

EXHIBIT 1

Parcel 1

Those portions of Lots 10, 11, 12, and 13, Block 73 in the Town of Oneota, according to the recorded plat thereof (now part of the City of Duluth, Minnesota), lying Southeasterly of a line drawn concentric with and 25.0 Northwesterly, as measured radially from said Railroad Company's Main Track centerline, as originally located and constructed, and being a portion of the same property described in Special Warranty Deed from Western Land Association of Minnesota to the Lake Superior & Mississippi Railroad Company filed for record January 26, 1874 in Book K of Deeds, page 325 in and for said County.

Parcel 2

The Southeasterly 75.0 feet of Burlington Northern Railroad Company's (formerly Northern Pacific Railway Company) 200.0 foot right of way, situated in the Southwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of Section 5, Township 49 North, Range 14 West of the 4th Principal Meridian, described as follows:

Beginning at the Northwest corner of Lot 1, Block 9 of Hazlewood Addition Oneota in the City of Duluth, Minnesota, according to the recorded plat thereof; thence Northeasterly along the Northwesterly line of said Block 9, along a curve concave to the Southeast having a radius of 11,359.2 feet a distance of 412 feet, more or less, to the most Northerly corner of Lot 8, said Block 9; thence Northwesterly along the Northwesterly extension of the Northeasterly line of said Block 9 to a point being 75.0 feet Northwesterly, as measured at right angles and radially from said Northwesterly line of said Block 9; thence Southwesterly parallel with said Northwesterly line of said Block 9, along a curve concave to the Southeast having a radius of 11,434.2 feet a distance of 412 feet, more or less, to the intersection with the Northwesterly extension of the Southwesterly line of said Block 9, thence Southeasterly along said Northwesterly extension of the Southwesterly line of said Block 9 to the point of beginning. St. Louis County, Minnesota.

Parcel 3

A 55.0 foot wide strip of land situated in the SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 5, Township 49 North, Range 14 West of the 4th P.M. in the City of Duluth, St. Louis County, Minnesota, being a portion of the same 200 foot wide strip of land described in Quitclaim Deed from William C. Bailey, et ux to the Lake Superior & Mississippi Railroad Company filed for record March 9, 1870 in Book E of Deed, page 341 in and for said County, said 55.0 foot wide strip of land being 30.0 feet wide on the Northwesterly side and 25.0 feet wide on the Southeasterly side of said Railroad Company's Main Track centerline, as originally located and constructed upon, over and across said SW $\frac{1}{4}$ SW $\frac{1}{4}$, bounded on the Northeast by the Southwesterly right of way line of 40th Avenue West (formerly Collingwood Avenue), according to the recorded plat of Hazlewood Addition to the City of Duluth, and bounded on the Southwest by the Northeasterly right of way line of 41st Avenue West (formerly Michigan Avenue), according to the recorded plat of Hazlewood Addition to the City of Duluth.

Parcel 4

A parcel of land situated in the SW1/4 SW1/4 of Section 5, Township 49 North, Range 14 West of 4th P.M. in the City of Duluth, St. Louis County, Minnesota, bring a portion of the same 200.0 foot wide strip of land described in Quitclaim Deed from William C. Bailey, et ux to the Lake Superior & Mississippi Railroad Company filed for record March 9, 1870 in Book E of Deeds, page 341 in and for said County, together with a portion of 80-foot wide 41st Avenue West (formerly Michigan Avenue) described in Quitclaim Deed dated January 9, 1985 from the City of Duluth to Burlington Northern Railroad Company described as follows:

Beginning at a point on the South line of said Section 5 distant 100.0 feet Southeasterly, as measured radially from said Railroad Company's Main Track centerline, as originally located and constructed upon, over and across said SW1/4 SW1/4; thence Northeasterly along the Southeasterly boundary of said 200 foot wide strip of land a distance of 200 feet, more or less, to the Northeasterly right of way line of 41st Avenue West (formerly Michigan Avenue); thence Northwesterly along said Northeasterly right of way line to the intersection with a line drawn concentric with and 25.0 feet Northwesterly, as measured radially from said Main Track centerline; thence Southwesterly along said concentric line a distance of 325 feet, more or less, to the South line of said Section 5, thence East along said South line of Section 5 a distance of 190 feet, more or less, to the Point of Beginning.