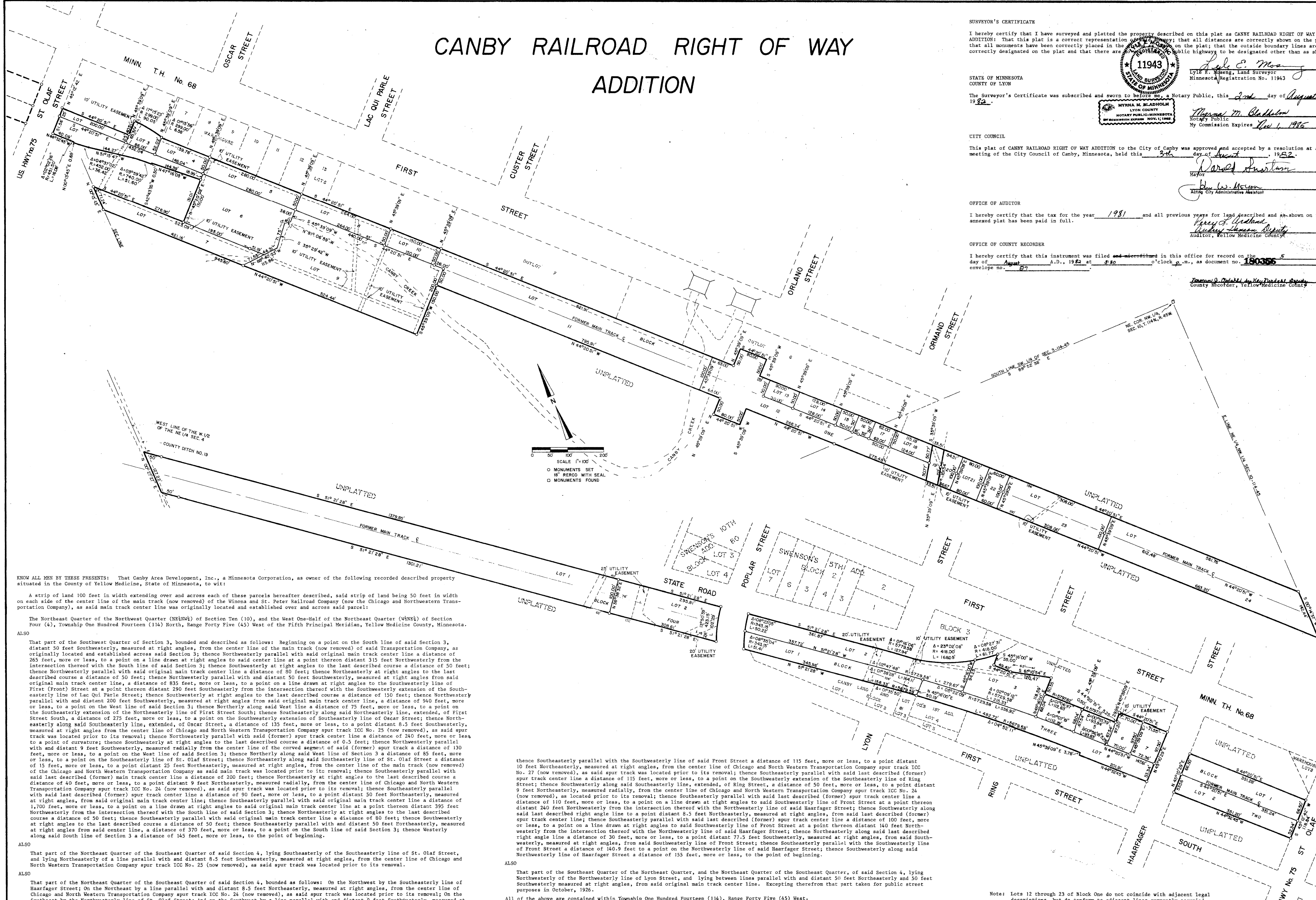
OFFICIAL PLAT

CANBY RAILROAD RIGHT OF WAY ADDITION



SURVEYOR'S CERTIFICATE

I hereby certify that I have surveyed and platted the property described on this plat as CANBY RAILROAD RIGHT OF WAY ADDITION: That this plat is a correct representation of said survey; that all distances are correctly shown on the plat; that all monuments have been correctly placed in the ground as shown on the plat; that the outside boundary lines are correctly designated on the plat and that there are no wetlands or public highways to be designated other than as shown.

LYLE E. MOSENG REGISTERED LAND SURVEYOR 11943 STATE OF MINNESOTA

Lyle E. Moseng
Lyle E. Moseng, Land Surveyor
Minnesota Registration No. 11943

STATE OF MINNESOTA
COUNTY OF LYON

The Surveyor's Certificate was subscribed and sworn to before me, a Notary Public, this *2nd* day of *August*, 19*82*.

MYRNA M. BLADHOLM LYON COUNTY NOTARY PUBLIC-MINNESOTA MY COMMISSION EXPIRES NOV. 1, 1985

Myrna M. Bladholm
Notary Public
My Commission Expires *Nov 1, 1985*

CITY COUNCIL

This plat of CANBY RAILROAD RIGHT OF WAY ADDITION to the City of Canby was approved and accepted by a resolution at a meeting of the City Council of Canby, Minnesota, held this *3th* day of *August*, 19*82*.

Darold Snortum
Mayor

John W. Meyer
Acting City Administrative Assistant

OFFICE OF AUDITOR

I hereby certify that the tax for the year *1981* and all previous years for land described and as shown on the annexed plat has been paid in full.

Percy L. Ardland
Audrey Hanson, Deputy
Auditor, Yellow Medicine County

OFFICE OF COUNTY RECORDER

I hereby certify that this instrument was filed ~~and microfilmed~~ in this office for record on the *5* day of *August* A.D., 19*82* at *3:30* o'clock *p*.m., as document no. **180356** envelope no. *87*.

Norman J. Ordahl by Kay Nordahl, Deputy
County Recorder, Yellow Medicine County

KNOW ALL MEN BY THESE PRESENTS: That Canby Area Development, Inc., a Minnesota Corporation, as owner of the following recorded described property situated in the County of Yellow Medicine, State of Minnesota, to wit:

A strip of land 100 feet in width extending over and across each of these parcels hereafter described, said strip of land being 50 feet in width on each side of the center line of the main track (now removed) of the Winona and St. Peter Railroad Company (now the Chicago and Northwestern Transportation Company), as said main track center line was originally located and established over and across said parcel:

The Northeast Quarter of the Northwest Quarter (NE¼NW¼) of Section Ten (10), and the West One-Half of the Northeast Quarter (W½NE¼) of Section Four (4), Township One Hundred Fourteen (114) North, Range Forty Five (45) West of the Fifth Principal Meridian, Yellow Medicine County, Minnesota.

ALSO

That part of the Southwest Quarter of Section 3, bounded and described as follows: Beginning on a point on the South line of said Section 3, distant 50 feet Southwesterly, measured at right angles, from the center line of the main track (now removed) of said Transportation Company, as originally located and established across said Section 3; thence Northwesterly parallel with said original main track center line a distance of 265 feet, more or less, to a point on a line drawn at right angles to said center line at a point thereon distant 315 feet Northwesterly from the intersection thereof with the South line of said Section 3; thence Southwesterly at right angles to the last described course a distance of 50 feet; thence Northwesterly parallel with said original main track center line a distance of 80 feet; thence Northeasterly at right angles to the last described course a distance of 50 feet; thence Northwesterly parallel with and distant 50 feet Southwesterly, measured at right angles from said original main track center line, a distance of 835 feet, more or less, to a point on a line drawn at right angles to the Southwesterly line of First (Front) Street at a point thereon distant 290 feet Southeasterly from the intersection thereof with the Southwesterly extension of the Southeasterly line of Lac Qui Parle Street; thence Southwesterly at right angles to the last described course a distance of 150 feet; thence Northwesterly parallel with and distant 200 feet Southwesterly, measured at right angles from said original main track center line, a distance of 940 feet, more or less, to a point on the West line of said Section 3; thence Northerly along said West line a distance of 75 feet, more or less, to a point on the Southeasterly extension of the Northeasterly line of First Street South; thence Southeasterly along said Northeasterly line, extended, of First Street South, a distance of 275 feet, more or less, to a point on the Southwesterly extension of Southeasterly line of Oscar Street; thence Northeasterly along said Southeasterly line, extended, of Oscar Street, a distance of 135 feet, more or less, to a point distant 8.5 feet Southwesterly, measured at right angles from the center line of Chicago and North Western Transportation Company spur track ICC No. 25 (now removed), as said spur track was located prior to its removal; thence Northwesterly parallel with said (former) spur track center line a distance of 240 feet, more or less, to a point of curvature; thence Southwesterly at right angles to the last described course a distance of 0.5 feet; thence Northwesterly parallel with and distant 9 feet Southwesterly, measured radially from the center line of the curved segment of said (former) spur track a distance of 130 feet, more or less, to a point on the West line of said Section 3; thence Northerly along said West line of Section 3 a distance of 85 feet, more or less, to a point on the Southeasterly line of St. Olaf Street; thence Northeasterly along said Southeasterly line of St. Olaf Street a distance of 15 feet, more or less, to a point distant 25 feet Northeasterly, measured at right angles, from the center line of the main track (now removed) of the Chicago and North Western Transportation Company as said main track was located prior to its removal; thence Southeasterly parallel with said last described (former) main track center line a distance of 200 feet; thence Northeasterly at right angles to the last described course a distance of 40 feet, more or less, to a point distant 9 feet Northeasterly, measured radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 24 (now removed), as said spur track was located prior to its removal; thence Southeasterly parallel with said last described (former) spur track center line a distance of 90 feet, more or less, to a point distant 50 feet Northeasterly, measured at right angles, from said original main track center line; thence Southeasterly parallel with said original main track center line a distance of 1,700 feet, more or less, to a point on a line drawn at right angles to said original main track center line at a point thereon distant 395 feet Northwesterly from the intersection thereof with the South line of said Section 3; thence Northeasterly at right angles to the last described course a distance of 50 feet; thence Southeasterly parallel with said original main track center line a distance of 80 feet; thence Southwesterly at right angles to the last described course a distance of 50 feet; thence Southeasterly parallel with and distant 50 feet Northeasterly, measured at right angles from said center line, a distance of 370 feet, more or less, to a point on the South line of said Section 3; thence Westerly along said South line of Section 3 a distance of 145 feet, more or less, to the point of beginning.

ALSO

That part of the Northeast Quarter of the Southeast Quarter of said Section 4, lying Southeasterly of the Southeasterly line of St. Olaf Street, and lying Northeasterly of a line parallel with and distant 8.5 feet Southwesterly, measured at right angles, from the center line of Chicago and North Western Transportation Company spur track ICC No. 25 (now removed), as said spur track was located prior to its removal.

ALSO

That part of the Northeast Quarter of the Southeast Quarter of said Section 4, bounded as follows: On the Northwest by the Southeasterly line of Haarfager Street; On the Northeast by a line parallel with and distant 8.5 feet Northeasterly, measured at right angles, from the center line of Chicago and North Western Transportation Company spur track ICC No. 24 (now removed), as said spur track was located prior to its removal; On the Southeast by the Northwesterly line of St. Olaf Street; And on the Southwest by a line parallel with and distant 9 feet Southwesterly, measured at right angles, from the center line of Chicago and North Western Transportation Company spur track ICC No. 25 (now removed), as located prior to its removal.

ALSO

That part of the Northeast Quarter of the Southeast Quarter of said Section 4, bounded and described as follows: Beginning at a point on the Northwesterly line of Haarfager Street, distant 8.5 feet Southwesterly, measured at right angles, from the center line of Chicago and North Western Transportation Company spur track ICC No. 25 (now removed), as said spur track was located prior to its removal; thence Northwesterly parallel with said (former) spur track center line to a point on a line drawn at right angles to the Northeasterly line of First Street South at a point thereon distant 200 feet Northwesterly from the intersection thereof with the Northwesterly line of said Haarfager Street; thence Northeasterly along said last described right angle line a distance of 5 feet, more or less, to a point distant 50 feet Southwesterly, measured radially, from said original main track center line; thence Northwesterly parallel with said original main track center line a distance of 515 feet, more or less, to a point on the Southeasterly line of Lyon Street; thence Northeasterly along said Southeasterly line of Lyon Street a distance of 110 feet, more or less, to a point distant 50 feet Northeasterly, measured radially, from the center line of the West leg of Wye Track (now removed), as originally located; thence Easterly parallel with said Wye track center line, said parallel line having a radius of 418 feet and being the Northerly line of the station grounds of said Winona and St. Peter Railroad Company, a distance of 175 feet, more or less, to a point distant 60 feet Southwesterly, measured at right angles, from the Southwesterly line of Front (First) Street; thence Southwesterly parallel with the Southeasterly line of said Lyon Street a distance of 35 feet; (Continued)

thence Southeasterly parallel with the Southwesterly line of said Front Street a distance of 115 feet, more or less, to a point distant 10 feet Northeasterly, measured at right angles, from the center line of Chicago and North Western Transportation Company spur track ICC No. 27 (now removed), as said spur track was located prior to its removal; thence Southeasterly parallel with said last described (former) spur track center line a distance of 115 feet, more or less, to a point on the Southwesterly extension of the Southeasterly line of Ring Street; thence Southwesterly along said Southeasterly line, extended, of Ring Street, a distance of 50 feet, more or less, to a point distant 9 feet Northeasterly, measured radially, from the center line of Chicago and North Western Transportation Company spur track ICC No. 24 (now removed), as located prior to its removal; thence Southeasterly parallel with said last described (former) spur track center line a distance of 110 feet, more or less, to a point on a line drawn at right angles to said Southwesterly line of Front Street at a point thereon distant 240 feet Northwesterly from the intersection thereof with the Northwesterly line of said Haarfager Street; thence Southwesterly along said last described right angle line to a point distant 8.5 feet Northeasterly, measured at right angles, from said last described (former) spur track center line; thence Southeasterly parallel with said last described (former) spur track center line a distance of 100 feet, more or less, to a point on a line drawn at right angles to said Southwesterly line of Front Street at a point thereon distant 140 feet Northwesterly from the intersection thereof with the Northwesterly line of said Haarfager Street; thence Northeasterly along said last described right angle line a distance of 30 feet, more or less, to a point distant 77.5 feet Southwesterly, measured at right angles, from said Southwesterly, measured at right angles, from said Southwesterly line of Front Street; thence Southeasterly parallel with the Southwesterly line of Front Street a distance of 140.9 feet to a point on the Northwesterly line of said Haarfager Street; thence Southwesterly along said Northwesterly line of Haarfager Street a distance of 155 feet, more or less, to the point of beginning.

ALSO

That part of the Southeast Quarter of the Northeast Quarter, and the Northeast Quarter of the Southeast Quarter, of said Section 4, lying Northwesterly of the Northwesterly line of Lyon Street, and lying between lines parallel with and distant 50 feet Northeasterly and 50 feet Southwesterly measured at right angles, from said original main track center line. Excepting therefrom that part taken for public street purposes in October, 1926.

All of the above are contained within Township One Hundred Fourteen (114), Range Forty Five (45) West.

Have caused the same to be surveyed and platted as CANBY RAILROAD RIGHT OF WAY ADDITION and so hereby dedicate to the public for public use forever all drives, roads, streets and easements as shown on this plat; also, this plat is subject to all existing easements.

In witness whereof said Canby Area Development, Inc., a Minnesota Corporation, have hereunto set their seal this *August 5th* day of *August*, 19*82*.

by *Jeffrey Winkels*
President, Canby Area Development, Inc.

by *John Fisher*
Secretary, Canby Area Development, Inc.

STATE OF MINNESOTA
COUNTY OF YELLOW MEDICINE

On this *5th* day of *August*, 19*82*, before me, a notary public with and for said County, personally appeared the President and Secretary, to me personally known, who, being by me sworn did say that they are the President and Secretary of the corporation named in the foregoing instrument, ~~and that the seal affixed to said instrument is the corporate seal of said corporation~~, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors and said President and Secretary acknowledged said instrument to be the free act and deed of said corporation.

Corporation has no seal

John W. Meyer
Notary Public
My Commission Expires *April 16, 1988*

Note: Lots 12 through 23 of Block One do not coincide with adjacent legal descriptions, but do conform to adjacent lines currently occupied.