

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF WISCONSIN
LAKE SUPERIOR TERMINAL & TRANSFER RAILWAY COMPANY
VALUATION SECTION NO. 1
PRE-INVENTORY INFORMATION
GENERAL OUTLINE AND HISTORY OF THE WORK

The Lake Superior Terminal & Transfer Railway Company of Wisconsin was incorporated under the general laws of the state of Wisconsin, October 17th, 1883, and articles were filed with the Secretary of State June 13th, 1884.

The names of the incorporators were as follows:

James J. Hill,	St. Paul, Minn.
E. W. Winter,	St. Paul, Minn.
William P. Clough,	" "
John H. Hammond,	Superior, Wis.
Allen Marvel,	St. Paul, Minn.
John C. Spooner,	Hudson, Wis.
George S. Baxter,	New York, N.Y.

Article 1 of the Articles of Incorporation reads as follows:

The name of this corporation shall be "The Lake Superior Terminal and Transfer Railway Company of the State of Wisconsin".

The general nature of the business of this company shall be to acquire depot, storing, yard and shop grounds, construct, maintain, use and operate for public use railroad lines and tracks, buildings, depots depot grounds and storage tracks and shops, and other railroad conveniences and appliances, in the county of Douglas, in the State of Wisconsin, for the transportation of rolling stock, freight and passengers, and for the purpose of connecting any and all the various other lines of railroad running to or into the said county of Douglas, and for the purpose of transferring rolling stock, freight and passengers between such railroads and between such railroads and docks and piers and vessels touching at any port or place in the said county, and generally to exercise powers conferred by the statutes of the State of Wisconsin relative to the organization and powers of railroad corporations. The main line of railroad to be constructed by this corporation shall begin at a point on the northerly boundary line of section ten (10), in township forty-nine (49) range fourteen (14), in said county of Douglas, to be selected by this corporation, and the same shall extend in a southerly direction to a point in section thirty-four (34), in township forty-three (43), range fourteen (14), on the southerly boundary line of the said county to be

hereafter selected by this corporation; and such branch lines of railroad, extending from the said main line of railroad to the said other railroads, respectively, and to the various warehouses, piers, wharves, landing places, mills, manufactories stockyards, and other industries situated in the said county of Douglas, shall be constructed, as may be necessary or desirable to carry out the purposes hereinbefore set forth. The said main line of railroad will be thirty (30) miles in length more or less, and the said branch lines will be one hundred (100) miles in length, in the aggregate, more or less; none of said branches shall exceed five (5) miles in length, and will be provided with such side tracks, switches and turnouts as may be found necessary or desirable for the transaction of the business of this corporation.

The said main and branch lines of railroad are to be situated wholly within the said county of Douglas.

This company constructed a union passenger station at Superior, Wisconsin, in 1885, and between that year and 1890 also constructed 15 miles of terminal tracks, additional tracks have been constructed at various times making the present aggregate mileage, 24 miles all in Superior, Wis.

The passenger station burned and was replaced by the present structure in 1905. The outstanding capital stock of this company consists of 5094 shares, which are held as follows:

Great Northern Railway Company,	1698 shares,
Northern Pacific Railway "	1698 "
Chicago, St. Paul, Mpls. &	
Omaha Railway Company	849 "
Duluth, South Shore & Atlantic	
Railway Company	849 "
	5094

This company has continuously operated the above described passenger station and terminal tracks since construction, and

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in addition has operated over certain tracks of the Northern Pacific Railway Company at Superior as follows:

E.St. to Spruce St.
Connection with E. St. Yard of Great Northern Ry.
N. 20th St. to N. 16th St.
Tracks on Connors Point.

No contracts or final estimates covering the construction of these lines have been found.

Gravel for ballast has been obtained from Carlton Pit, as shown on blueprint sketch attached to inventory.

Subsidence will be developed at time of Government inventory.