forty-two and sixty-one hundredths (42.61) feet; thence South thirty-seven degrees forty-one minutes ten seconds East (S.37°41'10"E.) a distance of thirty-three and three one-hundredths (33.03) feet; thence South fifty-six degrees thirty-two minutes fifty seconds East (S.56°32'50"E.) a distance of thirty-two and ninety-six hundredths (32.96) feet; thence North

seventy-six degrees six minutes thirty seconds East (N.76°6'30"E.) a distance of fifty and eighty-two hundredths (50.82) feet; thence South seventy-nine degrees twenty-one minutes East (S.79°21'E.) a distance of one hundred seventy-seven and fifty-seven hundredths (177.57) feet; thence South seventy-six degrees fifty minutes twenty seconds East (S.76°50'20"E.) a distance of two hundred sixteen and nineteen hundredths (216.19) feet; thence South seventy-five degrees forty-seven minutes East (S.75°47'E.) a distance of one hundred forty-five and fifty-six hundredths (145.56) feet; thence South seventy-eight degrees thirty-six minutes fifty seconds East (S.78°36'50"E.) a distance of one hundred seventy-three and twenty-seven hundredths (173.27) feet; thence South sixty-eight degrees thirty-eight minutes fifty seconds East (S.68°38'50"E.) a distance of forty-five and eighty-seven hundredths (45.87) feet; thence South seventy-nine degrees twenty-seven minutes thirty seconds East (S.79°27'30"E.) a distance of sixteen and ninety hundredths (16.90) feet to the intersection of the center line of said creek with the center line of a public highway; thence North no degrees eight minutes West (N.0°8'W.) along the center line of said highway three hundred forty-seven and fifty-one hundredths (347.51) feet to the southerly line of aforementioned railway right of way; thence South eighty-three degrees fifteen minutes West (S.83°15'W.) along the southerly line of said railway right of way a distance of eight hundred fifty-nine and seventy hundredths (859.70) feet to the place of beginning.

Also all that part of East Half of the Northeast Quarter, and the Northeast Quarter of the Southeast Quarter, of Section 10, Township 3 North, Range 22 East, Town of Mount Pleasant, bounded and described as follows: Beginning at a point on the North line of said Section 10, distant 60 feet Westerly, measured at right angles, from the center line between the two main tracks of the Milwaukee and State Line Railway Company (now the Chicago and North Western Transportation Company), as said center line was originally located and established across said Section 10; thence Southerly parallel with said original center line to a point on the center line of Racine County Trunk Highway "C"; thence Southwesterly along said highway center line to a point distant 75 feet Westerly, measured at right angles, from said original center line; thence Southerly parallel with said original center line to a point on the South line of the North Half of the Northeast Quarter of the Southeast Quarter of said Section 10; thence Easterly along said South line to a point distant 50 feet Westerly, measured at right angles, from the center line of the main track of the Chicago and North Western Transportation Company, as said main track is now located; thence Northerly parallel with said last described main track center line to a point on the North line of said Section 10; thence Westerly along said North line to the point of beginning.

Also all that part of the NW¼ of Section 3, the SE¼ of Section 15, the NE¼ of Section 22, and the E½ of Section 27, all in Township 4 North, Range 22 East, Town of Caledonia, described as follows: That part of the East Half of the

Northwest Quarter of Section 3 lying Westerly of a line parallel with and distant 50 feet Westerly, measured at right angles, from the center line of the main track of the Chicago and North Western Transportation Company, as said main track is now located, and lying Easterly of a line parallel with and distant 85 feet Westerly, measured at right angles, from the center line between the two main tracks of the Milwaukee and State Line Railway Company (now the Chicago and North Western Transportation Company), as said center line was originally located and established across said Section 3.

Also that part of the South 60 rods (990 feet) of the Southeast Quarter of Section 15 lying Westerly of a line parallel with and distant 50 feet Westerly, measured at right angles, from the center line of the main track of said Transportation Company, as now located, and lying Easterly of a line parallel with and distant 60 feet Westerly, measured at right angles, from the center line between main tracks of said Transportation Company, as originally located and established.

Also that part of the North Half of the Northeast Quarter of Section 22 lying Westerly of a line parallel with and distant 50 feet Westerly, measured at right angles, from the center line of the main track of said Transportation Company, as now located, lying Easterly of a line parallel with and distant 60 feet Westerly, measured at right angles, from the center line between main tracks of said Transportation Company, as originally located and established, and lying Northerly of a line drawn from a point on the West line of said Northeast Quarter, distant 414.48 feet Southerly from the Northwest corner thereof, to a point on the East line thereof, distant 415.14 feet Southerly from the Northeast corner thereof.

Also that part of the East Half of the East Half of Section 27 lying Westerly of a line parallel with and distant 50 feet Westerly, measured at right angles and radially, from the center line of the main track of said Transportation Company, as now located, and lying Easterly of a line parallel with and distant 60 feet Westerly, measured at right angles and radially, from the center line between main tracks of said Transportation Company, as originally located and established.

Also that part of the NW $\frac{1}{4}$ of Section 24, Township 3 North, Range 22 East, Town of Mount Pleasant, described in Volume 1088 of Racine County Records on page 165, lying westerly of a line which is 60.00 feet easterly of as measured normal to and parallel with the following described reference line of S.T.H. 31. Said reference line begins at a point in the south line of the southwest one-quarter of said Sec. 24 which is 310.54 feet S 89° 02' 04" East of the southwest corner of said southwest one-quarter; thence North 11° 30' 49" East 989.94 feet; thence North 11° 49' 57" East 607.62 feet to a point of curve; thence northeasterly along the arc of a 0° 21' curve to the right (whose radius is 16.370 feet and whose long chord bears N 15° 45' 36" East 2245.52 feet) 2244.27 feet to a point of tangency, said point being S 89° 09' 45" East 938.63 feet, N 11° 49' 57" East 27.50 feet and North 19° 41' 15" E. 1123.90 feet of the southwest corner of the

northwest one-quarter of said Sec. 24, as measured along and from the south line of said northwest one-quarter.

Also that portion of the Northeast One Quarter of the Southeast One Quarter of Section 22, Township 3 North, Range 22 East, Town of Mount Pleasant, described as a triangular-shaped parcel of land bounded on the North by the Southerly right-of-way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, on the East by the Westerly right-of-way line of relocated Willow Road, and on the West by the West line of said Northeast One Quarter of the Southeast One Quarter of Section 22, and on the South by the centerline of a Creek which intersects the West line of said Northeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of said Section 22, 304.09 feet more or less from the Southwest corner of said Northeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of said Section 22.

SHEBOYGAN COUNTY

68. Gibbville Substation: All of Parcel "A" of that certain Certified Survey Map recorded in the office of the Register of Deeds for Sheboygan County in Volume 2 of Certified Survey Maps on Pages 80 through 82 inclusive, as Document No. 955834 described as follows: Commencing at the north one-quarter ($\frac{1}{4}$) corner of Section Twenty-six (26), Township Fourteen (14) North, Range Twenty-two (22) East; thence due east on and along the north line of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Twenty-six (26), said line being the center line of Clearview Road, a distance of seven hundred sixty-three and fifty-nine hundredths (763.59) feet to the point of beginning; thence continuing due east on and along said north line of the Northeast one-quarter ($NE\frac{1}{4}$) a distance of two hundred fifty (250) feet to a point on the center line of State Trunk Highway "32"; thence South three degrees fourteen minutes no seconds West ($S.3^{\circ}14'00''W.$) on and along the center line of State Trunk Highway "32" a distance of two hundred fifty (250) feet to a point; thence due west and parallel with the north line of said Northeast one-quarter ($NE\frac{1}{4}$) of Section Twenty-six (26) a distance of two hundred fifty (250) feet to a point; thence North three degrees fourteen minutes no seconds East ($N.3^{\circ}14'00''E.$) and parallel with the center line of State Trunk Highway "32" a distance of two hundred fifty (250) feet to the point of beginning; being subject to Clearview Road on the north and State Trunk Highway "32" on the east.

69. Addition to Haven Power Plant Property: Part of the Southwest one-quarter ($SW\frac{1}{4}$) of Section Fifteen (15), Township Sixteen (16) North, Range Twenty-three (23) East, Town of Mosel, bounded and described as follows: Commencing at a point in the center line of Lakeshore Road (C.T.H. "LS"), which point is also in the west line of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Fifteen (15), and which point is six hundred forty-eight and eighty hundredths (648.80) feet north of the southwest corner of the Southwest one-quarter ($SW\frac{1}{4}$) of said Section Fifteen (15); thence north along the center line of said Lakeshore Road

(C.T.H. "LS") a distance of two hundred ten (210) feet; thence east at a right angle to the center line of said Lakeshore Road (C.T.H. "LS") a distance of two hundred forty (240) feet to a point; thence south and parallel with the center line of said Lakeshore Road (C.T.H. "LS") a distance of two hundred ten (210) feet to a point; thence west two hundred forty (240) feet to the point of commencement.

Also that part of the Northwest Quarter (NW $\frac{1}{4}$) of the Northwest Quarter (NW $\frac{1}{4}$), Section Twenty-two (22), Town Sixteen (16) North, Range Twenty-three (23) East described as: Commencing Seven hundred sixty and Five tenths (760.5) feet South of the Northwest corner of said Quarter; thence East One hundred twenty (120) feet; thence North Seventy-five (75) feet; thence West One hundred twenty (120) feet to the West section line; thence South Seventy-five (75) feet to the point of beginning.

Also the North $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 22, Township 16 North, Range 23 East.

70. Lyndon Substation: That part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Twenty-three (23), Township Fourteen (14) North, Range Twenty-one (21) East in the Town of Lyndon, bounded and described as follows: Beginning at a point in the south line of the said one-quarter ($\frac{1}{4}$) section, one thousand eighty and nine tenths (1080.9) feet east of the southwest corner of the said one-quarter ($\frac{1}{4}$) section; thence east along the south line of the said one-quarter ($\frac{1}{4}$) section a distance of four hundred (400) feet to a point in the west line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Co. right of way; thence North two degrees seventeen minutes East (N.02°17'E.) along the west line of the said right of way a distance of six hundred (600) feet to a point; thence west and parallel with the south line of the said one-quarter ($\frac{1}{4}$) section a distance of four hundred (400) feet to a point; thence South two degrees seventeen minutes West (S.02°17'W.) a distance of six hundred (600) feet to the point of beginning, subject to the town road on the south.

71. St. Cloud Substation: All that part of the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty-one (31), Township Sixteen (16) North, Range Twenty (20) East, in the Town of Greenbush, bounded and described as follows: Beginning at a point in the west line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-one (31) a distance of one thousand ninety-four and thirty hundredths (1,094.30) feet north of the southwest corner of the said one-quarter ($\frac{1}{4}$) section; thence north along the west line of the said one-quarter ($\frac{1}{4}$) section a distance of four hundred forty and no one-hundredths (440.00) feet to a point in the center line of County Trunk Highway "C"; thence South forty-nine degrees twenty-eight minutes East (S.49°28'E.) along the center line of said County Trunk Highway "C" a distance of three hundred twenty-eight and ninety-three hundredths (328.93) feet to a point; thence south and parallel with the west line of the said one-quarter ($\frac{1}{4}$) section a distance of two hundred twenty-six and

twenty-three hundredths (226.23) feet to a point; thence west and perpendicular to the west line of the said one-quarter ($\frac{1}{4}$) section a distance of two hundred fifty and no one-hundredths (250.00) feet to the point of beginning, and subject to County Trunk Highway "C" along the north line and Division Road along the west line.

72. Addition to Waldo Substation: All of Lot Two (2) of that certain Certified Survey Map recorded in the Office of the Register of Deeds for Sheboygan County in Volume 2 of Certified Survey Maps on Pages 43 through 46 inclusive, as Document No. 951738 described as follows: Beginning at a point on the east line of the East one-half ($E \frac{1}{2}$) of the Northeast one-quarter ($NE \frac{1}{4}$) of Section Twenty-three (23), Township Fourteen (14) North, Range Twenty-one (21) East, Village of Waldo, said point being a distance of nine hundred eighty-three and seven hundredths (983.07) feet south of the northeast corner of said Northeast one-quarter ($NE \frac{1}{4}$) of said Section Twenty-three (23) and a distance of one thousand six hundred sixty-seven and ninety-four hundredths (1667.94) feet north of the southeast corner of said Northeast one-quarter ($NE \frac{1}{4}$) of said Section Twenty-three (23); thence North eighty-nine degrees forty-nine minutes West ($N.89^{\circ}49'W.$) a distance of two hundred (200) feet on and along the north line of the premises of Wisconsin Electric Power Company as described in that certain Warranty Deed recorded in the Office of the Register of Deeds for Sheboygan County in Volume 289 on Pages 286 and 287 as Document No. 467140 to a point in the northwest corner of the premises of said Wisconsin Electric Power Company; thence north and parallel with the east line of said Northeast one-quarter ($NE \frac{1}{4}$) of Section Twenty-three (23) a distance of one hundred fifty (150) feet to a point; thence South eighty-nine degrees forty-nine minutes East ($S.89^{\circ}49'E.$) a distance of two hundred (200) feet to a point in the east line of said Northeast one-quarter ($NE \frac{1}{4}$) of Section Twenty-three (23), said point being one hundred fifty (150) feet north of the point of beginning; thence south on and along the east line of said Northeast one-quarter ($NE \frac{1}{4}$) of Section Twenty-three (23) a distance of one hundred fifty (150) feet to the point of beginning; subject to S.T.H. "57" on the east.

73. Miscellaneous Property: Commencing at the Northeast Corner of Section 5, Town 16 North, Range 21 East, Town of Rhine, West one thousand one hundred nineteen and fifty-seven hundredths (1,119.57) feet, thence South three hundred sixty-three and forty-four hundredths (363.44) feet, thence West one hundred ninety-six and eighteen hundredths (196.18) feet, thence South $0^{\circ}26'14''$ West six hundred ninety-nine and ninety-two hundredths (699.92) feet to point of beginning; thence $S.0^{\circ}26'14''$ West five hundred sixty-seven and eighty-eight hundredths (567.88) feet more or less to the North line of the SE NE, thence Westerly to Northwest Corner of the East one-half ($E\frac{1}{2}$) of the SW NE, thence

Southerly one thousand three hundred twenty (1,320) feet more or less along the West line of the East one-half ($E\frac{1}{2}$) SW NE, thence Easterly along the South line of the Northeast Quarter ($NE\frac{1}{4}$) one thousand nine hundred ninety-seven and eighty-two hundredths (1,997.82) feet more or less to the East Quarter ($E\frac{1}{4}$) corner of said Section Five, thence North $0^{\circ}38'10''$ East one thousand, seven hundred one and nineteen hundredths (1,701.19) feet, thence West $N.86^{\circ}30'12''$ West three hundred thirty-nine and thirty hundredths (339.30) feet, thence North $88^{\circ}22'17''$ West one hundred eighty-seven and twenty-two hundredths (187.22) feet, thence $N.84^{\circ}44'21''$ West four hundred forty-five and forty-three hundredths feet, thence North $49^{\circ}53'39''$ East one hundred four and ninety-three hundredths (104.93) feet, thence $N.74^{\circ}45'04''$, West two hundred sixty-six and ninety hundredths (266.90) feet to point of beginning.

74. Transmission Line Land. Commencing at NE Corner of $E\frac{1}{2}$ of $SW\frac{1}{4}$ of Section 9, Township 14 North, Range 21 East, Town of Lyndon, running West 16 rods, thence South 10 rods, thence East 16 rods, thence North 10 rods to point of beginning.

Also a part of the Southeast one-quarter ($SE\frac{1}{4}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Twenty-five (25), Township Fourteen (14) North, Range Twenty (20) East, Town of Mitchell, described as follows: Commencing at an iron pin at the East one-quarter ($E\frac{1}{4}$) corner of said Section Twenty-five (25), Township Fourteen (14) North, Range Twenty (20) East; thence North eighty-nine degrees fifty-four minutes fifty seconds West ($N.89^{\circ}54'50''W.$) coincident with the center line of C.T.H. "F", a distance of one thousand three hundred thirty-two and forty-three hundredths (1332.43) feet; thence North no degrees twenty minutes forty-eight seconds West ($N.0^{\circ}20'48''W.$), coincident with the West line of the Southeast one-quarter ($SE\frac{1}{4}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Twenty-five (25), a distance of six hundred thirteen and seventy hundredths (613.70) feet to an iron pipe at the point of beginning; thence, from said point of beginning, continuing North no degrees twenty minutes forty-eight seconds West ($N.0^{\circ}20'48''W.$) coincident with the West line of the Southeast one-quarter ($SE\frac{1}{4}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Twenty-five (25), a distance of seven hundred thirteen and eighty hundredths (713.80) feet to an iron pipe at the Northwest corner of the Southeast one-quarter ($SE\frac{1}{4}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Twenty-five (25); thence South eighty-nine degrees fifty-eight minutes thirty-eight seconds East ($S.89^{\circ}58'38''E.$), coincident with the North line of the Southeast one-quarter ($SE\frac{1}{4}$) of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Twenty-five (25), a distance of two hundred ninety-one and three one-hundredths (291.03) feet to an iron pipe; thence South twenty-one degrees fifty-three minutes nine seconds West ($S.21^{\circ}53'09''W.$) a distance of seven hundred sixty-nine and thirteen hundredths (769.13) feet to the point of beginning.

WALWORTH COUNTY

75. La Fayette Substation: All that part of the Southeast one-quarter (SE $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twenty-one (21), Township Three (3) North, Range Seventeen (17) East, Town of La Fayette, described as follows, to-wit: Beginning at the southeast corner of said Southeast one-quarter (SE $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$); thence North two degrees seventeen minutes West (N.2°17'W.) on the east line of said Southeast one-quarter (SE $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) a distance of two hundred fifty (250) feet to a point; thence North eighty-nine degrees forty-four minutes West (N.89°44'W.) parallel with the south line of said Southeast one-quarter (SE $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) a distance of one hundred eighty (180) feet to a point; thence South two degrees seventeen minutes East (S.2°17'E.) parallel with the east line of said Southeast one-quarter (SE $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) a distance of two hundred fifty (250) feet to a point in the south line of said Southeast one-quarter (SE $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$); thence South eighty-nine degrees forty-four minutes East (S.89°44'E.) along said south line a distance of one hundred eighty (180) feet to the place of beginning; subject to Potters Road on the south.

WASHINGTON COUNTY

76. Addition to Kewaskum Substation: Lot One (1) in Block Five (5) in BEL-RIC ACRES ADDITION NO. 1, a sub-division of part of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 16, Town 12 North, Range 19 East Village of Kewaskum.

77. Mapledale Substation: All of Certified Survey Map No. 302, recorded in the Washington County Registry in Volume 2 of Certified Survey Maps on pages 98-101, as Document No. 316756 and being a part of the Southeast one-quarter (SE $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Nine (9), Township Nine (9) North, Range Twenty (20) East, Village of Germantown.

78. Pike Lake Substation: That parcel described by CERTIFIED SURVEY MAP. NO. 928, recorded in the Washington County Registry on May 15, 1974, in Volume 5 of Certified Survey Maps on pages 34-37, as Document No. 352891 and being a part of the Southwest one-quarter (SW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twenty-seven (27), Township Ten (10) North of Range Eighteen (18) East, Town of Hartford, being more particularly described as follows: Commencing at the southwest corner of the Southwest one-quarter (SW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-seven (27); thence North eighty-nine degrees twenty-eight minutes no seconds East (N.89°28'00"E.) on and along the south line of the Northwest one-quarter (NW $\frac{1}{4}$) of

said Section Twenty-seven (27) a distance of one thousand two hundred seventy and fifteen hundredths (1270.15) feet to the point of beginning of the land to be described, said point being fifty (50) feet westerly from the southeast corner of the Southwest one-quarter (SW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-seven (27); thence north and parallel with the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-seven (27) a distance of three hundred fifteen (315) feet to a point; thence westerly and parallel with the south line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-seven (27) a distance of one hundred fifty (150) feet to a point; thence southerly and parallel with the east line of the Southwest one-quarter (SW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-seven (27) a distance of three hundred fifteen (315) feet to a point in the south line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-seven (27); thence North eighty-nine degrees twenty-eight minutes no seconds East (N.89°28'00"E.) on and along the south line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Twenty-seven (27) a distance of one hundred fifty (150) feet to the point of beginning; the south forty (40) feet of the above described property is subject to future road use by the City of Hartford.

79. Wallace Lake Substation: Also all of CERTIFIED SURVEY MAP No. 327, recorded in the Washington County Registry in Volume 2 of Certified Survey Maps on pages 133-136, as Document No. 317974 and being a part of the Southwest one-quarter (SW $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Thirty (30), Township Twelve (12) North of Range Twenty (20) East, Town of Farmington.

80. Transmission Line Land: Part of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twelve (12), Township Eleven (11) North, Range Nineteen (19) East, Town of Barton, bounded and described as follows: Commencing at the southeast corner of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twelve (12); thence North one degree fifty minutes thirty-four seconds West (N.01°50'34"W.) along the east line of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twelve (12) a distance of nine hundred ninety-six and seventeen hundredths (996.17) feet to a point in the center line of Schmidt Road extended; thence North fifty-three degrees fourteen minutes thirty-four seconds West (N.53°14'34"W.) along the center line and center line extended of said Schmidt Road a distance of four hundred sixteen and forty-nine hundredths (416.49) feet to a point; thence North fifty-one degrees fifty-nine minutes thirty-four seconds West (N.51°59'34"W.) along the center line of said Schmidt Road a distance of ninety-six and sixty-nine hundredths (96.69) feet to the point of beginning of the parcel herein conveyed; thence from said point of beginning North one degree fifty-one minutes fifty-five seconds West (N.01°51'55"W.) a distance of six hundred forty-seven and seventy-one hundredths (647.71) feet to a point; thence South seventy-eight degrees forty-six minutes

twenty-nine seconds West (S.78°46'29"W.) a distance of two hundred seventy-five and fifteen hundredths (275.15) feet to a point; thence South seventy degrees fifty-four minutes fifty-nine seconds West (S.70°54'59"W.) a distance of one hundred sixty-two and seventy hundredths (162.70) feet to a point; thence South fifty degrees no minutes nineteen seconds West (S.50°00'19"W.) a distance of one hundred fifty-five and fifty-one hundredths (155.51) feet to a point in the center line of said Schmidt Road; thence South fifty-one degrees fifty-nine minutes thirty-four seconds East (S.51°59'34"E.) along the center line of said Schmidt Road a distance of four hundred thirty-four and fifty-eight hundredths (434.58) feet to a point; thence North sixteen degrees forty-five minutes forty-three seconds East (N.16°45'43"E.) a distance of one hundred fifty and no one-hundredths (150.00) feet to a point; thence South seventy-three degrees fourteen minutes seventeen seconds East (S.73°14'17"E.) at right angles to the aforementioned course a distance of sixty and no one-hundredths (60.00) feet to a point; thence South sixteen degrees fifty-two minutes thirty-nine seconds West (S.16°52'39"W.) a distance of one hundred seventy-three and nineteen hundredths (173.19) feet to a point in the center line of said Schmidt Road; thence South fifty-one degrees fifty-nine minutes thirty-four seconds East (S.51°59'34"E.) along the center line of said Schmidt Road a distance of two hundred seventeen and five one-hundredths (217.05) feet to the point of beginning, subject to Schmidt Road on the southwest.

Also a part of the Northeast one-quarter (NE¼) of Section Twelve (12), Township Eleven (11) North, Range Nineteen (19) East, Town of Barton, described as follows: Beginning at a concrete monument at the northeast corner of said Section Twelve (12), Township Eleven (11) North, Range Nineteen (19) East; thence South no degrees twenty minutes East (S.0°20'E.) along the east line of the Northeast one-quarter (NE¼) of said Section Twelve (12) a distance of sixty and one one-hundredths (60.01) feet to an iron pipe; thence North eighty-nine degrees twenty-nine minutes thirty-five seconds West (N.89°29'35"W.) parallel with and sixty and no one-hundredths (60.00) feet normally distant from the north line of the Northeast one-quarter (NE¼) of said Section Twelve (12) a distance of one thousand three hundred eighteen and sixty-three hundredths (1318.63) feet to an iron pipe; thence North no degrees twenty minutes West (N.0°20'W.) a distance of sixty and one one-hundredths (60.01) feet to an iron pipe on the north line of the Northeast one-quarter (NE¼) of said Section Twelve (12); thence South eighty-nine degrees twenty-nine minutes thirty-five seconds East (S.89°29'35"E.) along the north line of the Northeast one-quarter (NE¼) of said Section Twelve (12) a distance of one thousand three hundred eighteen and sixty-three hundredths (1318.63) feet to the point of beginning.

Also that part of the Northeast one-quarter (NE¼) of the Southwest one-quarter (SW¼) and the Northwest one-quarter (NW¼) of the Southeast one-quarter (SE¼) of Section Thirty-four (34), Township Twelve (12) North, Range Nineteen (19) East, Town of Barton, bounded and described as follows: Com-

mencing at a monument found at the south $\frac{1}{4}$ corner of said Section Thirty-four (34); running thence North two degrees thirty minutes eighteen seconds West (N.02°30'18"W.) along the north-south $\frac{1}{4}$ Section line of said Section Thirty-four (34) a distance of one thousand three hundred five and thirty-one hundredths (1305.31) feet to a point in the southwest corner of the Northwest one-quarter (NW $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Thirty-four (34), also being the point of beginning of the parcel herein conveyed; running thence from said point of beginning North eighty-nine degrees thirty-two minutes two seconds East (N.89°32'02"E.) along the south line of the Northwest one-quarter (NW $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Thirty-four (34) a distance of one thousand three hundred twenty-seven and sixty-four hundredths (1327.64) feet to a point in the southeast corner of the Northwest one-quarter (NW $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Thirty-four (34); running thence North two degrees twenty minutes forty-eight seconds West (N.02°20'48"W.) along the east line of the Northwest one-quarter (NW $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Thirty-four (34) a distance of eighty and four one-hundredths (80.04) feet to a point; running thence South eighty-nine degrees thirty minutes sixteen seconds West (S.89°30'16"W.) a distance of two thousand six hundred fifty-seven and fifty-nine hundredths (2657.59) feet to a point on the west line of the Northeast one-quarter (NE $\frac{1}{4}$) of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-four (34); running thence South two degrees twenty-seven minutes thirty-six seconds East (S.02°27'36"E.) along the west line of the Northeast one-quarter (NE $\frac{1}{4}$) of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-four (34) a distance of eighty and four one-hundredths (80.04) feet to a point in the southwest corner of the Northeast one-quarter (NE $\frac{1}{4}$) of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-four (34); running thence North eighty-nine degrees twenty-eight minutes forty-five seconds East (N.89°28'45"E.) along the south line of the Northeast one-quarter (NE $\frac{1}{4}$) of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-four (34) a distance of one thousand three hundred twenty-nine and eighty hundredths (1329.80) feet to the point of beginning.

Also a part of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Twelve (12), Township Eleven (11) North, Range Nineteen (19) East, Town of Barton, described as follows: Commencing at a concrete monument at a meander corner on the West line of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Twelve (12), Township Eleven (11) North, Range Nineteen (19) East, said point being two thousand one hundred seventy-two and ninety-seven hundredths (2172.97) feet [by record two thousand one hundred seventy-three and ninety-seven hundredths (2173.97) feet] North of the Southwest corner of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Twelve (12); thence due South along the West line of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Twelve (12), a distance of three hundred forty-five and seventy-eight hundredths (345.78) feet to an iron pipe; thence North

forty degrees twenty-three minutes nineteen seconds East ($N.40^{\circ}23'19''E.$) a distance of one thousand seventy-two and thirteen hundredths (1072.13) feet to an iron pipe on the North line of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Twelve (12); thence North eighty-nine degrees twenty-nine minutes thirty-five seconds West ($N.89^{\circ}29'35''W.$) along the North line of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Twelve (12) a distance of four hundred sixty-nine and sixty-two hundredths (469.62) feet to a concrete monument; thence South no degrees twenty-one minutes fifty-eight seconds East ($S.0^{\circ}21'58''E.$) a distance of four hundred sixty-four and seventy-three hundredths (464.73) feet [by record four hundred seventy-seven and no one-hundredths (477.00) feet] to an iron pipe; thence South eighty-seven degrees twenty-five minutes thirty-six seconds West ($S.87^{\circ}25'36''W.$) a distance of two hundred twenty-eight and thirty-one hundredths (228.31) feet [by record two hundred twenty-five and no one-hundredths (225.00) feet] to the point of beginning.

Also a part of the West One-half ($W\frac{1}{2}$) of the Northeast One-quarter ($NE\frac{1}{4}$) of Section Thirty-five (35), Township Eleven (11) North, Range Twenty (20) East, Town of Trenton, described as follows: Commencing at a concrete monument at the North one-quarter ($N\frac{1}{4}$) corner of said Section Thirty-five (35); thence South coincident with the West line of the Northeast one-quarter of said Section Thirty-five (35) a distance of six hundred ninety-five and eight hundredths (695.08) feet to an iron pipe on the South line of Paradise Drive, being the point of beginning; thence from said point of beginning, continuing South on the West line of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Thirty-five (35), a distance of nine hundred fifty-two and eighteen hundredths (952.18) feet to an iron pipe; thence South eighty-seven degrees forty-five minutes eight seconds East ($S.87^{\circ}45'08''E.$) a distance of two hundred twenty and seventeen hundredths (220.17) feet to an iron pipe; thence North and parallel to the West line of the Northeast one-quarter ($NE\frac{1}{4}$) of said Section Thirty-five (35) a distance of nine hundred forty and eighty-eight hundredths (940.88) feet to an iron pipe on the South line of Paradise Drive; thence North eighty-four degrees forty-nine minutes twenty seconds West ($N.84^{\circ}49'20''W.$) coincident with the South line of Paradise Drive a distance of two hundred twenty and ninety hundredths (220.90) feet to the point of beginning.

Also a strip of land of varying width not exceeding one hundred ninety-five (195) feet in width, being a part of the East one-half ($E\frac{1}{2}$) of the Northwest one-quarter ($NW\frac{1}{4}$) of Section Twenty-three (23), Township Eleven (11) North, Range Twenty (20) East, Town of Trenton, said strip of land being bounded and described as follows: Beginning at the north one-quarter ($\frac{1}{4}$) corner of Section Twenty-three (23), Township Eleven (11) North, Range Twenty (20) East; thence from said point of beginning south along the east line of the Northwest one-quarter ($NW\frac{1}{4}$) of said Section Twenty-three (23), a distance of two thou-

sand six hundred thirty-seven and thirty hundredths (2637.30) feet to the center of said Section Twenty-three (23); thence North eighty-seven degrees fifty minutes eleven seconds West (N.87°50'11"W.) along the south line of the Northwest one-quarter (NW¼) of said Section Twenty-three (23), a distance of one hundred ninety and seven one-hundredths (190.07) feet; thence North no degrees six minutes nineteen seconds West (N.0°06'19"W.) a distance of two thousand six hundred thirty-nine and thirty-three hundredths (2639.33) feet to the north line of the Northwest one-quarter (NW¼) of said Section Twenty-three (23); thence South eighty-seven degrees seventeen minutes thirty seconds East (S.87°17'30"E.) along the north line of the Northwest one-quarter (NW¼) of said Section Twenty-three (23), a distance of one hundred ninety-five and no one-hundredths (195.00) feet to the point of beginning; and containing 11.650 acres of land, including therein that portion lying in the right of way of Pleasant Hill Road; and subject to a twenty (20) foot wide easement, the center line of which is described as follows: Commencing at the north one-quarter (¼) corner of Section Twenty-three (23), Township Eleven (11) North, Range Twenty (20) East; thence North eighty-seven degrees seventeen minutes thirty seconds West (N87°17'30"W.) along the north line of the Northwest one-quarter (NW¼) of said Section Twenty-three (23), a distance of ten and no one-hundredths (10.00) feet to the point of beginning; thence from said point of beginning, due south, parallel with the east line of the Northwest one-quarter (NW¼) of said Section Twenty-three (23), a distance of three hundred forty-nine and four tenths (349.4) feet; thence South thirty-two degrees twenty minutes West (S.32°20'W.) a distance of three hundred twenty-four and sixty hundredths (324.60) feet; thence South no degrees six minutes nineteen seconds East (S.0°06'19"E.), a distance of one hundred eighty and no one-hundredths (180.00) feet to the point of termination, said point being one hundred eighty-five (185) feet west of the east line and eight hundred fifteen and five tenths (815.5) feet south of the north line of the Northwest one-quarter (NW¼) of said Section Twenty-three (23).

Also a part of the Northeast one-quarter (NE¼) of Section Twelve (12), Township Eleven (11) North, Range Nineteen (19) East, Town of Barton, described as follows: Commencing at a concrete monument found at a meander corner on the West line of the Northeast one-quarter (NE¼) of Section Twelve (12), Township Eleven (11) North, Range Nineteen (19) East, said point being two thousand one hundred seventy-two and ninety-seven hundredths (2172.97) feet North of the Southwest corner of the Northeast one-quarter (NE¼) of said Section Twelve (12); thence due South along the West line of the Northeast one-quarter (NE¼) of said Section Twelve (12), a distance of three hundred forty-five and seventy-eight hundredths (345.78) feet to a point, said point being the point of beginning; thence continuing due South along the West line of the Northeast one-quarter (NE¼) of said Section Twelve (12), a distance of seventy-seven and

sixteen hundredths (77.16) feet to a point; thence North forty degrees twenty-three minutes nineteen seconds East (N.40°23'19"E.) a distance of one thousand one hundred seventy-two and sixty-nine hundredths (1172.69) feet to a point on the North line of the Northeast one-quarter (NE¼) of said Section Twelve (12); thence North eighty-nine degrees twenty-nine minutes thirty-five seconds West (N.89°29'35"W.) along the North line of the Northeast one-quarter (NE¼) of said Section Twelve (12), a distance of sixty-five and sixteen hundredths (65.16) feet to a point; thence South forty degrees twenty-three minutes nineteen seconds West (S.40°23'19"W.) a distance of one thousand seventy-two and thirteen hundredths (1072.13) feet to the point of beginning.

Also that part of the Southeast one-quarter (SE¼) of Section One (1), Township Eleven (11) North, Range Nineteen (19) East, Town of Barton, described as follows: Commencing at a concrete monument found at a meander corner on the south line of the Southeast one-quarter (SE¼) of Section One (1); thence on an assumed bearing of South eighty-nine degrees twenty-nine minutes thirty-five seconds East (S.89°29'35"E.) a distance of three hundred nine and thirty-eight hundredths (309.38) feet along the south line of the Southeast one-quarter (SE¼) of said Section One (1) to the point of beginning of the parcel of land hereinafter described; thence from said point of beginning North eighteen degrees fifty-six minutes eleven seconds West (N.18°56'11"W.) a distance of one thousand one hundred and thirteen hundredths (1100.13) feet to a point; thence North no degrees one minute fifty-one seconds West (N.0°01'51"W.) a distance of two hundred eighty and sixty-two hundredths (280.62) feet to a point; thence South eighty-nine degrees three minutes no seconds East (S.89°03'00"E.) a distance of sixty and one one-hundredths (60.01) feet to a point; thence South no degrees one minute fifty-one seconds East (S.0°01'51"E.) a distance of two hundred sixty-nine and sixty-one hundredths (269.61) feet to a point; thence South eighteen degrees fifty-six minutes eleven seconds East (S.18°56'11"E.) a distance of one thousand one hundred eleven and thirty-two hundredths (1111.32) feet to a point; thence North eighty-nine degrees twenty-nine minutes thirty-five seconds West (N.89°29'35"W.) a distance of sixty-three and sixty-three hundredths (63.63) feet to the point of beginning.

WAUKESHA COUNTY

81. Bark River Substation: All that part of the Northeast one-quarter (NE¼) of Section Fifteen (15), Township Eight (8) North, Range Eighteen (18) East, Town of Merton, bounded and described as follows: Commencing at the center of said Section Fifteen (15), thence North no degrees thirty-one minutes East (N.00°31'E.) along the west line of the Northeast one-quarter (NE¼) of said Section Fifteen (15), also being the center line of the C.T.H. "E", a distance

of five hundred twelve and seventy-one hundredths (512.71) feet to a point, said point being the northerly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad, said point also being the beginning of this description; thence continuing North no degrees thirty-one minutes East (N.00°31'E.) along the west line of the Northeast one-quarter (NE $\frac{1}{4}$) a distance of fifty-one and nine one-hundredths (51.09) feet; thence South seventy-seven degrees thirty-eight minutes East (S.77°38'E.) a distance of one thousand two hundred eleven and eighty-two hundredths (1211.82) feet; thence North no degrees thirty minutes East (N.00°30'E.) a distance of one thousand two hundred thirteen and sixty-three hundredths (1213.63) feet to the southerly right-of-way line of the Chicago and North Western Railroad; thence South eighty-seven degrees no minutes East (S.87°00'E.) along said southerly right-of-way line a distance of eight hundred (800) feet to the east line of the West one-half (W $\frac{1}{2}$) of the East one-half (E $\frac{1}{2}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Fifteen (15); thence South no degrees thirty minutes West (S.00°30'W.) along said east line of the West one-half (W $\frac{1}{2}$) of the East one-half (E $\frac{1}{2}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Fifteen (15) a distance of one thousand three hundred ninety-seven and ninety-four hundredths (1397.94) feet to the northerly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence North seventy-seven degrees thirty-eight minutes West (N.77°38'W.) along said northerly right-of-way line a distance of two thousand twenty-eight and forty-nine hundredths (2028.49) feet to the point of beginning, subject to C.T.H. "E" on the west.

82. Central Stores Property: All that part of the Northeast Quarter of Section 15, Town 7 North, Range 19 East, Town of Pewaukee, bounded and described as follows: Commencing at the north quarter corner of said Section 15; thence South, along the north quarter line of said Section, a distance of 1265.60 feet to a point on the center line of County Trunk Highway "SS"; thence South 61 degrees 53 minutes East, along said center line, a distance of 1069.95 feet to the place of beginning of the parcel hereinafter described; thence continuing South 61 degrees 53 minutes East, along said center line a distance of 437.65 feet to a point on the East one-eighth line; thence North 00 degrees 07 minutes 20 seconds West, along said East one-eighth line, a distance of 1648.70 feet to a point on the South line of the Chicago, Milwaukee, St. Paul and Pacific Railroad right-of-way; thence North 71 degrees 58 minutes 20 seconds West, along said South line, a distance of 419.47 feet; thence South 00 degrees 35 minutes 46 seconds East, a distance of 1572.35 feet to the place of beginning; being subject to County Trunk Highway "SS" to the south.

Also all that part of the East One-half (E $\frac{1}{2}$) of the Northeast One-quarter (NE $\frac{1}{4}$) of Section Fifteen (15), Township Seven (7) North, Range Nineteen (19) East, in the Town of Pewaukee, described as follows, to-wit: Commencing

at a point on the East line of the said $\frac{1}{4}$ section, which point is five hundred six and six tenths (506.6) feet due South from the Northeast corner thereof; thence due South on said section line seven hundred one and two tenths (701.2) feet; thence due West one thousand three hundred twenty-eight and sixty-three hundredths (1328.63) feet to the $\frac{1}{8}$ line of said section; thence North no degrees two minutes forty seconds West (N.0°2'40"W.) on said line eight hundred ninety-three and twenty-four hundredths (893.24) feet to the Southerly line of the right of way of Chicago, Milwaukee, St. Paul and Pacific Railroad; thence on an arc of curve of said right of way and fence line one thousand three hundred thirty-four and nine tenths (1334.9) feet, the chord of said arc bearing South eighty-one degrees thirty-six minutes eleven seconds East (S.81°36'11"E.) one thousand three hundred seven and eighty-six hundredths (1307.86) feet to a point of curve; thence South eighty-eight degrees sixteen minutes East (S.88°16'E.) thirty-five and forty-nine hundredths (35.49) feet to the place of beginning, reserving therefrom the East fifty (50) feet thereof for highway purposes.

Also lands located in the East $\frac{1}{2}$ of the Northeast $\frac{1}{4}$ of Section Fifteen (15), Township Seven (7) North, Range Nineteen (19) East, Waukesha County, Wisconsin, commencing at a point on the East line of the said $\frac{1}{4}$ section distant due South 1207.80 feet from the Northeast corner thereof; thence continuing due South on Section line 478.0 feet; thence due West 1328.28 feet to $\frac{1}{8}$ th line; thence North 0°02'40" West on said $\frac{1}{8}$ th line 478.0 feet; thence due East 1328.65 feet to point of commencement.

Also all that part of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Fifteen (15), Township Seven (7) North, Range Nineteen (19) East, Town of Pewaukee, bounded and described as follows: Commencing at the North quarter (N $\frac{1}{4}$) corner of said Section Fifteen (15); thence South eighty-nine degrees forty-four minutes twenty-two seconds East (S.89°44'22"E.) along the north line of said Section Fifteen (15) a distance of three hundred eighty-six and eighty-one hundredths (386.81) feet to the southerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad right-of-way, the place of beginning of the land hereinafter to be described: thence southeasterly along said southerly right-of-way line a distance of four hundred thirty-six and fifty-two hundredths (436.52) feet more or less to the northwest corner of the property described in Volume 1088 of Deeds on Page 548 as Document No. 689121; thence due south along the westerly line of said property described in Document No. 689121 a distance of one hundred and no one-hundredths (100.00) feet; thence North seventy degrees fifteen minutes thirty-five seconds West (N.70°15'35"W.) a distance of two hundred and no one-hundredths (200.00) feet; thence North forty-nine degrees twenty-nine minutes forty-one seconds West (N.49°29'41"W.) a distance of two hundred eighty-eight and ninety-nine hundredths (288.99) feet to the place of beginning.

Also all that part of the East one-half ($E\frac{1}{2}$) of the Northeast One-quarter ($NE\frac{1}{4}$) of Section Fifteen (15), Township Seven (7) North, Range Nineteen (19) East, in the Town of Pewaukee, described and bounded as follows, to-wit: Commencing at a point on the East line of the said $\frac{1}{4}$ section distant due South one thousand six hundred eighty-five and eighty hundredths (1685.80) feet from the northeast corner thereof, and thence due West eight hundred eighty-eight and fifty-seven hundredths (888.57) feet to the point of commencement of this description at the Northeast corner thereof. Thence continuing due West four hundred thirty-nine and seventy-one hundredths (439.71) feet to point on the $\frac{1}{8}$ th line of said $\frac{1}{4}$ section; thence South no degrees two minutes forty seconds East ($S.0^{\circ}2'40''E.$) on the said $\frac{1}{8}$ th line two hundred seventy-nine and sixty hundredths (279.60) feet to the center line of County Trunk Highway "SS"; thence South sixty-two degrees one minute East ($S.62^{\circ}1'E.$) on said center line four hundred eighty-eight and four hundredths (488.04) feet to the southwesterly corner of a certain fifteen and forty-four hundredths (15.44) acre tract; thence North no degrees fifty-five minutes six seconds East ($N.0^{\circ}55'6''E.$) on West line of said tract five hundred eight and fifty-six hundredths (508.56) feet to the point of commencement.

Also all that part of the Northeast one-quarter ($NE\frac{1}{4}$) of Section Fifteen (15), Township Seven (7) North, Range Nineteen (19) East, Town of Pewaukee, bounded and described as follows: Commencing at the North quarter ($N\frac{1}{4}$) corner of said Section Fifteen (15); thence South eighty-nine degrees forty-four minutes twenty-two seconds East ($S.89^{\circ}44'22''E.$) along the north line of said Section Fifteen (15) a distance of three hundred eighty-six and eighty one hundredths (386.81) feet to the southerly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad right-of-way; thence southeasterly along said southerly right-of-way line a distance of four hundred thirty-six and fifty-two (436.52) feet more or less to the northwest corner of the property described in Volume 1088 of Deeds on Page 548 as Document No. 689121, the place of beginning of the land hereinafter to be described; thence continuing southeasterly along said southerly railroad right-of-way line a distance of one hundred forty and sixty-one (140.61) feet [described as North seventy-one degrees fifty-eight minutes twenty seconds West ($N.71^{\circ}58'20''W.$) a distance of one hundred thirty-nine and thirteen hundredths (139.13) feet in said Document No. 689121] more or less to the northeast corner of said property described in Document No. 689121; thence South no degrees thirty-five minutes forty-six seconds East ($S.00^{\circ}35'46''E.$) along the easterly line of said property described in Document No. 689121, a distance of one hundred and no one-hundredths (100.00) feet; thence North seventy degrees fifteen minutes thirty-five seconds West ($N.70^{\circ}15'35''W.$) a distance of one hundred forty-one and fifty-nine hundredths (141.59) feet to the westerly line

of said property described in Document No. 689121; thence due north along said westerly property line a distance of one hundred and no one-hundredths (100.00) feet to the place of beginning.

83. Chenequa Substation: All of that certain Certified Survey Map No. 2000 recorded in the Office of the Register of Deeds for Waukesha County in Volume 14 of Certified Survey Maps on Pages 68 and 69, as Document No. 869401, being part of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Six (6), Township Seven (7) North, Range Eighteen (18) East, Village of Nashotah, bounded and described as follows: Commencing at the east one-quarter ($\frac{1}{4}$) corner of said Section Six (6); thence north on and along the east line of said Section Six (6) a distance of three hundred forty-eight and fifty hundredths (348.50) feet to the center line of Watertown Plank Road; thence South eighty-three degrees three minutes West (S.83°03'W.) on and along said center line a distance of six hundred eighty and fifty hundredths (680.50) feet; thence North seventy-five degrees forty-three minutes West (N.75°43'W.) on and along said center line a distance of one hundred sixty-five and no tenths (165.0) feet to the place of beginning; thence North sixty-eight degrees twenty-nine minutes West (N.68°29'W.) on and along said center line a distance of one hundred three and no tenths (103.0) feet thence North sixty-five degrees no minutes West (N.65°00'W.) on and along the said center line a distance of ninety (90) feet; thence North twenty-five degrees no minutes East (N.25°00'E.) a distance of one hundred eighty-three and no tenths (183.0) feet; thence South eighty degrees fifty-five minutes East (S.80°55'E.) a distance of one hundred five and eighty-three hundredths (105.83) feet; thence South one degree eight minutes West (S.01°08'W.) a distance of two hundred twenty-five and no tenths (225.0) feet to the place of beginning, subject to C.T.H. "PPP" to the southwest.

84. Cottonwood Substation: All that part of the Northwest $\frac{1}{4}$ of Section 3, Town 7 North, Range 18 East, Village of Hartland, bounded and described as follows: Commencing at the center of Section 3 (said point being due South, 2816.42 feet from the North $\frac{1}{4}$ corner); thence North on the North-South $\frac{1}{4}$ line, 347.58 feet to the place of beginning; thence continuing North, 420.45 feet to the South line of the C.M.St.P. & P.R.R.; thence South 86° 41' 40" West on said line 275.01 feet; thence South parallel to the North-South $\frac{1}{4}$ line, 420.18 feet to the North line of Industrial Drive; thence North 86° 45' East, 275.00 feet to the place of beginning.

85. Addition to Delafield Headquarters: Lots numbered Six (6), Seven (7), Ten (10) and Eleven (11), Block numbered Fourteen (14), Hawk's Addition to Village of Delafield, now City of Delafield, in the Northeast one-quarter

(NE $\frac{1}{4}$) of Section Nineteen (19), Township Seven (7) North, Range Eighteen (18) East.

86. Elm Grove Substation: All of Lots Ten (10), Eleven (11), and Twelve (12), Block Two (2) of the Plat of Columbia Gardens, the Gem of the Bluemound Road, being a subdivision of a part of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty-five (25), Township Seven (7) North Range Twenty (20) East, in the City of Brookfield.

87. Kettle Moraine Substation: All of that certain Certified Survey Map recorded in the office of the Register of Deeds for Waukesha County, Wisconsin, in Volume 11 of Certified Survey Maps, on Pages 107 through 110, as Document No. 826982, being a part of the Northwest one-quarter (NW $\frac{1}{4}$) and the Southwest one-quarter (SW $\frac{1}{4}$) of Section Thirty-two (32), Township Six (6) North, Range Eighteen (18) East, in the Village of North Prairie, bounded and described as follows: Commencing at the center of said Section Thirty-two (32), Township Six (6) North, Range Eighteen (18) East; thence South no degrees five minutes East (S.00° 05'E.) on and along the east line of the said Northwest one-quarter (NW $\frac{1}{4}$) of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Thirty-two (32), a distance of two hundred thirty-six and fifty-nine hundredths (236.59) feet to a point; thence South sixty-one degrees eighteen minutes West (S.61°18'W.) a distance of six hundred ninety-one and seventy-five hundredths (691.75) feet to a point; thence North fifty-two degrees thirty-five minutes twenty-four seconds West (N.52°35'24"W.) a distance of three hundred and twenty-six hundredths (300.26) feet to a point; thence North thirty degrees thirty-five minutes fifty-eight seconds East (N.30° 35'58"E.) a distance of one hundred thirty-nine and twenty-six hundredths (139.26) feet to a point; thence North fifty-one degrees fifty-one minutes four seconds West (N.51°51'04"W.) a distance of seventy and no one-hundredths (70.00) feet to the westerly line of Oakridge Road and the point of beginning of the parcel hereinafter described; thence a distance of one hundred fifteen and eighteen hundredths (115.18) feet along the arc of a curve having a radius of six hundred and no one-hundredths (600.00) feet, the center of which lies to the east, a chord bearing North forty-three degrees thirty-eight minutes fifty-four seconds East (N.43°38'54"E.) and a chord length of one hundred fifteen and no one hundredths (115.00) feet; thence North thirty-eight degrees twenty-four minutes twenty seconds West (N.38°24'20"W.) a distance of three hundred thirty-seven and thirty hundredths (337.30) feet to a point on the southerly right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company; thence South fifty-one degrees thirty-five minutes forty seconds West (S.51° 35'40"W.) on and along said southerly right of way line a distance of two hun-

dred fifty and ninety-three hundredths (250.93) feet to a point; thence South fifty-nine degrees thirty-six minutes forty seconds East (S.59°36'40"E.) a distance of three hundred seventy-eight and eighty-five hundredths (378.85) feet to the point of beginning.

88. Merrill Hills Substation: All that part of the Northwest one-quarter (NW¼) of Section Twelve (12), Township Six (6) North, Range Eighteen (18) East, Town of Genesee, bounded and described as follows: Commencing at the west one-quarter (W¼) corner of Section Twelve (12); thence due east along the south line of said Northwest one-quarter (NW¼) of Section Twelve (12) a distance of fourteen and seventy-five hundredths (14.75) feet to the point of beginning; thence continuing due east along said line a distance of seven hundred forty-one and sixty-seven hundredths (741.67) feet to the center line of the Chicago and North Western Railway right of way; thence North eighteen degrees fifty-three minutes West (N.18°53'W.) a distance of two hundred twenty (220) feet along the center line of said right of way; thence North twenty degrees eight minutes West (N.20°08'W.) along the chord of a curve to the left a distance of two hundred forty (240) feet; thence North twenty-nine degrees fifty-eight minutes West (N.29°58'W.) along the chord of another curve to the left four hundred sixty-six and twenty hundredths (466.20) feet to the intersection of the center line of said railroad right of way with the center line of C.T.H. "D.T."; thence South forty degrees two minutes West (S.40°02'W.) a distance of four hundred twelve and eighty-five hundredths (412.85) feet along the center line of C. T. H. "D.T."; thence South twenty-one degrees forty-five minutes thirty seconds West (S.21°45'30"W.) along the chord of a curve to the left a distance of two hundred and sixty hundredths (200.60) feet; thence South three degrees twenty-nine minutes West (S.3°29'W.) along said center line of C.T.H. "D.T." a distance of two hundred thirty-nine and ninety-five hundredths (239.95) feet; thence South no degrees three minutes twenty seconds East (S.0°3'20"E.) along the chord of a curve to the left a distance of ninety-five and forty-three hundredths (95.43) feet to the point of beginning, excepting therefrom the easterly seventy-five (75) feet for railroad right of way and reserving therefrom the westerly thirty-three (33) feet for highway purposes.

89. Addition to North Lake Substation: Parcel A of Certified Survey Map No. 2273 recorded in the Office of the Register of Deeds for Waukesha County in Vol. 16 of Certified Survey Maps, Pages 180-184, inclusive, as Document No. 907489, being a part of the Northwest one-quarter (NW ¼) of Section Fifteen (15), Township Eight (8) North, Range Eighteen (18) East, Town of Merton, being more particularly bounded and described as follows: Commencing at the northwest corner of said Northwest one-quarter (NW ¼) of Section Fifteen (15); thence North eighty-nine degrees thirty-six minutes thirty seconds East

(N.89°36'30"E.) along the north line of said Northwest one-quarter (NW ¼) of Section Fifteen (15) a distance of one hundred twenty-five (125) feet to the point of beginning of the parcel to be described; thence continuing North eighty-nine degrees thirty-six minutes thirty seconds East (N.89°36'30"E.) along the north line of said Northwest one-quarter of Section Fifteen (15) a distance of three hundred sixty-six and fifty-four hundredths (366.54) feet to a point; thence South one degree no minutes thirty seconds West (S.1°00'30"W.) to a point in the center line of Funk Road; thence North seventy-five degrees one minute ten seconds West (N.75°01'10"W.) along the center line of Funk Road a distance of two hundred twelve and thirty-two hundredths (212.32) feet to a point; thence North and parallel with the west line of the said Northwest one-quarter (NW ¼) of Section Fifteen (15) a distance of one hundred sixty (160) feet to a point; thence North seventy-five degrees one minute ten seconds West (N.75°01'10"W.) and parallel with the center line of Funk Road a distance of one hundred forty-seven and seventy-five hundredths (147.75) feet; thence North and parallel with the west line of the said Northwest one-quarter (NW ¼) of Section Fifteen (15) a distance of three hundred forty-one and eighty hundredths (341.80) feet to the point of beginning; excepting therefrom that part to the south dedicated for road right-of-way.

90. Robin Substation: All of that certain Certified Survey Map recorded in the office of the Register of Deeds for Waukesha County in Volume 11 of Certified Survey Maps on Pages 125 through 128 as Document No. 828509, being a part of the Northwest one-quarter (NW¼) of Section Twelve (12), Township Six (6) North, Range Twenty (20) East, City of New Berlin, bounded and described as follows: Commencing at the west ¼ corner of said Section Twelve (12), Township Six (6) North, Range Twenty (20) East; thence North eighty-eight degrees thirty minutes sixteen seconds East (N.88°30'16"E.) on and along the east-west ¼ line of said Section Twelve (12), a distance of one thousand one hundred sixty-five and no one-hundredths (1165.00) feet to a point; thence North no degrees twenty-nine minutes twenty-four seconds West (N.00°29'24"W.) and parallel to the west line of said Section Twelve (12) a distance of sixty and one one-hundredths (60.01) feet to the point of beginning; thence continuing North no degrees twenty-nine minutes twenty-four seconds West (N.00°29'24"W.) a distance of three hundred twenty-seven and fifty-two hundredths (327.52) feet to a point; thence North eighty-eight degrees thirty minutes sixteen seconds East (N.88°30'16"E.) and parallel to the east-west ¼ line of said Section Twelve (12) a distance of one hundred ten and no one-hundredths (110.00) feet to a point; thence South no degrees twenty-nine minutes twenty-four seconds East (S.00°29'24"E.) and parallel to the west line of said Section Twelve (12) a distance of three hundred twenty-seven and fifty-two hundredths (327.52) feet to a point; thence South eighty-eight degrees thirty minutes sixteen

seconds West (S.88°30'16"W.) and parallel to the east-west ¼ line of said Section Twelve (12) a distance of one hundred ten and no one-hundredths (110.00) feet to the point of beginning.

91. Sussex Substation: Part of the Northwest one-quarter (NW¼) of the Northeast one-quarter (NE¼) of Section Twenty-seven (27), Township Eight (8) North, Range Nineteen (19) East, Village of Sussex, described as follows: Commencing at the northeast corner of Section Twenty-seven (27), Township Eight (8) North, Range Nineteen (19) East; thence North eighty-nine degrees twenty-nine minutes West (N.89°29'W.) on the north line of said Section a distance of one thousand three hundred five and sixty-six hundredths (1305.66) feet; thence South no degrees fifty-seven minutes West (S.0°57'W.) a distance of sixty (60) feet to the point of beginning; thence continuing South no degrees fifty-seven minutes West (S.0°57'W.) a distance of two hundred fifteen and twenty-four hundredths (215.24) feet; thence North fifty-five degrees forty-five minutes West (N.55°45'W.) a distance of three hundred eighty-seven and fifty-nine hundredths (387.59) feet; thence South eighty-nine degrees twenty-nine minutes East (S.89°29'E.) a distance of three hundred twenty-four and six one-hundredths (324.06) feet to the point of beginning.

92. System Control Center: The Southwest ¼ of the Northeast ¼ of Section 23, Township 7 North, Range 19 East, in the Town of Pewaukee.

Also the Southeast ¼ of the Northwest ¼ and the South ½ of the Northeast ¼ of the Northwest ¼ of Section 23, Township 7 North, Range 19 East, in the Town of Pewaukee.

Also the Northeast ¼ of the Southwest ¼ of Section 23, Township 7 North, Range 19 East, in the Town of Pewaukee. Excepting therefrom the following parcel of land conveyed to Waukesha County by Warranty Deed dated February 24, 1956 and recorded May 16, 1956 in Volume 704 of Deeds on page 272, as Document No. 438235, reciting as follows: A triangular parcel in the northeast one quarter of the southwest one quarter of Section 23, Township 7 North, Range 19 East, being all of that part that lies within 60 feet northeasterly, normal, and parallel to the present center line of the Busse Road of said quarter-quarter section.

The center line of the Busse Road is described as follows: Beginning at the south quarter corner of said Section 23; thence North 44°18'25" West to the West quarter corner of said Section 23.

Also that part of the East One-half (E ½) of the South West Quarter (SW ¼) of Section numbered Fourteen (14), in Township numbered Seven (7) North of Range numbered Nineteen (19) East, commencing at a point in the center of the Old Milwaukee & Watertown Plank Road where the center line of said Section

crosses said Road, thence South on said center line of said Section Fourteen (14), 12 chains 42 links to Quarter post on South Section line of said Section Fourteen (14), thence West on Section Line 12 chains 40 links to a point, said point being the South East corner of Peter Linder's land, thence North on said Peter Linder's East line 20 chains 56 links to the center of said Old Milwaukee & Watertown Plank Road, thence South Easterly along the center of said Road 14 chains 80 links to the place of beginning.

Also the North One-half ($N \frac{1}{2}$) of the Northeast One-quarter ($NE \frac{1}{4}$) of the Northwest One-quarter ($NW \frac{1}{4}$) of Section Numbered Twenty-three (23), Township Number Seven (7) North, Range number Nineteen (19) East.

Also all that part of the Southeast one-quarter ($SE \frac{1}{4}$) of the Southwest one-quarter ($SW \frac{1}{4}$) of Section Twenty-three (23) in Township numbered Seven (7) North of Range Nineteen (19) East, lying North of Interstate 94 and East of Busse Road in the Town of Pewaukee.

93. Union Substation: A parcel of land in the Northeast one-quarter ($NE \frac{1}{4}$) of Section Three (3), Township Six (6) North, Range Nineteen (19) East, being all that part of Lot Four (4), Block "X", in the Northwest Addition to Prairieville (now City of Waukesha), bounded and described as follows: Commencing at the point of intersection of the southeasterly line of the right of way of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company with the northeasterly line of Union Street, said point being seventy-nine (79) feet distant from the northwesterly corner of said Lot Four (4); running thence North thirty-eight degrees forty-nine minutes East ($N.38^{\circ}49'E.$) along said southeasterly railroad right-of-way line a distance of two hundred thirty (230) feet to a point; thence South fifty degrees fifteen minutes East ($S.50^{\circ}15'E.$) a distance of one hundred twenty (120) feet to a point; thence South thirty-eight degrees forty-nine minutes West ($S.38^{\circ}49'W.$) and parallel with the aforesaid southeasterly railroad right-of-way line a distance of two hundred thirty (230) feet to a point in the northeasterly line of Union Street; thence North fifty degrees fifteen minutes West ($N.50^{\circ}15'W.$) along said northeasterly line of Union Street and southwesterly line of said Lot Four (4) a distance of one hundred twenty (120) feet to the place of beginning.

94. Waukesha Headquarters: All that part of the West $\frac{1}{2}$ of Section 30, Town 7 North, Range 20 East, City of Waukesha, bounded and described as follows: Commencing at the South $\frac{1}{4}$ corner of said Section 30; thence North $00^{\circ} 15'$ East along the South $\frac{1}{4}$ line of Section 30, 1741.79 feet to the North Line of C.T.H. "JJ"; thence South $89^{\circ} 56'$ West along said North Line 640.00 feet to the place of beginning of the parcel hereinafter described; thence continuing South $89^{\circ} 56'$ West along the North Line of C.T.H. "JJ", 691.30 feet to a point in the East line of the West 68 acres in the West $\frac{1}{2}$ of the $SW \frac{1}{4}$ of Section 30, Town 7

North, Range 20 East, thence North $00^{\circ} 12' 23''$ East and along the east line of said West 68 acres and extended 1342.64 feet to a point on the Southerly line of Interstate Highway "94" (I-94); thence South $69^{\circ} 47'$ East along said Southerly line, 102.72 feet to the point of a curve; thence along the arc of a curve 670.61 feet, center of which lies to the South, radius of 2714.79 feet, and a chord bearing South $62^{\circ} 42' 24''$ East, 668.90 feet; thence South $00^{\circ} 15'$ West, 999.61 feet to the North line of C.T.H. "JJ" and the place of beginning.

95. Woods Road Substation: All that part of the Northeast one-quarter (NE $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Fifteen (15), Township Five (5) North, Range Twenty (20) East, City of Muskego, bounded and described as follows: Commencing at the north one-quarter ($\frac{1}{4}$) corner of said Section Fifteen (15); thence South eighty-nine degrees twenty-eight minutes forty-five seconds West (S. $89^{\circ}28'45''$ W.) a distance of seventeen and forty-five hundredths (17.45) feet to a point in the center line of Woods Road; thence South fifty-eight degrees two minutes no seconds West (S. $58^{\circ}02'00''$ W.) on and along the center line of Woods Road a distance of forty-seven and ninety-two hundredths (47.92) feet to the point of beginning; thence continuing South fifty-eight degrees two minutes no seconds West (S. $58^{\circ}02'00''$ W.) on and along said center line of Woods Road a distance of four hundred fifty-seven and fifty-one hundredths (457.51) feet to a point; thence North no degrees thirty-one minutes fifteen seconds West (N. $00^{\circ}31'15''$ W.) a distance of two hundred thirty-eight and sixty-eight hundredths (238.68) feet to a point on the south line of the Wisconsin Electric Power Company right of way as described in that certain Warranty Deed recorded in the office of the Register of Deeds for Waukesha County in Volume 106 on Page 232 as Document No. 51328, said south right-of-way line being twenty-five (25) feet south of the north line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Fifteen (15); thence North eighty-nine degrees twenty-eight minutes forty-five seconds East (N. $89^{\circ}28'45''$ E.) on and along said south line of Wisconsin Electric Power Company right of way and parallel with the north line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Fifteen (15) a distance of three hundred ninety and thirty-two hundredths (390.32) feet to the point of beginning; subject to Woods Road on the southeast.

96. Miscellaneous Property: All that part of the Southwest $\frac{1}{4}$ of Section 17, Town 6 North, Range 20 East, City of New Berlin, bounded and described as follows: Commencing at the Northeast corner of said $\frac{1}{4}$ section running thence South on the East line of said $\frac{1}{4}$ section 683 feet to the point of beginning of the lands to be described; continuing thence South along said East line 300 feet to the Northeast corner of Lot 9, Block 3 of Cari-Adam Heights, thence North $89^{\circ} 43' 12''$ West along the North line of Lots 7 and 9, Block 3, Cari-Adam Heights 330 feet to a point; thence North $00^{\circ} 34' 47''$ West 300 feet to a point

on the South line of Lot 6, Block 3, Cari-Adam Heights; thence South $89^{\circ} 43' 12''$ East along the South line of Lots 6 and 5, Block 3, Cari-Adam Heights 330 feet to the place of beginning.

Also Outlot 1 of Cari-Adam Heights, a subdivision of part of the Southeast $\frac{1}{4}$ of the Northwest $\frac{1}{4}$, Southwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ and the Southeast, Northeast and Northwest $\frac{1}{4}$'s of the Southwest $\frac{1}{4}$ of Section 17, Town 6 North, Range 20 East, City of New Berlin.

97. Transmission Line Land: A part of the Southeast one-quarter ($SE\frac{1}{4}$) of Section Six (6), Township Seven (7) North, Range Eighteen (18) East, Village of Nashotah, bounded and described as follows: Commencing at the Northeast corner of the Southeast one-quarter ($SE\frac{1}{4}$) of Section Six (6), Town and Range aforesaid; thence South eighty-five degrees fifty-eight minutes eight seconds West ($S.85^{\circ}58'08''W.$) along the North line of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Six (6), a distance of one hundred eighty-two and forty-six hundredths (182.46) feet to a point, said point being the point of beginning of the parcel hereinafter described; thence continuing South eighty-five degrees fifty-eight minutes eight seconds West ($S.85^{\circ}58'08''W.$) along the North line of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Six (6), a distance of two thousand four hundred seventy-nine and twenty-seven hundredths (2479.27) feet to a monument found at the Northwest corner of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Six (6); thence South no degrees one minute fifty-one seconds West ($S.00^{\circ}01'51''W.$) along the west line of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Six (6), a distance of sixty and fifteen hundredths (60.15) feet to a point; thence North eighty-five degrees fifty-eight minutes eight seconds East ($N.85^{\circ}58'08''E.$) parallel with and sixty and no one-hundredths (60.00) feet normally distant from the North line of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Six (6), a distance of two thousand four hundred seventy-nine and twenty-seven hundredths (2479.27) feet to a point; thence North no degrees one minute thirty-five seconds East ($N.00^{\circ}01'35''E.$) parallel with and one hundred eighty-two and no one-hundredths (182.00) feet normally distant from the East line of the Southeast one-quarter ($SE\frac{1}{4}$) of said Section Six (6), a distance of sixty and fifteen hundredths (60.15) feet to the point of beginning. Said premises also being known as that certain Certified Survey Map recorded in the Office of the Register of Deeds for Waukesha County in Volume 10 of Certified Survey Maps on Pages 97 through 99 inclusive as Document Number 803129.

Also Parcel "B" of that certain Certified Survey Map recorded in the office of the Register of Deeds for Waukesha County in Volume 10 of Certified Survey Maps on Pages 197 to 199, inclusive, as Document No. 809435, being a part of Lot Four (4), Block One (1), Plat of Sussex Heights in the Southwest one-quarter ($SW\frac{1}{4}$) of Section Twenty-three (23), Township Eight (8) North, Range Nineteen (19) East, Village of Sussex, bounded and described as follows: Commencing

at the northwest corner of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Twenty-three (23); thence South no degrees fifty-one minutes West (S.00°51'W.) along the west line of the Southwest one-quarter (SW $\frac{1}{4}$) of said Section Twenty-three (23) a distance of sixty-eight and sixty-five hundredths (68.65) feet to a point; thence South eighty-nine degrees four minutes no seconds East (S.89°04'00"E.) a distance of forty (40) feet to a point in the east right of way line of Maple Avenue; thence South no degrees fifty-one minutes no seconds West (S.00°51'00"W.) along the east right of way line of Maple Avenue, a distance of one hundred seventy-one and fifty-one hundredths (171.51) feet to the point of beginning of the parcel hereinafter described; thence continuing South no degrees fifty-one minutes no seconds West (S.00°51'00"W.) along the east right of way line of Maple Avenue a distance of one hundred ninety and no one-hundredths (190.00) feet to a point of its intersection with the north line of the Chicago And North Western Railway Company right of way; thence South seventy-seven degrees fifty-seven minutes no seconds East (S.77°57'00"E.) along the north line of the Chicago And North Western Railway Company right of way, a distance of one thousand three hundred and seventy-five hundredths (1300.75) feet to a point; thence North no degrees forty-one minutes no seconds East (N.00°41'00"E.) a distance of one hundred seventy-seven and seventy-four hundredths (177.74) feet to a point; thence North seventy-seven degrees twenty-five minutes no seconds West (N.77°25'00"W.) a distance of one thousand three hundred two and sixty-eight hundredths (1302.68) feet to the point of beginning.

Also all that part of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Twelve (12), Township Six (6) North, Range Eighteen (18) East, Town of Genesee, bounded and described as follows: Commencing at the West one-quarter (W- $\frac{1}{4}$) corner of said Section Twelve (12); thence North one degree thirty-seven minutes twenty-five seconds East (N.01°37'25"E.) on and along the west line of said Northwest one-quarter (NW $\frac{1}{4}$) a distance of four hundred twenty-one and sixty-five hundredths (421.65) feet to the point of beginning of the hereinafter described parcel of land; thence continuing North one degree thirty-seven minutes twenty-five seconds East (N.01°37'25"E.) on and along said west line of Section Twelve (12) a distance of seven hundred fifty-nine and seventy-four hundredths (759.74) feet to the center line of the Chicago and North Western Railway right of way; thence southeasterly on and along the arc of a curve to the right [radius two thousand three hundred twenty-three and forty-five hundredths (2323.45) feet], the chord of which bears South forty-four degrees twenty minutes ten seconds East (S.44°20'10"E.) a distance of four hundred eighty and thirty-five hundredths (480.35) feet to the center line of C.T.H. "DT"; thence South forty degrees two minutes West (S.40°02'W.) on and along the center line of C.T.H. "DT" a distance of four hundred twelve and eighty-five hundredths (412.85) feet; thence southwesterly on and along the arc of a curve to the left [radius three hundred nineteen and eighty-five hundredths (319.85) feet], the chord of which bears South twenty-eight degrees forty-five minutes thirty seconds

West (S.28°45'30"W.) a distance of one hundred twenty-five and eleven hundredths (125.11) feet; thence North seventy-two degrees thirty-one minutes West (N.72°31'W.) a distance of thirty-three and no one-hundredths (33.00) feet to the point of beginning. Excepting therefrom the easterly thirty-three and no one-hundredths (33.00) feet for C.T.H. "DT" right of way and also excepting the northerly seventy-five and no one-hundredths (75.00) feet for Railway right of way.

Also that part of the Northwest one-quarter (NW¼) of Section Twenty-one (21), Township Eight (8) North, Range Nineteen (19) East, Town of Lisbon, bounded and described as follows: Commencing at an iron pipe found at the Northwest corner of Section Twenty-one (21), Township Eight (8) North, Range Nineteen (19) East; thence South eighty-eight degrees nineteen minutes East (S.88°19'E.) along the north line of the Northwest one-quarter (NW¼) of said Section Twenty-one (21), a distance of eight hundred ninety-eight and ninety-eight hundredths (898.98) feet (901.61' Record) to a point, the point of beginning of the parcel herein described; thence from said point of beginning, South fifty-four degrees fifteen minutes East (S.54°15'E.) along the southerly right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad, a distance of nine hundred nine and ninety-three hundredths (909.93) feet (905.23' Record) to a point; thence South one degree forty-eight minutes East (S.01°48'E.) a distance of one hundred eighty and eighty-two hundredths (180.82) feet to a point; thence North fifty-four degrees fifteen minutes West (N.54°15'W.) a distance of one thousand two hundred thirty-two and seventy-four hundredths (1232.74) feet to a point in the north line of the Northwest one-quarter (NW¼) of said Section Twenty-one (21); thence South eighty-eight degrees nineteen minutes East (S.88°19'E.) along the north line of the Northwest one-quarter (NW¼) of said Section Twenty-one (21), a distance of two hundred sixty-seven and seventy-nine hundredths (267.79) feet to the point of beginning. Said premises also known as that certain Certified Survey Map recorded in the Office of the Register of Deeds for Waukesha County in Volume 10 of Certified Survey Maps on Pages 103, 104 and 105 as Document No. 803366.

Also a part of the West one-half (W½) of the Northeast one-quarter (NE¼) of Section Three (3), Township Seven (7) North, Range Eighteen (18) East, Village of Hartland, described as follows: Commencing at the East one-quarter (¼) corner of Section Three (3) Township Seven (7) North, Range Eighteen (18) East, Village of Hartland, thence, due north along the east line of the Northeast one-quarter (NE¼) of said Section Three (3) a distance of nine hundred seventy and thirty hundredths (970.30) feet to the centerline of the existing north tracks of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence, South eighty-seven degrees two minutes no seconds West (S.87°02'00"W.) along the centerline of the existing north tracks of the Chicago, Milwaukee, St. Paul and

Pacific Railroad, a distance of one thousand four hundred forty-two and sixty-five hundredths (1442.65) feet to the centerline of Cottonwood Avenue; thence, South six degrees thirty-six minutes thirty-four seconds East (S.6°36'34"E.) along the centerline of Cottonwood Avenue, a distance of seventy and fourteen hundredths (70.14) feet to a point on the South right of way line of Chicago, Milwaukee, St. Paul and Pacific Railroad said point being the point of beginning; thence, from said point of beginning, continuing South six degrees thirty-six minutes thirty-four seconds East (S.06°36'34"E.) along the centerline of Cottonwood Avenue, a distance of seventy-seven and no one-hundredths (77.00) feet; thence, South eighty-seven degrees two minutes no seconds West (S.87°02'00"W.) parallel with the south right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad, a distance of one hundred ninety and no one-hundredths (190.00) feet to a point; thence, North six degrees thirty-six minutes thirty-four seconds West (N.06°36'34"W.) parallel with the centerline of Cottonwood Avenue, a distance of seventy-seven and no one-hundredths (77.00) feet to a point on the South right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence, North eighty-seven degrees two minutes no seconds East (N.87°02'00"E.) along the south right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad, a distance of one hundred ninety and no one-hundredths (190.00) feet to the point of beginning; subject to Cottonwood Avenue on the East.

Also that part of the northeast quarter of Section 8, Township 8 North, Range 20 East, Village of Menomonee Falls, described as follows: Commencing at the east $\frac{1}{4}$ corner of Section 8, Township 8 North, Range 20 East; thence South 89° 08' 17" West 193.98 feet along the east one-quarter line of said Section 8 to the point of beginning; thence North 89° 08' 17" East 193.98 feet to the east one-quarter corner of said Section 8; thence North 0° 26' 06" East 229.44 feet along the east line of said Section 8 to a point; thence South 51° 24' 05" West 33.78 feet; thence southwesterly to a point which is 24.75 feet North 0° 51' 43" West of the point of beginning; thence South 0° 51' 43" East 24.75 feet to the point of beginning; excepting the southerly 24.75 feet thereof.

Also that part of the Southeast one-quarter (SE $\frac{1}{4}$) of the Southeast one-quarter (SE $\frac{1}{4}$) of Section Twenty-five (25), Township Eight (8) North, Range Twenty (20) East, Village of Menomonee Falls, bounded and described as follows: Commencing at the east $\frac{1}{4}$ corner of said Section Twenty-five (25); thence South no degrees forty-six minutes ten seconds West (S.00°46'10"W.) along the east line of the Southeast one-quarter (SE $\frac{1}{4}$) of said Section Twenty-five (25) a distance of one thousand four hundred sixty-six and thirty-eight hundredths (1,466.38) feet to the point of beginning of the parcel herein conveyed; continuing thence from said point of beginning South no degrees forty-six minutes ten seconds West (S.00°46'10"W.) along the east line of the South east one-quarter (SE $\frac{1}{4}$) of said Section Twenty-five (25) a distance of six hundred and forty-seven hundredths

(600.47) feet to a point in the northerly line of the Chicago And North Western Transportation Company right of way; thence North seventy-eight degrees forty-six minutes twenty seconds West (N.78°46'20"W.) along the northerly line of the Chicago And North Western Transportation Company right of way a distance of three hundred fifty-five and forty-nine hundredths (355.49) feet to a point; thence North no degrees forty-six minutes ten seconds East (N.00°46'10"E.) parallel with the east line of the Southeast one-quarter (SE ¼) of said Section Twenty-five (25) a distance of five hundred eighteen and eighty-one hundredths (518.81) feet to a point; thence North eighty-seven degrees fifty-seven minutes fifty-three seconds East (N.87°57'53"E.) a distance of three hundred fifty and no one-hundredths (350.00) feet to the point of beginning.

Also all that part of the Southeast one-quarter (SE¼) of the Southwest one-quarter (SW¼) of Section Five (5), Township Eight (8) North, Range Seventeen (17) East, Town of Oconomowoc, described in that certain Certified Survey Map recorded in the office of the Register of Deeds for Waukesha County in Volume 9 on Pages 165-167 as Document No. 786570, said premises being more particularly described as follows: Commencing at the south one-quarter corner of said Section Five (5); thence North eighty-nine degrees seven minutes twenty-eight seconds West (N.89°07'28"W.) on and along the south line of the Southwest one-quarter (SW¼) of said Section Five (5) a distance of sixty-eight and forty-six hundredths (68.46) feet to a point in the center line of S.T.H. "67"; thence North four degrees thirty minutes five seconds East (N.04°30'05"E.) on and along the center line of said S.T.H. "67" a distance of one thousand three hundred thirty-four and two one-hundredths (1334.02) feet to a point in the north line of the Southeast one-quarter (SE¼) of the Southwest one-quarter (SW¼) of said Section Five (5); thence North eighty-nine degrees forty minutes twenty-eight seconds West (N.89°40'28"W.) on and along said north line of the Southeast one-quarter (SE¼) of the Southwest one-quarter (SW¼) of Section Five (5) a distance of ninety and twenty-six hundredths (90.26) feet to a point in the west right-of-way line of said S.T.H. "67" and the point of beginning of lands herein conveyed; thence continuing North eighty-nine degrees forty minutes twenty-eight seconds West (N.89°40'28"W.) on and along said north line of the Southeast one-quarter (SE¼) of the Southwest one-quarter (SW¼) of Section Five (5) a distance of one thousand one hundred sixty-seven and forty-eight hundredths (1167.48) feet to the northwest corner of the Southeast one-quarter (SE¼) of the Southwest one-quarter (SW¼) of said Section Five (5); thence South three degrees twenty-six minutes twenty-nine seconds West (S.03°26'29"W.) on and along the west line of the Southeast one-quarter (SE¼) of the Southwest one-quarter (SW¼) of said Section Five (5) a distance of one hundred and seventeen hundredths (100.17) feet to a point; thence South eighty-nine degrees forty minutes twenty-eight seconds East (S.89°40'28"E.) a distance of one thousand one hundred sixty-five and sixty-two hundredths (1165.62) feet to a point in the west

right-of-way line of said S.T.H. "67"; thence North four degrees thirty minutes five seconds East (N.04°30'05"E.) on and along said west right-of-way line a distance of one hundred and twenty-nine hundredths (100.29) feet to the point of beginning.

Also that part of the Northwest one-quarter (NW¼) of Section Twenty-one (21), Township Eight (8) North, Range Nineteen (19) East, Town of Lisbon, bounded and described as follows: Commencing at the northwest corner of said Section Twenty-one (21), Township Eight (8) North, Range Nineteen (19) East; thence South eighty-eight degrees nineteen minutes East (S.88°19'E.) on and along the north line of the Northwest one-quarter (NW¼) of said Section Twenty-one (21) a distance of eight hundred ninety-eight and ninety-eight hundredths (898.98) feet (901.61 feet Record) to the southwesterly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad right of way; thence South fifty-four degrees fifteen minutes East (S.54°15'E.) on and along said southwesterly line of the aforementioned railroad right of way a distance of nine hundred nine and ninety-three hundredths (909.93) feet (905.23 feet Record) to the point of beginning of lands herein conveyed; thence continuing South fifty-four degrees fifteen minutes East (S.54°15'E.) on and along said southwesterly line of the Chicago, Milwaukee, St. Paul and Pacific Railroad right of way a distance of one thousand one hundred seventy-six and thirty-nine hundredths (1176.39) feet to a point in the east line of the Northwest one-quarter (NW¼) of said Section Twenty-one (21); thence South two degrees twenty-four minutes West (S.02°24'W.) on and along said east line of the Northwest one-quarter (NW¼) of Section Twenty-one (21) a distance of two hundred twenty-two and sixty-six hundredths (222.66) feet to a point; thence North fifty-four degrees fifteen minutes West (N.54°15'W.) a distance of one thousand one hundred seventy-three and fifty-eight hundredths (1173.58) feet to a point; thence North one degree forty-eight minutes East (N.01°48'E.) a distance of two hundred twenty-four and twenty-two hundredths (224.22) feet to the point of beginning.

Also that part of the West ½ of the Southwest ¼ and part of the South ½ of the Northwest ¼, all in Section 23, Township 7 North, Range 18 East, Town of Delafield, bounded and described in that certain Certified Survey Map recorded in the office of the Register of Deeds for Waukesha County in Volume 9 of Certified Survey Maps in Pages 224 through 226 as Document No. 791115; said premises being more particularly described as follows: Beginning at the west ¼ corner of Section 23; thence N.01°17'59"E. along the west line of the Northwest ¼ of Section 23, 1164.81 feet to a point on the south right of way line of the Wisconsin Electric Power Company right of way; thence N.87°58'29"E. along said south right of way line 80.13 feet; thence S.01°17'59"W. parallel to the west line of said Northwest ¼, 1169.32 feet; thence S.01°05'44"W. parallel to the west line of the Southwest ¼ of Section 23 1470.75 feet to a point on the north right of way line

of I-94; thence S.88°03'56"W. along said north right of way line 80.11 feet to a point on the west line of said Southwest $\frac{1}{4}$; thence N.01°05'44"E. along said west line, 1475.12 feet to the place of beginning.

WOOD COUNTY

98. Miscellaneous Property: All that part of the Southeast one-quarter (SE $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of Section Fifteen (15), Township Twenty-three (23) North, Range Six (6) East, Town of Rudolph, excepting therefrom the following described premises: Commencing at a point on the east line of said premises seven hundred forty-five (745) feet south of the northeast corner thereof; thence west and parallel with the north line of the Southeast one-quarter (SE $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Fifteen (15) a distance of two hundred eighty (280) feet; thence south and parallel with the east line of the Southeast one-quarter (SE $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Fifteen (15) a distance of three hundred (300) feet; thence east and parallel with the north line of the Southeast one-quarter (SE $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Fifteen (15) a distance of two hundred eighty (280) feet; thence north on and along the east line of the Southeast one-quarter (SE $\frac{1}{4}$) of the Northeast one-quarter (NE $\frac{1}{4}$) of said Section Fifteen (15) a distance of three hundred (300) feet to the point of commencement; subject to the Town Road on the east; and the West one-half (W $\frac{1}{2}$) of the Southwest one-quarter (SW $\frac{1}{4}$) and Southwest one-quarter (SW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$), all in Section Twenty-three (23), Township Twenty-three (23) North, Range Six (6) East, excepting those parts heretofore dedicated and now used for public highways.

Also all that part of the Northwest one-quarter (NW $\frac{1}{4}$) of Section Fifteen (15), Township Twenty-three (23) North, Range Six (6) East, Town of Rudolph, bounded and described as follows: Commencing at the northwest corner of said Section Fifteen (15); running thence east on and along the north line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Fifteen (15) a distance of nine hundred twenty and ninety-four hundredths (920.94) feet to the point of beginning of the lands herein conveyed; continuing thence east on and along the north line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Fifteen (15) a distance of four hundred (400) feet to a point; thence South three degrees one minute fifteen seconds West (S.03°01'15"W.) a distance of four hundred (400) feet to a point; thence west and parallel with the north line of the Northwest one-quarter (NW $\frac{1}{4}$) of said Section Fifteen (15) a distance of four hundred (400) feet to a point; thence North three degrees one minute fifteen seconds East (N.03°01'15"E.) a distance of four hundred (400) feet to the point of beginning, being subject to Plum Road on the north.

Also the Northeast Quarter of The Southeast Quarter (NE $\frac{1}{4}$ of SE $\frac{1}{4}$) of Section 15, Township 23 North, Range 6 East.

Also the South One-half of the Northwest Quarter (S $\frac{1}{2}$ of NW $\frac{1}{4}$) of Section 14, Township 23 North, of Range 6 East.

Electric Transmission Lines

The following electric transmission lines located in the State of Wisconsin, reference to which shall not be deemed to exclude any other such lines or any distribution lines not mentioned:

Line 189: A 138,000 volt single circuit line, approximately 10.9 miles in length, extending from Barton Substation, in the Northwest $\frac{1}{4}$ of Section 12, Township 11 North, Range 19 East, Town of Barton, easterly through portions of the Towns of Barton and Trenton to a point in the Southwest $\frac{1}{4}$ of Section 11, Township 11 North, Range 20 East, Town of Trenton, and southerly through portions of the Towns of Trenton and Jackson to a point in the Southwest $\frac{1}{4}$ of Section 1, Township 10 North, Range 20 East, Town of Jackson, all in Washington County. The east-west segment, 6 miles in length, is constructed on single circuit wood poles and the north-south segment, 4.9 miles in length, is constructed on wood H-frames.

Line 190: A 345,000 volt single circuit line, approximately 18.1 miles in length, on wood H-frames, extending from the Point Beach Power Plant in the North $\frac{1}{2}$ of Fractional Section 24, Township 21 North, Range 24 East, Town of Two Creeks, westerly and southerly through the Towns of Two Creeks, Mishicot, Gibson and through portions of the Towns of Cooperstown and Franklin to a point of interconnection in the Southwest $\frac{1}{4}$ of Section 9, Township 20 North, Range 22 East, Town of Franklin, all in Manitowoc County.

Line 191: A 345,000 volt single circuit line, approximately 67.3 miles in length, on wood H-frames, extending from the St. Lawrence Substation in the Southeast $\frac{1}{4}$ of Section 2, Township 10 North, Range 18 East, Town of Hartford, westerly to a point in the Northeast $\frac{1}{4}$ of Section 4, Township 10 North, Range 18 East, Town of Hartford, northerly through the Towns of Addison and Wayne, Washington County, through the Town of Ashford, portions of the Towns of Eden and Osceola, the Towns of Forest, Marshfield and Calumet, Fond du Lac County, through the Towns of Brothertown and Chilton, a portion of the Town of Woodville to a point in the Northwest $\frac{1}{4}$ of Section 22, Township 20 North, Range 19 East, Town of Woodville, and northeasterly through portions of the Towns of Woodville and Brillion to a point of interconnection in the Northeast $\frac{1}{4}$ of Section 8, Township 20 North, Range 20 East, Town of Brillion, Calumet County.

Line 192: A 345,000 volt single circuit line, approximately 15.9 miles in length, extending from Racine Substation in the Northeast $\frac{1}{4}$ of Section 23, Township 3 North, Range 22 East, Town of Mount Pleasant, westerly to a point in the Southwest $\frac{1}{4}$ of Section 22, Township 3 North, Range 22 East, Town of Mount Pleasant, and southerly through portions of the Town of Mount Pleasant and the Village of Sturtevant, Racine County and through the Towns of Somers and Pleasant Prairie to a point of interconnection with the transmission line facilities of Commonwealth Edison Company in the Southeast $\frac{1}{4}$ of Section 33, Township 1 North, Range 22 East, Town of Pleasant Prairie, Kenosha County. The northerly 15.2 miles is constructed on double circuit steel poles and the southerly 0.7 miles is constructed on existing steel towers.

Line 193: A 345,000 volt double circuit line, approximately 16.6 miles in length, extending northerly from Granville Substation in the Northeast $\frac{1}{4}$ of Section 28, Township 8 North, Range 21 East, City of Milwaukee, through portions of the City of Milwaukee, Milwaukee County, and through the City of Mequon and a portion of the Town of Cedarburg, to a point of interconnection in the Northeast $\frac{1}{4}$ of Section 4, Township 10 North, Range 21 East, Town of Cedarburg, Ozaukee County. The south 14.4 miles is constructed on double circuit steel poles and the north 2.2 miles is constructed on double circuit steel towers.

Line 194: A 345,000 volt single circuit line, approximately 30 miles in length, on wood H-frames, running in a westerly direction from Point Beach Power Plant in the North $\frac{1}{2}$ of fractional Section 24, Township 21 North, Range 24 East, Town of Two Creeks, through a portion of the Town of Two Creeks, through the towns of Mishicot, Gibson and Cooperstown, Manitowoc County, and through the Town of Morrison and a portion of the Town of Wrightstown, to a point of interconnection in the Northwest $\frac{1}{4}$ of Section 7, Township 21 North, Range 20 East, Town of Wrightstown, Brown County.

Line 195: A 138,000 volt single circuit line, approximately 10.5 miles in length, on double circuit steel towers (designed for 345,000 volts) extending from Bark River Substation in the Northeast $\frac{1}{4}$ of Section 15, Township 8 North, Range 18 East, Town of Merton, easterly through a portion of the Town of Merton through the Town of Lisbon and a portion of the Village of Menomonee Falls to a point in the Northeast $\frac{1}{4}$ of Section 29, Township 8 North, Range 20 East, all in Waukesha County.

Line 196: A 138,000 volt single circuit line, approximately 12.2 miles in length, on single circuit wood poles, extending from the Bark River Substation in the Northeast $\frac{1}{4}$ of Section 15, Township 8 North, Range 18 East, Town of Merton, easterly to a point in the Southeast $\frac{1}{4}$ of Section 14, Township 8 North.

Range 18 East, Town of Merton, and southerly through portions of the Towns of Merton and Delafield to a point in the Southeast $\frac{1}{4}$ of Section 2, Township 7 North, Range 18 East, Town of Delafield, and westerly through portions of the Town of Delafield, the Village of Hartland, City of Delafield and Village of Nashotah to a point in the Southeast $\frac{1}{4}$ of Section 1, Township 7 North, Range 17 East, Town of Summit, and southwesterly through portions of the Town of Summit and the Village of Oconomowoc Lake to the Summit Substation in the Southwest $\frac{1}{4}$ of Section 11, Township 7 North, Range 17 East, Town of Summit, all in Waukesha County.

Line 197: A 138,000 volt single circuit line, approximately 11.67 miles in length, on single circuit wood poles, extending from the Mukwonago Substation in the Southeast $\frac{1}{4}$ of Section 26, Township 5 North, Range 18 East, Village of Mukwonago northerly through a portion of the Village of Mukwonago and portions of the Towns of Mukwonago and Genesee to a point in the Southeast $\frac{1}{4}$ of Section 35, Township 6 North, Range 18 East, Town of Genesee and easterly to a point in the Southeast $\frac{1}{4}$ of Section 36, Township 6 North, Range 18 East, Town of Genesee and northerly to the Merrill Hills Substation in the Northwest $\frac{1}{4}$ of Section 12, Township 6 North, Range 18 East, Town of Genesee, all in Waukesha County.

Line 198: A 138,000 volt, double circuit line, approximately 4.87 miles in length, on double circuit steel poles, extending from Merrill Hills Substation in the Northwest $\frac{1}{4}$ of Section 12, Township 6 North, Range 18 East, Town of Genesee, northerly through portions of the Towns of Genesee and Delafield to a point of interconnection in the Northwest $\frac{1}{4}$ of Section 23, Township 7 North, Range 18 East, Town of Delafield, all in Waukesha County.

Line 199: A 345,000 volt single circuit line, approximately 17.5 miles in length extending from Saukville Substation in the Southwest $\frac{1}{4}$ of Section 35, Township 11 North, Range 21 East, Town of Saukville, westerly through a portion of the Towns of Saukville and Cedarburg, Ozaukee County, and the Towns of Jackson and Polk, and a portion of the Town of Hartford, to the St. Lawrence Substation located in the Southeast $\frac{1}{4}$ of Section 2, Township 10 North, Range 18 East, Town of Hartford, Washington County. The westerly 12.5 miles is constructed on wood H-frames and the easterly 5 miles is constructed on existing double circuit steel towers.

Line 200: A 138,000 volt single circuit line, approximately 4.6 miles in length, on wood H-frames, extending from the Jefferson Substation in the Southeast $\frac{1}{4}$ of Section 5, Township 6 North, Range 14 East, Town of Jefferson, southerly through portions of the Towns of Jefferson and Koshkonong to the Fort Atkinson Substation in the Northeast $\frac{1}{4}$ of Section 32, Township 6 North, Range 14 East, Town of Koshkonong, all in Jefferson County.

Line 201: A 138,000 volt, double circuit line, approximately 4.8 miles in length, on double circuit steel poles, extending from Barton Substation in the Northwest $\frac{1}{4}$ of Section 12, Township 11 North, Range 19 East, Town of Barton, through portions of the City of West Bend and the Town of Barton, northwesterly to a point of interconnection in the Southwest $\frac{1}{4}$ of Section 32, Township 12 North, Range 19 East, Town of Barton, all in Washington County.

Line 202: A 138,000 volt single circuit line, approximately 7.5 miles in length, on existing double circuit steel towers, running in a westerly direction from the Granville Substation in the Northeast $\frac{1}{4}$ of Section 28, Township 8 North, Range 21 East, City of Milwaukee, through a portion of the City of Milwaukee, Milwaukee County and a portion of the Village of Menomonee Falls to a point of interconnection in the Northeast $\frac{1}{4}$ of Section 29, Township 8 North, Range 20 East, Village of Menomonee Falls, Waukesha County.

Line 203: A 345,000 volt, single circuit line, approximately 7.5 miles in length, on double circuit steel towers, running in a westerly direction from the Granville Substation in the Northeast $\frac{1}{4}$ of Section 28, Township 8 North, Range 21 East, City of Milwaukee, through a portion of the City of Milwaukee, Milwaukee County and a portion of the Village of Menomonee Falls, to a point of interconnection in the Northeast $\frac{1}{4}$ of Section 29, Township 8 North, Range 20, East, Village of Menomonee Falls, Waukesha County.

Line 204: A 345,000 volt double circuit line, operating at 138,000 volts, approximately 3 miles in length, on double circuit steel towers, extending from the Granville Substation in the Northeast $\frac{1}{4}$ of Section 28, Township 8 North, Range 21 East, City of Milwaukee, easterly through the City of Milwaukee to the Range Line Switching Station in the Northeast $\frac{1}{4}$ of Section 25, Township 8 North, Range 21 East, City of Glendale, all in Milwaukee County.

Line 205: A 138,000 volt single circuit line, approximately 1.4 miles in length, on existing double circuit steel towers, extending from the Ninety-sixth Street Substation, in the Northeast $\frac{1}{4}$ of Section 32, Township 7 North, Range 21 East, City of Milwaukee, southerly through portions of the Cities of Milwaukee and West Allis to the West Junction Substation in the Northeast $\frac{1}{4}$ of Section 5, Township 6 North, Range 21 East, City of West Allis, all in Milwaukee County.

Line 206: A 138,000 volt single circuit line, approximately one mile in length, on existing double circuit steel poles, extending from the West Junction Substation, in the Northeast $\frac{1}{4}$ of Section 5, Township 6 North, Range 21 East, westerly to a point of interconnection in the Northeast $\frac{1}{4}$ of Section 6, Township 6 North, Range 21 East, all in the City of West Allis, Milwaukee County.

Line 207: A 138,000 volt double circuit line, approximately 3.3 miles in length, extending from the Ninety-sixth Street Substation in the Northeast $\frac{1}{4}$ of Section 32, Township 7 North, Range 21 East, easterly to the Park Hill Substation in the Southwest $\frac{1}{4}$ of Section 25, Township 7 North, Range 21 East, all in the City of Milwaukee, Milwaukee County. The westerly 2.3 miles is constructed on double circuit steel poles and the easterly 1 mile is constructed on existing quadruple circuit steel towers.

Line 208: A 138,000 volt single circuit line, approximately 3.9 miles in length, extending from the Albers Substation in the Southeast $\frac{1}{4}$ of Section 25, Township 2 North, Range 22 East, City of Kenosha, westerly to a point in the Southeast $\frac{1}{4}$ of Section 27, Township 2 North, Range 22 East, Town of Somers, and southerly to the Kenosha Substation in the Northwest $\frac{1}{4}$ of Section 11, Township 1 North, Range 22 East, Town of Pleasant Prairie, all in Kenosha County. The east-west segment, 1.7 miles in length, is constructed on double circuit steel poles and the north-south segment, 2.2 miles in length, is constructed on existing double circuit steel towers.

Line 209: A 345,000 volt single circuit line, approximately 33.64 miles in length, on wood H-frames, extending from a point in the Southwest $\frac{1}{4}$ of Section 1, Township 10 North, Range 20 East, Town of Jackson, northerly through a portion of the Town of Jackson, the Towns of Trenton and Farmington, Washington County, the Town of Scott and a portion of the Town of Mitchell to a point in the Southwest $\frac{1}{4}$ of Section 7, Township 14 North, Range 21 East, Town of Lyndon, easterly through the Town of Lyndon and a portion of the Town of Lima to a point of interconnection in the Northwest $\frac{1}{4}$ of Section 9, Township 14 North, Range 22 East, Town of Lima, continuing easterly through a portion of the Town of Lima to a point of interconnection with transmission line facilities of Wisconsin Power and Light Company in the Northeast $\frac{1}{4}$ of Section 3, Township 14 North, Range 22 East, Town of Lima, Sheboygan County.

Line 210: A 138,000 volt single circuit line, approximately 1.54 miles in length, in high pressure oil filled steel pipe, extending from the Valley Switching Station in the Southwest $\frac{1}{4}$ of Section 29, Township 7 North, Range 22 East, easterly and northerly to the Haymarket Square Substation in the Southeast $\frac{1}{4}$ of Section 20, Township 7 North, Range 22 East, all in the City of Milwaukee, Milwaukee County.

Line 211: A 138,000 volt single circuit line, approximately 2.44 miles in length, in high pressure oil filled steel pipe, extending from the Twenty-eighth Street Substation in the Southeast $\frac{1}{4}$ of Section 25, Township 7 North, Range 21 East, easterly and northerly to the Haymarket Square Substation in the Southeast $\frac{1}{4}$ of

Section 20, Township 7 North, Range 22 East, all in the City of Milwaukee, Milwaukee County.

Line 212: A 138,000 volt single circuit line, approximately 1.31 miles in length, in high pressure oil filled steel pipe, extending from the Blue Mound Substation in the Northeast $\frac{1}{4}$ of Section 31, Township 7 North, Range 21 East, in the City of West Allis, easterly to the Ninety-sixth Street Substation in the Northeast $\frac{1}{4}$ of Section 32, Township 7 North, Range 21 East, in the City of Milwaukee, all in Milwaukee County.

Line 213: A 138,000 volt single circuit line, approximately 2.86 miles in length, in high pressure oil filled steel pipe, extending from the Lincoln Substation in the Northeast $\frac{1}{4}$ of Section 11, Township 6 North, Range 21 East, in the City of Milwaukee, southerly to the Allerton Substation in the Southwest $\frac{1}{4}$ of Section 23, Township 6 North, Range 21 East, in the City of Greenfield, all in Milwaukee County.

Line 214: A transmission line, 11.5 miles in length, of which the south 10 miles is a 345,000 volt single circuit line and a 138,000 volt single circuit line on double circuit steel poles and of which the north 1.5 miles is a 138,000 volt single circuit line, on double circuit steel poles for the southerly 0.9 miles and on single circuit wood poles for the northerly 0.6 miles, extending from the Racine Substation in the Northeast $\frac{1}{4}$ of Section 23, Township 3 North, Range 22 East, Town of Mount Pleasant, northerly through a portion of the Town of Mount Pleasant and the Town of Caledonia, Racine County and a portion of the City of Oak Creek to a point of interconnection in the Southwest $\frac{1}{4}$ of Section 34, Township 5 North, Range 22 East, City of Oak Creek, Milwaukee County.

WISCONSIN ELECTRIC POWER COMPANY

Data Relative to Recording of

Fifteenth Supplemental Indenture dated July 15, 1976

This Fifteenth Supplemental Indenture dated July 15, 1976, was recorded in the office of the Register of Deeds of the Counties listed below, all in the State of Wisconsin, as follows:

<u>County</u>	<u>Date Recorded</u>	<u>Time</u>	<u>Reel or Volume</u>	<u>Image or Page</u>	<u>Document No.</u>
Brown	July 9, 1976	10:45 a.m.	438	9	837348
Calumet	July 9, 1976	10:20 a.m.	150	200	140033
Dane	July 9, 1976	10:30 a.m.	700	54	1477348
Dodge	July 9, 1976	9:37 a.m.	465	1	593009
Fond du Lac	July 9, 1976	8:30 a.m.	739	664	310822
Jefferson	July 9, 1976	8:00 a.m.	538	1	732738
Kenosha	July 9, 1976	9:00 a.m.	965	796	602550
Manitowoc	July 9, 1976	9:36 a.m.	544	1	511528
Milwaukee	July 9, 1976	9:00 a.m.	941	1181	5017453
Outagamie	July 9, 1976	10:00 a.m.	1020	239	712664
Ozaukee	July 9, 1976	11:46 a.m.	385	310	281380
Portage	July 9, 1976	8:15 a.m.	360	508	316305
Racine	July 9, 1976	8:05 a.m.	1326	277	980044
Rock	July 9, 1976	9:30 a.m.	602	451	848678
Sheboygan	July 9, 1976	8:01 a.m.	781	607	998337
Walworth	July 9, 1976	8:38 a.m.	162	105	05146
Washington	July 9, 1976	10:48 a.m.	615	1	375415
Waukesha	July 9, 1976	8:04 a.m.	187	1	958160
Waupaca	July 9, 1976	8:00 a.m.	491	321	364779
Wood	July 9, 1976	10:35 a.m.	395	537	552402