

REAL ESTATE TRANSFER	
TAX PAID <u>8</u>	
\$ <u>48</u>	STAMP # <u>440</u>
<i>Michelle Utsler</i>	
RECORDER	
<u>1-7-04</u>	<u>Madison</u>
DATE	COUNTY

REC \$ 275 00  
 AUD \$ 50 00  
 H.M.F. \$ 1 00  
5

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COMPARED	<input type="checkbox"/>

MICKI UTSLER  
 RECORDER  
 MADISON COUNTY, IDWA

*30,251.00 REAL ESTATE*

Prepared by: T. Scott Bannister, 1300 Des Moines Building, Des Moines, IA 50309 Telephone: (515)244-0177, Fax: (515)244-8258  
 Address Tax Statements to: Iowa Interstate Railroad, Ltd., 800 Webster Street, Iowa City, Iowa 52240

**QUIT CLAIM DEED**

**HEARTLAND RAIL CORPORATION**, an Iowa corporation whose address is 1300 Des Moines Building, Des Moines, Iowa (herein designated as "Grantor"), and pursuant to every other power and authority to it pertaining, in consideration of the sum of Ten Dollars (\$10.00) and other good, valuable and sufficient consideration, the receipt of which is hereby acknowledged, does hereby QUITCLAIM and CONVEY, subject to the reservations and exceptions hereinafter set forth, unto **IOWA INTERSTATE RAILROAD, LTD.**, a Delaware corporation whose address is 800 Webster Street, Iowa City, Iowa 52240 (herein designated as "Grantee") all of Grantor's right, title and interest, estate, claim and demand, if any, in and to railroad right-of-way property and real estate which is legally described in Exhibit "A," a copy of which is attached and incorporated herein by this reference, including and together with all improvements, tenements, fixtures, appurtenances thereto, rights-of-way, strips and gores of land, abutting extra-width land, improvements affixed or installed, such as rail and right-of-way fences, buildings, passages, sewer rights, trackage, signal and communications equipment, waters, water courses, water rights and powers, flowers, shrubs, crops, trees, timber and other emblements now or hereinafter located on the real estate or under or above the same or any part or parcel thereof, and all rights, titles, interests and appurtenances, whatsoever, in any way belonging, relating, or appertaining to the real estate or any part thereof, or which shall in any way belong, relate, or be appurtenant thereto; and it being understood that the enumeration of any specific articles of property shall in no way exclude or be held to exclude any items of property not specifically mentioned; and all of the property herein described, real, personal and mixed, whether affixed or annexed or not (except where otherwise specified) and all rights hereby conveyed and transferred are intended so to be as a unit and are hereby understood, agreed and declared to form a part and parcel of the Property and to be appropriated to the use of the Property (hereafter the "Property").

It is the Grantor's intention to quitclaim all of its right, title and interest to its railroad right-of-way and contiguous property located generally between the following end points:

Bureau, Bureau Co., Illinois at E.P.S. 6064+97, M.P. 181.53 westerly to Milan, Rock Island Co., Illinois at E.P.S. 4436+63.6 (Rip Line) and at E.P.S. 177+31 (Sherrand); and

Davenport, Scott Co., Iowa at E.P.S. 9634+00, M.P. 182.35 westerly to E. Des Moines, Polk Co., Iowa at E.P.S. 1825+00, M.P. 353.2 and between M.P. 355.9 and M.P. 358.6; and

W. Des Moines, Polk Co., Iowa at E.P.S. 19272+47, M.P. 365.0 westerly to Council Bluffs, Pottawattomie Co., Iowa at E.P.S. 26412+90; and

Hancock, Pottawattomie Co., Iowa at E.P.S. 24539+75, M.P. 464.77 southerly to Oakland, Pottawattomie Co., Iowa at E.P.S. 24794+15, M.P. 469.59; and

From the connection with Grantor's East/West main track at or near Atlantic, Cass Co., Iowa, to a point approximately 3.2 miles northerly of said connection; and

Altoona, Polk Co., Iowa at the connection with Grantor's East/West main track southeasterly to at or near Prairie City, Iowa at M.P. 135.0; and

Blue Island, Cook Co., Illinois as described in Exhibit "A".

Further, the predecessor to the Grantor, **CHICAGO PACIFIC CORPORATION**, a Delaware corporation, by Quit Claim Deed to Grantor dated October 4, 1984 and filed of record in each County in which the Property is located reserved to itself, its successors and assigns, exclusive perpetual easements and the exclusive right to grant easements, leases or licenses, either in perpetuity or for terms, for the construction, installation, erection, reconstruction, reinstallation, re-erection, relocation, maintenance, removal, repair, replacement, use and operation of transportation and transmission systems for all and every type of fluids, gases, resources, materials, products, communications and energy by whatever means including, without limitation, overhead conveyors, pipelines, telephone, radio, radar or laser transmission systems, wire, cable, fiber, fiber-optic, utility, energy and power transmission lines or conduits of every kind and character together with all necessary supporting structures and devices which may be constructed, erected or installed on, in, under, over, above, across and along all or any portion of the Property at any time and from time to time in the future (the foregoing collectively referred to herein as the "Utility Easements"); and the exclusive right to convert or amend the Utility Easements, the right of access over the Property for purposes in connection with the Utility Easements and other rights related thereto and as specifically described and set forth in said Quit Claim Deed.

Notwithstanding any other provision of this instrument, the Grantor shall in no event incur liability to the Grantee for failure of or defect in the title or estate of the Grantor in and to the Property.

TOGETHER with all and singular the hereditaments and appurtenances belonging thereto; to HAVE AND TO HOLD the Property, subject to the aforesaid exceptions and reservations, unto Grantee, its successors and assigns, forever.

This instrument is being executed in multiple counterparts, each of which shall be considered an original.

<b>TOTAL AMOUNT PAID</b>	<b>\$127,059.00</b>
<b>AMOUNT PAID FOR PERSONAL PROPERTY</b>	<b>96,808.00</b>
<b>AMOUNT PAID FOR REAL PROPERTY</b>	<b>30,251.00</b>

IN WITNESS WHEREOF, this Quit Claim Deed is executed by the Grantor this 16<sup>th</sup> day of December, 2003, and effective on the 1<sup>st</sup> day of January, 2004.

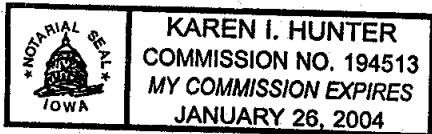
HEARTLAND RAIL CORPORATION

BY: *Donald C. Byers*  
Donald C. Byers, Its President

BY: *T. Scott Bannister*  
T. Scott Bannister, Its Secretary

STATE OF IOWA     )  
                                  ) ss.  
COUNTY OF POLK    )

On this 16<sup>th</sup> day of December, 2003, before me, the undersigned, a Notary Public in and for said County, in said State, personally appeared Donald C. Byers and T. Scott Bannister, to me personally known, who being by me duly sworn, did say that they are respectively, the President and the Secretary of Heartland Rail Corporation; that no seal has been procured by the said corporation; that said instrument was signed on behalf of said corporation by authority of its Board of Directors; and that said Donald C. Byers and T. Scott Bannister as such officers, acknowledged the execution of said instrument to be the voluntary act and deed of said corporation, by it and by them voluntarily executed.



*Karen J. Hunter*  
Notary Public in and for the  
State of Iowa

My Commission Expires:

*January 26, 2004*

## EXHIBIT "A"

### LEGAL DESCRIPTION

Being a description of parcels of land and strips of land of varying widths constituting a continuous line of railroad property:

#### SECTION ONE

Blue Island Yard (Four Outfreight Yard Tracks) – Blue Island, Illinois

##### Cook County, Illinois

The Point of Beginning being on a line 6.5 feet westerly of and parallel to the centerline of Grantor's former yard track #5 (local #47) and also being 6.5 feet easterly of Grantor's yard track #22 as presently laid out and located and on a line normal to Grantor's former main track #4 centerline located 735.6 feet northerly of the east/west centerline of Section 30, as measured along a line 50 feet westerly of and parallel to said main track #4 centerline; thence southwesterly from said Point of Beginning on a line 6.5 feet easterly of and parallel to the centerline of said yard track #22 to a line 71.5 feet westerly of and parallel to said main track #4 centerline; thence southerly along said line to a line 7.0 feet westerly of and parallel to the centerline of track #10; thence southerly along said line to a line normal to said track #10 centerline located at the southerly headblock of said track #10; thence southeasterly along said line to a line 6.5 feet westerly of and parallel to the centerline of Grantor's former yard track #5 (local #47); thence northerly along said line approximately 6,000 feet to said line 735.6 feet northerly of said east/west centerline; thence westerly along the last line intersected to the Point of Beginning; Also granting to the Grantee that nonexclusive easement easterly of said line 6.5 feet westerly of and parallel to said yard track #5 (local #47) centerline reserved to the Chicago, Rock Island and Pacific Railroad Company, Debtor, Grantor's predecessor in interest, by the Regional Transportation Authority in its condemnation in the United States District Court for the Northern District of Illinois, Eastern Division (No. 81 C 0431), and a nonexclusive easement westerly of a line 7.0 feet westerly of and parallel to said year track #10 centerline and a nonexclusive easement easterly of a line 6.5 feet easterly of and parallel to said yard track #22 from said Point of Beginning to a point opposite the point of switch for yard track #8 (local #45) as presently laid out and located in said outfreight lead (ladder) track, said nonexclusive easements being solely for railroad operating clearance purposes in order to comply with Illinois

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Commerce Commission General Order No. 22 effective November 1, 1920, as amended May 14, 1969, more particularly General Rules 10.1 through 10.5 inclusive, and Steam Railroad Rules 101.1 through 121.1 inclusive; Reserving to the Grantor an easement easterly of a line 7.0 feet westerly of and parallel to said yard track #10 centerline and an easement easterly of and parallel to said line being 6.5 feet easterly of said yard track #22, both easements being solely for railroad clearance purposes in order to comply with Illinois Commerce Commission General Order No. 22 effective November 1, 1920, as amended May 14, 1969, more particularly General Rules 10.1 through 10.5 inclusive, and Steam Railroad Rules 101 .1 through 121 .1 inclusive; all in the Southwest quarter of the Northeast Quarter of Section 30, the West Half of the Southeast Quarter of Section 30, the East Half of the Southwest Quarter of Section 30 and the Northwest Quarter of Section 31, both Sections 30 and 31 in Township 37 North, Range 14 East of the 3rd P.M.

## **SECTION TWO**

Bureau to Rock Island and Milan, Illinois

### **Bureau County, Illinois**

Beginning at the intersection of the centerline of the Grantor's westbound (northerly) main track and a line normal to said centerline located 842.4 feet southerly of the North line of Section 18, as measured along said track centerline (E.P.S. 6064+97, M.P. 114.85), Township 15 North, Range 10 East of the 4<sup>th</sup> P.M.; thence northwesterly along said centerline through Sections 18 and 7, Township 15 North, Range 10 East of the 4<sup>th</sup> P.M.; thence westerly through Sections 12, 1, 11, 10, 9, 8, 17, 18 and 7, Township 15 North, Range 9 East of the 4<sup>th</sup> P.M.; thence continuing westerly through Sections 12 and 1, Township 15 North, Range 8 East of the 4<sup>th</sup> P.M.; thence continuing westerly through Sections 36, 35, 34, 26, 27, 28, 21, 20 and 19, Township 16 North, Range 8 East of the 4<sup>th</sup> P.M.; thence continuing westerly through Sections 24, 23, 22, 21, 20 and 19, Township 16 North, Range 7 East of the 4<sup>th</sup> P.M.; thence continuing westerly through Sections 24, 23, 14, 15, 16, 17, 8 and 7, Township 16 North, Range 6 East of the 4<sup>th</sup> P.M.

### **Henry County, Illinois**

Thence continuing westerly along said main track centerline through Sections 12, 11, 2, 3, 4, 5 and 6, Township 16 North, Range 5 East of the 4th P.M.; thence continuing westerly through Section 31, Township 17 North, Range 5 East of the 4th P.M.; thence continuing westerly through Sections 36, 35, 34, 27, 28, 29 and 30, Township 17 North, Range 4 East of the 4th P.M.; thence continuing westerly through Sections 25, 24, 23, 22, 21, 16, 17 and 18, Township 17 North, Range 3 East of the 4th P.M.; thence continuing westerly through Sections 13, 14, 11, 10, 9, 8 and 7, Township 17 North, Range 2 East of the 4th P.M.; thence continuing westerly through Sections 12, 11, 10 and 3 to the westerly line of Henry County, Illinois, Township 17 North, Range 1 East of the 4th P.M.

Rock Island County, Illinois

Beginning at the intersection of the Grantor's main track centerline and the Easterly line of Rock Island County; thence westerly along said track centerline, through Sections 3 and 4, Township 17 North, Range 1 East of the 4th P.M.; thence northwesterly through Sections 33, 32, 30 and 31, Township 18 North, Range 1 East of the 4th P.M.; thence westerly through Fractional Section 25, Township 18 North, Range 1 West of the 4th P.M.; thence westerly through Lots 9, 8, 7, 6, 5, 4, 3 and 2, LeClaire's Reserve, and Sections 33, 32 and 31, (Including Grantor's right-of-way in Sylvan's Island in said Section 31), Township 18 North, Range 1 West of the 4th P.M.; thence westerly through Sections 36, 35 and 34, Township 18 North, Range 2 West of the 4th P.M.; thence southerly through Sections 3, 10, 15, 14, 23 and 24 to a termination at a line normal to said main track centerline located 1191.4 feet easterly of the north/south centerline of said Section 24 (E.P.S. 4436+63.6), as measured along said track centerline, and westerly through Sections 23, 26, 27, 28 and 29 to a termination at a line normal to said track centerline located 1793.2 feet westerly of the East line of said Section 29 (E.P.S. 177+31), as measured along said track centerline, all in Township 17 North, Range 2 West of the 4th P.M.

**SECTION THREE**

Davenport to E. Des Moines, Iowa

Scott County, Iowa

Beginning at the intersection of the centerline of the Grantor's Colorado West Bound (northerly)

main track and a line oriented at right angles to said track centerline located seven hundred ninety-eight feet, more or less, southeasterly of the North line of Section 36, as measured along said track centerline (M.P. 182.35, E.P.S. 9634+00), also being the East end of Grantor's Bridge No. 1825 over Third Street as located in Block 74 of LeClaire's Addition to the City of Davenport, Township 78 North, Range 3 East of the 5th P.M.; thence westerly along Grantor's Davenport to Iowa City West Bound (northerly) main track centerline through said Section 36 and through Sections 25, 26, 27, 22, 21, 16, 17, 18 and 7 (Excluding all of Grantor's interest in his East Davenport Yard located East of the East line of Pershing (Rock Island) Street in the Southwest Quarter of Section 25, and located East of the East line of Iowa Street and located northerly of the northerly line of Third Street in the Northwest Quarter of Section 36), all in the Township 78 North, Range 3 East of the 5th P.M.; thence continuing westerly through Sections 13, 12, 11, 10, 9, 4, 5 and 6, to the Westerly line of Scott County, Township 78 North, Range 2 East of the 5th P.M.

ALSO: Beginning at the intersection of the centerline of the Grantor's West Bound (northerly) main track and a line two hundred sixty-four feet, more or less, westerly of and parallel to the East line of Section 27, (M.P. 183.61, E.P.S. 9700+45), Township 78 North, Range 3 East of the 5th P.M.; thence westerly and southerly along Grantor's Davenport to Muscatine main track centerline through said Section 27 and Section 34 to the intersection of said main track centerline with the south line of Third Street, as laid out and located in the City of Davenport (M.P. 184.25, E.P.S. 9732+05), Township 78 North, Range 3 East of the 5th P.M.

Muscatine County, Iowa

Beginning at the intersection of the centerline of the Grantor's West Bound (northerly) main track and the East line of Muscatine County, being also the East Line of Section 1, Township 78 North, Range 1 East of the 5th P.M.; thence westerly along said centerline through said Section 1 and through Sections 2, 3, 4, 5 and 6 (Excluding that part of the Northeast Quarter of Section 5 lying northerly of a line fifty feet northerly of and parallel to the centerline of said northerly main track; Excluding all of Grantor's right-of-way located southerly of a line fifty feet southerly of and parallel to said northerly main track centerline located in said Sections 4 and 5 and being a part of Grantor's abandoned Black Hawk yard to Cedar Rapids lines), Township 78 North,

Range 1 East of the 5th P.M.; thence continuing westerly through Section 31, Township 79 North, Range 1 East of the 5th P.M. (being in Scott County); thence continuing westerly through Sections 36, 35, 34 and 33, Township 79 North, Range 1 West of the 5th P.M. (being in Cedar county); thence continuing westerly through Sections 4, 5 and 6, Township 78 North, Range 1 West of the 5th P.M.; thence continuing westerly through Sections 1, 2, 11, 10, 9, 8, 5 and 6, Township 78 North, Range 2 West of the 5th P.M.; thence continuing westerly through Section 1, 12, 11, 10, 15, 16, 17 and 18, Township 78 North, Range 3 West of the 5th P.M.; thence continuing westerly through Sections 13, 12, 11, 2, 3 and 4 to the northerly line of Section 4, being the northerly line of Muscatine County, (excluding Grantor's personal property and track fixtures and appurtenances thereto, in said Section 12, pertaining to the Chicago Rock Island and Pacific Railroad Company's former Cedar Rapids to Columbus Jct. Line of railroad) Township 78 North, Range 4 West of the 5<sup>th</sup> P.M.

Cedar County, Iowa

Beginning at the intersection of the centerline of the Grantor's main track and the south line of Section 33, Township 79 North, Range 4 West of the Fifth Principal Meridian, being also the southerly line of Cedar County; thence westerly through Sections 33, 32, 29 and 30 to the westerly line of Section 30, being the westerly line of Cedar County, Township 79 North, Range 4 West of the 5th P.M.

Johnson County, Iowa

Beginning at the intersection of the centerline of the Grantor's main track and the East line of Section 25, Township 79 North, Range 5 West of the 5th P.M., being the easterly line of Johnson County; thence westerly through Sections 25, 26, 27, 28, 29, 20 and 19, Township 79 North, Range 5 West of the 5th P.M., continuing westerly through Sections 24, 13, 14, 15, 16, 9, 8, 5 and 6 (Excluding that part of Chicago Rock Island and Pacific Railroad Company's former Elmira to Iowa City line lying northerly of the northerly line of Des Moines Street extended easterly, said street as laid out and located in the County Seat Addition of the City of Iowa City; Excluding all of Grantor's interest in Maiden Lane lying southerly of the south line of Lot 1, of Block 22 of Count Seat Addition to the City of Iowa City, extended easterly, and lying



northerly of the north line of Benton Street, as laid out and located in Lyon's First Addition to the City of Iowa City; Excluding all of Grantor's interest in Block 4 of Lyon's First Addition to the City of Iowa City; Township 79 North, Range 6 West of the 5th P.M.; Excluding all of Chicago, Rock Island and Pacific Railroad Company's former Coralville and quarry spur in said Section 5, Township 79 North, Range 6 West of the 5th P.M.); thence westerly through Section 1, Township 79 North, Range 7 West of the 5th P.M.; thence westerly through sections 36, 35, 26, 27, 28, 29 and 30, Township 80 North, Range 7 West of the 5th P.M.; thence westerly through Sections 25, 24, 23, 22, 21, 20, 17, 18, and 7, Township 80 North, Range 8 West of the 5th P.M.

ALSO: All of Chicago, Rock Island and Pacific Railroad Company's former Iowa City to Hills branch line in the East Half of Section 15 lying easterly of a line eight feet easterly of and parallel to the centerline of Chicago, Rock Island and Pacific Railroad Company's former Iowa City to Elmira main track, as located in or near Maiden Lane, all in Section 15, Township 79 North, Range 6 West of the 5th P.M.

Iowa County, Iowa

Thence continuing westerly through Sections 12, 11, 2, 3, 4, 5, and 6, Township 80 North, Range 9 West of the 5<sup>th</sup> P.M.; thence westerly through Section 31, Township 81 North, Range 9 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 36, 35, 34, 33, 32, 29 and 30, Township 81 North, Range 10 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 25, 36, 35, 34 and 33, Township 81 North, Range 11 west of the 5<sup>th</sup> P.M.; thence westerly through Sections 3, 4, 5, 6 and 7, Township 80 North, Range 11 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 12, 11, 10, 15, 16, 17, 18 and 19, Township 80 North, Range 12 West of the 5<sup>th</sup> P.M.

Poweshiek County, Iowa

Thence westerly through Sections 24, 23, 22, 21, 20, 17, 19 and 18, Township 80 North, Range 13 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 13, 24, 23, 22, 21, 28, 29 and 30, Township 80 North, Range 14 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 25, 26, 27, 28, 21, 20, 19 and 18, Township 80 North, Range 15 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 13, 14, 15, 16, 17, 18 and 19, Township 80 North, Range 16 West of the 5<sup>th</sup>

P.M.

Jasper County, Iowa

Thence continuing westerly through Sections 24, 25, 26, 27, 34, 33, 32, 31 and 30, Township 80 North, Range 17 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 25, 26, 23, 22, 21, 20, 17 and 18, Township 80 North, Range 18 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 13, 24, 23, 26, 27, 28, 33 and 32 (Excluding that part of the East Half of the Southwest Quarter of said Section 27 lying southerly of a line fifty feet southerly of and parallel to said main track centerline), Township 80 North, Range 19 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 5, 8 and 7, Township 79 North, Range 19 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 12, 11, 10, 9, 4, 5 and 6, Township 79 North, Range 20 West (including Section 31, Township 80 North, Range 20 West) of the 5<sup>th</sup> P.M.; thence westerly through Sections 1, 2, 3, 11, 10, 9, 8 and 7, Township 79 North, Range 21 West of the 5<sup>th</sup> P.M.

Polk County, Iowa

Thence continuing westerly through Sections 12, 11, 2, 3, 4, 9, 8, 7 and 18, Township 79 North, Range 22 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 13, 24, 23, 26, 35 and 34, to a termination at a line normal to said track centerline 820 feet westerly of the East line of said Section 34, as measured along said track centerline (Excluding all those parts of said Sections lying southerly or easterly of a line fifty feet southerly or easterly and parallel to the centerline of said main track) (E.P.S. 1825+00, M.P. 350.80) Township 79 North, Range 23 West of the 5<sup>th</sup> P.M.

**SECTION FOUR**

Altoona to Prairie City, Iowa Branch Line

Polk County, Iowa

Beginning at the intersection of the centerline of Grantor's Altoona to Prairie City branch line main track and the West line of the East Half of the Southeast Quarter of Section 13 (K.D.E.P.S. 18701+20 ±), Township 79 North, Range 23 West of the 5<sup>th</sup> P.M.; thence easterly through said Section 13, Township 79 North, Range 23 West of the 5<sup>th</sup> P. M.; thence

southeasterly along Grantor's Altoona to Pella branch line main track centerline through Sections 18, 17, 16, 9, 10, 11, 14 and 13, Township 79 North, Range 22 West of the 5th P.M.

Jasper County, Iowa

Thence southeasterly through Sections 18, 19, 20, 21, 28, 27, 34 and 35, Township 79 North, Range 21 West of the 5th P.M.; thence southeasterly through Fractional Sections 3, 2 and 1, Township 78 North, Range 21 West of the 5th P.M.; thence southeasterly through Sections 6 and 5, Township 78 North, Range 20 West of the 5th P.M.; and to the extent not previously sold, transferred or conveyed as a matter of record by Grantor to third parties, parcels or portions of former railroad right-of-way land located in Sections 8, 9, 10, 15, 14, 23, 24, 25 and 36, Township 78 North, Range 20 West of the 5th P.M.; thence southeasterly through Section 31, (Excluding all that part of said Section 31 lying northerly of a line fifty feet northeasterly of and parallel to said track centerline), Township 78 North, Range 19 West of the 5th P.M.

Marion County, Iowa

To the extent not previously sold, transferred or conveyed as a matter of record by Grantor to third parties, parcels or portions of former railroad right-of-way land located in Sections 6, 5, 8, 9, 16, 15, 22, 23, 26, 25 and 36, Township 77 North, Range 19 West of the 5th P.M.; thence southeasterly through Section 31, Township 77 North, Range 18 West of the 5th P.M.; thence southeasterly through Sections 6, 5, 4, 3, 10 and 11 to a termination at the east/west centerline of said Section 11 (E.P.S. 6056+50 ±, M.P. 114.60), Township 76 North, Range 18 West of the 5th P.M.

**SECTION FIVE**

W. Des Moines to Council Bluffs, Iowa

Polk County, Iowa

Beginning at the intersection of the centerline of the Grantor's main track and a line normal to said track centerline located 362 feet westerly of the north/south centerline of Section 21, Township 78 North, Range 25 West of the 5<sup>th</sup> P.M., as measured along said track centerline, (E.P.S. 19272+47, M.P. 365); thence westerly along said track centerline through Sections 21,

28, 29 and 30, Township 78 North, Range 25 West of the 5<sup>th</sup> P.M.

Dallas and Madison Counties, Iowa

Thence westerly through Sections 25, 26, 27, 28, 29 and 30, Township 78 North, Range 26 West of the 5<sup>th</sup> P.M., Dallas County; thence westerly through Sections 25, 26, 27, 22, 21, 20, 29 and 30, Township 78 North, Range 27 West of the 5<sup>th</sup> P.M., Dallas County; thence southerly through Sections 25 and 36, Township 78 North, Range 28 West of the 5<sup>th</sup> P.M., Dallas County; thence westerly through Sections 1, 2, 3, 4, 5 and 6 (Excluding all that part of the Southwest Quarter of said Section 4 lying southerly of a line fifty feet southerly of and parallel to said main track centerline), Township 77 North, Range 28 West of the 5<sup>th</sup> P.M., Madison County; thence westerly through Sections 1, 2, 3 and 4, Township 77 North, Range 29 West of the 5<sup>th</sup> P.M., Madison County; thence westerly through Sections 33, 32 and 31, Township 78 North, Range 29 West of the 5<sup>th</sup> P.M., Dallas County.

Guthrie and Adair Counties, Iowa

Thence westerly through Sections 36 and 35, Township 78 North, Range 30 West of the 5<sup>th</sup> P.M., Guthrie County; thence westerly through Sections 2, 3, 4 and 5, Township 77 North, Range 30 West of the 5<sup>th</sup> P.M., Adair County; thence westerly through Sections 32 and 31, Township 78 North, Range 30 West of the 5<sup>th</sup> P.M., Guthrie County; thence westerly through Sections 36, 25, 26, 27, 28, 29 and 30 (Excluding that part of said Section 28 lying northerly of a line fifty feet northerly of and parallel to said main track centerline); Township 78 North, Range 31 West of the 5<sup>th</sup> P.M., Guthrie County; thence westerly through Sections 25, 36, 35, 34, 33, 32, 29 and 31, Township 78 North, Range 32 West of the 5<sup>th</sup> P.M., Guthrie County; thence westerly through Sections 36, 35 and 34, Township 78 North, Range 33 West of the 5<sup>th</sup> P.M., Guthrie County; thence westerly through Sections 3, 4, 9, 8, 7 and 18, Township 77 North, Range 33 West of the 5<sup>th</sup> P.M., Adair County;

Cass County, Iowa

Thence westerly through Sections 13, 14, 23, 22, 21, 28, 29, 30 and 31, Township 77 North, Range 34 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 36 and 35, Township 77 North, Range 35 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 2, 3, 4, 9, 8 and 7,

Township 76 North, Range 35 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 12, 11, 2, 3, 4, 5 and 6, (Excluding that part of the Southeast Quarter of said Section 6 lying southerly of a line normal to Grantor's former Atlantic to Griswold branch line main track centerline located approximately 1,075 feet southwesterly of the East line of said Section 6, as measured along said track centerline; Excluding that part of the Northwest Quarter of said Section 6 lying northerly of a line one hundred feet northerly of and parallel to the centerline of said main line track), Township 76 North, Range 36 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 1, 2, 3, 4, 5 and 6, Township 76 North, Range 37 West of the 5<sup>th</sup> P.M.

Pottawattamie County, Iowa

Thence continuing westerly through Sections 1, 2, 3, 4, 5 and 6, Township 76 North, Range 38 West of the 5<sup>th</sup> P.M.; thence continuing westerly through Sections 1, 12, 11, 10, 9, 16, 17 and 18, Township 76 North, Range 39 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 13, 14, 23, 22, 21, 20 and 19, Township 76 North, Range 40 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 24, 13, 14, 23, 22, 21, 20 and 19, Township 76 North, Range 41 West of the 5<sup>th</sup> P.M.; thence westerly through Sections 24, 23, 26, 27 and 34 to a termination at a line normal to said centerline located 117.3 feet southerly of the North line of said Section 34, as measured along said track centerline (E.P.S. 25082+08.8, M.P. 475.02), Township 76 North, Range 42 West of the 5<sup>th</sup> P.M.

ALSO: A strip of land of varying widths constituting a railroad right-of-way in Pottawattamie County, Iowa, the center line of which is more particularly described below: Beginning at Milepost 490.38, being a point on the center line of Grantor's main line track, at the intersection thereof with the North line of the Southwest Quarter of the Southeast Quarter of Section 27, Township 76 North, Range 42 West of the Fifth Principal Meridian; thence Southwesterly along said center line through Sections 27, 34 and 33, Township 76 North, Range 42 West of the Fifth Principal Meridian; thence continuing Southwesterly through Sections 4, 5, 8, 7 and 18, Township 75 North, Range 42 West of the Fifth Principal Meridian; thence continuing Southwesterly through Sections 13, 14, 23, 22, 27, 28, 33 and 32, Township 75 North, Range 43 West of the Fifth Principal Meridian; thence continuing Southwesterly through Section 5, Township 74 North, Range 43 West of the Fifth Principal Meridian to Milepost 502.23, being a

point of intersection of said center line of Grantor's main line track, with the Easterly right-of-way line of Grantor (formerly Chicago, Rock Island and Pacific Railroad Company).

ALSO: Beginning at the intersection of the centerline of the Grantor's main track and a line normal to said track centerline located one hundred feet northerly of the east/west centerline of Section 5, as measured along said centerline, (E.P.S. 25679+15.7, M.P. 486.34), Township 74 North, Range 43 West of the 5<sup>th</sup> P.M.; thence generally westerly through Sections 5, 6 and 7, Township 74 North, Range 43 West of the 5<sup>th</sup> P.M.; thence northwesterly through Section 1, Township 74 North, Range 44 West of the 5<sup>th</sup> P.M.; thence northwesterly through Sections 36 and 35 to a termination at the north/south centerline of said Section 35, (E.P.S. 26412+90), Township 75 North, Range 44 West of the 5<sup>th</sup> P.M.

ALSO: All of Grantor's tracks and appurtenances as presently laid out and located within the East Half of the Southwest Quarter of Section 35, being Grantor's two main line tracks and spur tracks 23 and 24, Township 75 North, Range 44 West of the 5<sup>th</sup> P.M.

ALSO: All of Grantor's interest in the "Joint Riverline" which extends from E.P.S. 26403+40=0+36 H.B. located in the Southeast Quarter of Section 35; thence northerly and westerly through Sections 35, 34 and 33 to a termination at E.O.T. 151+67.5 located in the Northwest Quarter of the Northeast Quarter of said Section 33, Township 75 North, Range 44 West of the 5<sup>th</sup> P.M.

## **SECTION SIX**

### Atlantic, Iowa Branch Line

#### Cass County, Iowa

Beginning at the intersection of the Grantor's branch line main track centerline and a line normal to said centerline located at the east-west centerline of Section 22, Township 77 North, Range 36 West of the 5<sup>th</sup> P.M. and thence southerly through Sections 21, 28, 29, 32 and 31, (Excluding all of said Section 31 lying westerly of a line fifty feet westerly of and parallel to said branch line main track centerline), Township 77 North, Range 36 West of the 5<sup>th</sup> P. M.; thence southerly through the Northwest Quarter of the Northeast Quarter of Section 6 to a termination

at the intersection with the centerline of Grantor's main W. Des Moines to Council Bluffs track being at a line normal to said branch line main track centerline located 1,454 feet southerly of the North line of said Section 6, as measured along said branch line main track centerline, Township 76 North, Range 36 West of the 5th P.M.

#### SECTION SEVEN

Hancock to Oakland, Iowa Branch Line

#### Pottawattamie County, Iowa

Beginning at the intersection of the centerline of the Grantor's former branch line main track and the east/west centerline of Section 8, (E.P. 5. 24539+75, M.P. 464.77), Township 79 North, Range 39 West of the 5th P.M.; thence southerly along Grantor's branch line main track centerline through Sections 8, 17, 18, 19 and 30, Township 76 North, Range 39 West of the 5th P.M.; thence southerly through Sections 25 and 36, to the south line of said Section 36 (E.P.S. 24794+15, M.P. 469.59), Township 76 North, Range 40 West of the 5th P.M.

#### AND, INCLUDING THE FOLLOWING PARCELS:

Being particular descriptions of certain parcels already described in general terms above and not within any exclusion to the Property conveyed:

#### COOK COUNTY, ILLINOIS

A parcel of land located in the Northwest Quarter of Section 31, Township 37 North, Range 14 East of the Third Principal Meridian, in Cook County, Illinois which parcel is comprised of a part of the lands lying between the former Chicago, Rock Island and Pacific Railroad Company's main line and suburban line right of ways, which parcel of land is bounded and described as follows:

Beginning at the intersection of the North Line of said Northwest Quarter with a line which is 89.00 feet, measured perpendicularly, Westerly of the centerline of the main line right of way, 100 feet wide, which point of intersection is 478.06 feet, as measured along said North Line of

the Northwest Quarter, West of the Northeast corner of said Northwest Quarter, and running;

Thence Southwestwardly along a line which is 89.00 feet Westerly of and parallel with the centerline of the northbound main track as presently located, which parallel line forms an angle of 73 degrees, 06 minutes, 30 seconds, as measured West to Southwest with said North Line of the Northwest Quarter, a distance of 310.31 feet;

Thence Southwestwardly along a curved line which is 89.00 feet Westerly of and concentric with said centerline of the northbound main track, said curved line being an arc of a circle, convex to the Southeast and having a radius of 11,370.16 feet, an arc distance of 208.42 feet;

Thence continuing Southwesterly along said concentric line, being here an arc of a circle, convex to the Southeast and having a radius of 5,640.65 feet, an arc distance of 936.92 feet to a point on said concentric line which is 31.74 feet, measured perpendicularly, South of the South Line of Union Street;

Thence Southwestwardly along another curved line, being an arc of a circle, convex to the Southeast and having a radius of 3,568.63 feet, an arc distance of 457.48 feet;

Thence Southwestwardly along another curved line, convex to the Northwest and having a radius of 1,601.75 feet, an arc distance of 229.42 feet to a point on the North Line of York Street;

Thence Southwestwardly along a straight line which is tangent to the last described curved line, a distance of 351.19 feet;

Thence Southwestwardly along a straight line which forms an angle of 12 degrees, 08 minutes, 58 seconds, as measured clockwise with the prolongation of the last described line, a distance of 382.98 feet to a point which is 19.78 feet, as measured along the Southwestward extension of said straight line, Northeast of the intersection of said Southward extension with the North Line of Vermont Street, which Point of Intersection is 69.51 feet, as measured along said North Line, East of the center between the two main tracks of the Regional Transportation Authority's



Metropolitan Rail, Blue Island Suburban Line.

Thence Northwestwardly along a line perpendicular to the last described line, a distance of 3.50 feet to the Easterly line of the lands acquired by said Regional Transportation Authority as said Easterly line is monumented;

Thence Northeastwardly along said Easterly line, said Easterly line being here an arc of a circle, convex to the Southeast and having a radius of 1,509.49 feet, an arc distance of 576.87 feet;

Thence continuing Northeastwardly along said Easterly line as monumented, said line being here a straight line, a distance of 127.28 feet to a point which is 8.77 feet, measured perpendicularly, North of the North Line of York Street;

Thence continuing Northeastwardly along said Easterly line, being here an arc of a circle, convex to the Southeast and having a radius of 629.59 feet, an arc distance of 83.67 feet;

Thence continuing Northeastwardly, along said Easterly line as monumented, said line being here 10.00 feet Westerly of and parallel with the centerline of Track No. 77, said line being also tangent to the last described curved line, a distance of 811.70 feet;

Thence continuing Northeastwardly along said Easterly line, said line being here 10 feet Westerly of and concentric with said centerline of Track No. 77, said concentric line being an arc of a circle, convex to the Northwest and having a radius of 2,221.92 feet, an arc distance of 295.78 feet;

Thence continuing Northeastwardly along said Easterly line as monumented, being here a straight line which is 10.00 feet Westerly of and parallel with the centerline of said Track No. 77, a distance of 802.60 feet to an intersection with said North Line of the Northwest Quarter;

Thence Eastwardly along said North Line, a distance of 496.55 feet to the Point of Beginning.

And all of Grantor's right, title, or interest, estate, claim, or demand in any easements for ingress to or egress from the above described parcel or for the continued maintenance,

operation, and use of such parcel or any driveways, roads, conduits, sewers, water mains, gas lines, electric power lines, communication lines, wires and other utilities of any kind on or serving such parcel.

Also, Grantor herein conveys to Grantee all of Grantor's right, title, and interest, estate, claim and demand in the parcel of land next described below including without limitation those interests reserved by the Quitclaim Deed to Iowa Interstate Railroad, Ltd., dated March 31, 1988 and recorded in Cook County, Illinois as Document No. 88142814, in the parcel of land described as follows:

A parcel of land located in the South half of Section 30, Township 37 North, Range 14 East of the Third Principal Meridian, County of Cook, State of Illinois, more particularly described as follows:

Commencing on the East/West centerline of Section 30, 968 feet East of the West right-of-way line of the Regional Transportation Authority, Metropolitan Rail, Rock Island Division ("RTA"); thence Southwesterly along a straight line ("Line A") to a point on a line parallel with and 300 feet East of RTA's West right-of-way line, said point being 420 feet North of the South line of said Section 30, as measured along said parallel line; thence Southwesterly along said line 300 feet East of and parallel with RTA's West right-of-way line to a point on a line 2,400 feet South of, as measured perpendicular to and parallel with, said East/West centerline of Section 30; thence West parallel with said East/West centerline of Section 30 to a point on a line 250 feet East of, as measured perpendicular to, and parallel with said RTA's West right-of-way line; thence Southwesterly along said line being 250 feet East of and parallel with RTA's West right-of-way line, to a point on the South line of said Section 30; thence East along said South line of Section 30 a distance of 65 feet to the Point Of Beginning; thence Northeasterly along a line ("Line B") making an angle of 60° with said South line of Section 30 to a point of intersection with a line 700 feet North of, as measured perpendicular to and parallel with, said South line of Section 30; thence East along said line 700 feet North of and parallel with the South line of Section 30 to a point of intersection with a line 7 feet West of and parallel with the centerline of ICC Track No. 10; thence Southwesterly along a line 7 feet West of and parallel with the centerline of ICC Track No. 10 to the South line of Section 30; thence West along the South

line of Section 30 to the Point Of Beginning.

AND

All of Grantor's right, title and interest, estate, claim and demand, if any, to a portion of the property described above, said portion being described as follows:

A parcel of land located in the South half of Section 30, Township 37 North, Range 14 East of the Third Principal Meridian, County of Cook, State of Illinois, more particularly described as follows:

Commencing on the East/West centerline of Section 30, 968 feet East of the West right-of-way line of the Regional Transportation Authority, Metropolitan Rail, Rock Island Division ("RTA"); thence Southwesterly along a straight line ("Line A") to a point on a line parallel with and 300 feet East of RTA's West right-of-way line, said point being 420 feet North of the South line of said Section 30, as measured along said parallel line; thence Southwesterly along said line 300 feet East of and parallel with RTA's West right-of-way line to a point on a line 2,400 feet South of, as measured perpendicular to and parallel with, said East/West centerline of Section 30; thence West parallel with said East/West centerline of Section 30 to a point on a line 250 feet East of, as measured perpendicular to, and parallel with said RTA's West right-of-way line; thence Southwesterly along said line being 250 feet East of and parallel with RTA's West right-of-way line, to a point on the South line of said Section 30; thence East along said South line of Section 30 a distance of 65 feet to the Point Of Beginning; thence Northeasterly along a line ("Line B") making an angle of 60° with said South line of Section 30 to a point of intersection with a line 700 feet North of, as measured perpendicular to and parallel with, said South line of Section 30; thence East along said line 700 feet North of and parallel with the centerline of ICC Track No. 10; thence Southwesterly along a line 7 feet West of and parallel with the centerline of ICC Track No. 10b a distance of 45 feet; thence West along a line 655 North of and parallel with the South line of Section 30 a distance of 200 feet; thence Southwesterly at an angle of 45 degrees to the last described course to a point of intersection with line 30 feet Easterly of and parallel with Line B; thence Southwesterly along a line 30 feet Easterly of and parallel with Line

B to a point 70 feet North of the South line of Section 30 as measured on a line forming a right angle to the South line of Section 30; thence South to the South line of Section 30 a distance of 70 feet on a line forming a right angle to the South line of Section 30; thence West along the South line of Section 30 to the Point Of Beginning.

Also, Grantor herein conveys to Grantee those interests reserved in the Quitclaim Deed to Chicago Rail Link dated May 20, 1987, more specifically described as follows:

All of Grantor's right, title and interest, estate, claim and demand, if any, in any easements for the continued maintenance, operation and use of all existing driveways, roads, conduits, sewers, water mains, gas lines, electric power lines, communication lines, wires and other utilities and easements of any kind whatsoever on said premises, whether or not of record, whether owned, operated, used or maintained by Grantor, the Grantor's licensees or others, with the reasonable right of entry for the purpose of repairing, reconstructing and replacing same; and the Grantor's right and privilege to convert existing licenses, leases and agreements, for driveways, roads, conduits, sewers, water mains, gas lines, electric power lines, wires and other utilities to permanent easements by issuance of a suitable grant in recordable form in the following described parcel:

A parcel of land located in the Northeast quarter and South half of Section 30, Township 37 North, Range 14 East of the Third Principal Meridian, County of Cook, State of Illinois, more particularly described as follows:

Beginning at a Point on the East/West centerline of Section 30, 968 feet East of the West right-of-way line of the Regional Transportation Authority, Metropolitan Rail, Rock Island Division ("RTA"); thence Southwesterly along a straight line ("Line A") to a point on a line parallel with and 300 feet East of RTA's West right-of-way line, said point being 420 feet North of the South line of said Section 30, as measured along said parallel line; thence Southwesterly along said line 300 feet East of and parallel with RTA's West right-of-way line to a point on a line 2,400 feet South of, as measured perpendicular to, and parallel with said RTA's West right-of-way line; thence Southwesterly along said line being 250 feet East of and parallel with RTA's West right-of-way line, to a point on the South line of said Section 30; thence East along said South

line of Section 30 a distance of 65 feet; thence Northeasterly along a line ("Line B") making an angle of 60° with said South line of Section 30 to a point of intersection with a line 700 feet North of, as measured perpendicular to and parallel with, said South line of Section 30; thence East along said line 700 feet North of and parallel with the South line of Section 30 to a point of intersection with a line 7 feet West of and parallel with the centerline of ICC Track No. 10; thence Northeasterly along said line 7 feet West of and parallel with the centerline of ICC Track No. 10 to a point of intersection with a line 6.5 feet East of and parallel with ICC Track No. 22; thence Southwesterly along said line 6.5 feet Easterly of and parallel with the centerline of ICC Track No. 22 to said East/West centerline of Section 30; thence East along said East/West centerline to a point of intersection with a line 10 feet Easterly of and parallel with said centerline of ICC Track No. 22; thence Southwesterly along said line 10 feet Easterly of and parallel with ICC Track No. 22 approximately 1,060 feet to a point of intersection with a line projected Easterly at a right angle to said Line A from a point 1,000 feet Southwesterly of said East/West centerline of Section 30 as measured along said Line A; thence Northwesterly along said line projected Easterly from Line A, to a point of intersection with a line 10 feet Easterly of and parallel with the centerline of ICC Track No. 81 (also known as house track No. 4); thence Southwesterly along said line 10 feet Easterly of and parallel with the centerline of said ICC Track No. 81 a distance of 250 feet; thence Northwesterly along a line projected at a right angle from Line A to a point on Line A; thence Northeasterly along said Line A to the Point of Beginning

AND

All of Grantor's right, title and interest, estate, claim and demand, if any, to a non-exclusive roadway and utility easement over a portion of the property described above, said portion is described as follows:

Beginning at a point on the East/West centerline of Section 30, Township 37 North, Range 14 East of the Third Principal Meridian in Cook County, Illinois and its intersection with a line 10 feet Easterly of and parallel to the centerline of ICC Track No. 22; thence Southwesterly along said line 10 feet Easterly of the centerline of ICC Track No. 22, 150 feet; thence Easterly at a

right angle to the last described course to a point on a line 37 feet Westerly of and parallel with the centerline of ICC Track No. 10; thence Southwesterly along said line 37 feet Westerly of and parallel with the centerline of ICC Track No. 10; thence Southwesterly along said line 37 feet Westerly of and parallel with the centerline of ICC Track No. 10 to its intersection with a line 700 feet North of and parallel with the South line of said Section 30; thence East along said line 700 feet North of and parallel with the South line of Section 30 to a point of intersection with a line 7 feet West of and parallel with the centerline of ICC Track No. 10; thence Northeasterly along said line 7 feet West of and parallel with the centerline of ICC Track No. 10 to the East/West centerline of said Section 30; thence West along said East/West centerline of Section 30 to the Point of Beginning.

AND

All of Grantor's right, title and interest, estate, claim and demand, if any, in and to the following all of which were reserved to William M. Gibbons, trustee (the "Trustee"), predecessor to Grantor in that condemnation by the Regional Transportation Authority in the United States District Court for the Northern District of Illinois, Eastern Division (Case Number 81C431) as described in Exhibit 1 to the Final Judgment Order entered September 6, 1984 all of which are located in Section 30, Township 37 North, Range 14 East of the Third Principal Meridian in Cook County, Illinois.

A non-exclusive roadway and utility easement, being 60 feet in width, and being the easterly extension of Prairie Street from the westerly property line, or at another suitable location to be provided by RTA and subject to the terms of an agreement between the Trustee and RTA dated December 2, 1982 said easement being over the following property:

Beginning at a point midway between the centerlines of the two main tracks of the Grantor's former Suburban Line on the north line of Vermont Street; thence east along said north line of Vermont Street a distance of 72 feet, more or less, to a point of intersection with a line drawn parallel with and 6.5 feet westerly of the centerline of ICC Track No. 5; thence northeasterly along said line a distance of 28 feet, more or less, to a point adjacent to the point of switch of ICC Track No. 26 thence westerly at a right angle to the last described course 3.5 feet to a point of intersection with a line drawn parallel with and 10 feet westerly of the centerline of ICC

Tract No. 26; thence northeasterly along a line drawn parallel with and 10 feet westerly of the centerline of ICC Track No. 26 for a distance of 707 feet, more or less, to a point adjacent to the point of switch of Track No. 77; thence northeasterly along a line drawn parallel with and 10 feet westerly of Track No. 77 a distance of 1870 feet, more or less, to a point of intersection with the south line of Section 30, Township 37 North, Range 14 East; thence west along said south line a distance of 282 feet, more or less, to a point of intersection with the westerly right-of-way line of the Suburban Line; thence southerly along said right-of-way line a distance of 2344 feet, more or less, to the south line of New Street; thence westerly along said south street line to the east line of Wabash (Irving) Street; thence southerly along said east street line to a line thirty feet westerly of and parallel to the centerline of Grantor's westbound Suburban main track, said line being also Grantor's westerly right-of-way line; thence southerly along said line to the west line of Wabash (Irving) Street; thence northerly along said west street line to the south line of Lot 1 of that block bounded by Wabash (Irving), New, Gregory and Vermont Streets; thence westerly 60 feet along said south lot line; thence normal southerly to a point of intersection with the north line of Vermont Street; thence east along said north line a distance of 55 feet, more or less, to the point of beginning.

AND

Beginning at a point 968 feet east of the west right-of-way line of Chicago, Rock Island and Pacific Railroad Company's former Suburban Line on the east/west centerline of said Section 30, thence southwesterly along a straight line, Line A, a distance of 1,000 feet to a point; thence northwesterly at a right angle to the last described line of distance of 100 feet, to a point; thence northeasterly along a line 100 feet westerly of and parallel with Line A, a distance of 950 feet, more or less, to a point in the east/west centerline of said Section 30; thence east along said east/west centerline to the point of beginning, and

A non-exclusive roadway and utility easement being described as follows:

Beginning at the intersection of the east/west centerline of Section 30, Township 37 North, Range 14 East, Cook County, Illinois and the west right-of-way of the Grantor's former

Suburban Line; thence east along the east/west centerline of said Section 30 a distance of 850 feet, to a point, thence southwesterly along a straight line, said line being westerly of and parallel with Line A, a distance of 950 feet, thence northwesterly at a right angle to the last described line a distance of 30 feet, thence northeasterly along a line 130 feet west of and parallel with Line A a distance of 820 feet, more or less, to a point, thence northwesterly at a 45° angle to the last described line a distance of 80 feet, to a point, thence west along a line 30 feet south of and parallel with the east/west centerline of said Section 30 to the west right-of-way line of the Grantor's former Suburban Line; thence north along said right-of-way line to the point of beginning.

BUREAU COUNTY, ILLINOIS

Sheffield, Illinois

Parcel 1: The Point of Beginning being on a line twenty-five feet northerly of and parallel to the centerline of Grantor's eastbound main track and on the east line of Washington Street, produced southerly; thence northerly along said produced street line twenty-five feet; thence North 56° West, more or less, for two hundred nineteen feet to the southerly line of North Railroad Street; thence westerly along said southerly street line eight hundred eight feet to the easterly line of that tract conveyed to Continental Oil Company via instrument dated July 19, 1968; thence normal southerly along said easterly line to said line twenty-five feet northerly of and parallel to said main track centerline; thence easterly along the last line intersected to the Point of Beginning; all in the South Half of the Northeast Quarter of Section 19, Township 16 North, Range 7 East of the Fourth Principal Meridian.

ROCK ISLAND COUNTY, ILLINOIS

Rock Island, Illinois

Parcel 2: The Point of Beginning being on a line thirty-three feet northerly of and parallel to the East/West centerline of Section 36 and on the Southeast Corner of Lot 7 of Alvin Hull's Addition to Rock Island; thence northerly along the East line of said Lot 7 to a line eighteen feet southerly of and parallel to the centerline of Grantor's southerly main track; thence



southeasterly along the last line intersected to said line thirty-three feet northerly of said East/West centerline; thence westerly along the last line intersected to the Point of Beginning; all in the South Half of the Southwest Quarter of the Northeast Quarter of Section 36, Township 18 North, Range 2 West of the Fourth Principal Meridian.

SCOTT COUNTY, IOWA

Davenport, Iowa

Parcel 3: The Point of Beginning being on the west line of Block 74 and on the north line of the East/West alley of said Block 74; thence easterly along said alley line one hundred fifty feet; thence northwesterly and at an interior angle of 45° to the last-described line to the intersection with said west Block line; thence southerly along said west Block line to the Point of Beginning, all in Block 74 of LeCaire's Addition to the City of Davenport, in the Northwest Quarter of Section 36, Township 78 North, Range 3 East of the Fifth Principal Meridian.

Parcel 4: The Point of Beginning being the intersection of the west line of Division Street and a line fifty feet southerly of and parallel to the centerline of the Grantor's northerly Davenport to Iowa City main track; thence easterly along said southerly line two hundred ninety-six feet, more or less; thence southerly and parallel to said west street line fifty-five feet, more or less, to a line twelve feet northerly of and parallel to the centerline of Grantor's Track #1; thence southwestwardly along the last line intersected to the northerly prolongation of a line oriented at right angles to said Track #1 centerline and located at the westerly end of said Track #1; thence southwestwardly on an angle of 45° from the last line intersected to the intersection with a line twelve feet northerly of and parallel to the centerline of Grantor's main Davenport to Muscatine track; thence westerly along the last line intersected to said west line of Division Street; thence northerly along the last line intersected to the Point of Beginning; all in the Southwest Quarter of the Southeast Quarter of Section 27, Township 78 North, Range 3 East of the Fifth Principal Meridian.

Walcott, Iowa

Parcel 5: The Point of Beginning being on the North/South centerline of Section 6 and on a line

one hundred fifty feet northerly of and parallel to the centerline of Grantor's northerly main track; thence westerly along said line northerly of said track centerline to the westerly line of Main Street, produced southerly; thence southerly along the last line intersected to a line twenty-five feet northerly of and parallel to said main track centerline; thence easterly along the last line intersected to the easterly line of Henry Street, produced southerly; thence northerly along the last line intersected to said line one hundred fifty feet northerly of said main track centerline; thence westerly along the last line intersected to the Point of Beginning; all in the South Half of Section 6, Township 78 North, Range 2 East of the Fifth Principal Meridian.

Parcel 6: The Point of Beginning being on the centerline of Parker Street, as laid out and located in the Town of Walcott, and on the north line of Block 13, as laid out and located in the Town of Walcott, produced easterly; thence westerly along said northerly Block line to the west line of Lot 2 of said Block; thence southerly along said west Lot line to a line twenty-five feet northerly of and parallel to the centerline of Grantor's northerly main track; thence easterly along the last line intersected to said Parker Street centerline; thence northerly along the last line intersected to the Point of Beginning; all in the East Half of the Southwest Quarter of Section 6, Township 78 North, Range 2 East of the Fifth Principal Meridian.

CEDAR COUNTY, IOWA

Durant, Iowa

Parcel 7: The Point of Beginning being on the west line of Warren Street and on a line fifty feet northerly of and parallel to the centerline of Grantor's northerly main track; thence westerly along said line northerly of said centerline to the westerly line of Howard Street; thence normal northerly for one hundred feet; thence normal westerly one hundred sixty feet; thence normal southerly one hundred feet; thence normal westerly to the east line of Clay Street; thence normal southerly to a line twenty-two feet northerly of and parallel to said main track centerline; thence easterly along the last line intersected to the westerly line of Warren Street; thence normal northerly to the Point of Beginning; all in the South Half of Section 36, Township 79 North, Range 1 West of the Fifth Principal Meridian.

MUSCATINE COUNTY, IOWA

Wilton, Iowa

Parcel 8: The Point of Beginning being on a line twenty feet northerly of and parallel to the centerline of Grantor's northerly main track and on the east line of Cypress Street; thence easterly along said line northerly of said track centerline to the East/West centerline of Section 6; thence northerly along the last line intersected to a line fifty feet northerly of and parallel to said track centerline; thence westerly along the last line intersected to said east line of Cypress Street; thence southerly along the last line intersected to the Point of Beginning; all in the Southeast Quarter of the Northwest Quarter of Section 6, Township 78 North, Range 1 West of the Fifth Principal Meridian.

Parcel 9: The Point of Beginning being on the westerly line of Chestnut Street and on a line fifty feet northerly of and parallel to the centerline of Grantor's northerly main track; thence westerly along said line northerly of said track centerline to the easterly line of Lot 11 of Block 82 extended southerly; thence southerly along the last line intersected to a line twenty-five feet northerly of and parallel to said track centerline; thence easterly along the last line intersected to said westerly line of Chestnut Street; thence northerly along the last line intersected to the Point of Beginning; all in the Southeast Quarter of Section 1, Township 78 North, Range 2 West and in the Southwest Quarter of Section 6, Township 78 North, Range 1 West of the Fifth Principal Meridian.

Parcel 10: The Point of Beginning being on the easterly line of Public Road and on a line ten feet southerly of and parallel to the centerline of Grantor's Track #4; thence easterly along the last line intersected to the westerly line of Pine Street, produced northerly; thence southerly along the last line intersected to a line fifty feet southerly of and parallel to the centerline of Grantor's northerly main track; thence westerly along the last line intersected to said easterly line of Public Road; thence northerly along the last line intersected to the Point of Beginning; all in the Northeast Quarter of the Southeast Quarter of Section 1, Township 78 North, Range 2 West of the Fifth Principal Meridian.

Atalissa, Iowa

Parcel 11: The Point of Beginning being on the East line of Oak Street and on a line two hundred feet northerly of and parallel to the centerline of Grantor's northerly main track; thence easterly along said line northerly of said centerline three hundred five feet; thence normal southerly one hundred fifty feet; thence normal easterly to the west line of Cherry Street; thence southerly along the last line intersected to a line twenty-five feet northerly of and parallel to said track centerline; thence westerly along the last line intersected to said east line of Oak Street; thence northerly along the last line intersected to the Point of Beginning; all in the Southeast Quarter of the Southwest Quarter of Section 11, Township 78 North, Range 3 West of the Fifth Principal Meridian.

Parcel 12: The Point of Beginning being on a line twenty-five feet southerly of and parallel to the centerline of Grantor's northerly main track and on the west line of Cherry Street; thence westerly along said line southerly of said track centerline to the west line of Linn Street, produced northerly; thence southerly along the last line intersected to a line one hundred feet southerly of and parallel to said track centerline; thence easterly along the last line intersected to said west line of Cherry Street; thence northerly along the last line intersected to the Point of Beginning; all in the Southeast Quarter of the Southwest Quarter of Section 11, Township 78 North, Range 3 West of the Fifth Principal Meridian.

West Liberty, Iowa

Parcel 13: The Point of Beginning being on a line fifteen feet easterly of and parallel to the centerline of Grantor's Cedar Rapids to Columbus Junction main track and on a line fifteen feet northerly of and parallel to the centerline of the Grantor's northerly Davenport to Iowa City main track; thence northerly along said line easterly of said Cedar Rapids to Columbus Junction main track centerline to the westerly extension of the south alley line of Block 4 of Moorehouse Addition to the Town of West Liberty; thence easterly along the last line intersected one hundred five feet, more or less; thence normal southerly eighty feet, more or less; thence South  $36^{\circ}$  East, more or less, for eighty-seven feet, more or less, to the north line of Fourth Street; thence South  $7^{\circ} 5'$  West, more or less, to a line fifty feet northerly of and parallel to said Davenport to Iowa City northerly main track centerline; thence easterly along the last line

intersected to the south line of Fourth Street; thence westerly along the last line intersected to said line fifteen feet northerly of said Davenport to Iowa City northerly main track centerline; thence westerly along the last line intersected to the Point of Beginning; all track and streets as laid out and located in the City of West Liberty; all in the West Half of the Southwest Quarter of Section 12, Township 78 North, Range 4 West of the Fifth Principal Meridian.

JOHNSON COUNTY

Tiffin, Iowa

Parcel 14: The Point of Beginning being on the North/South centerline of Section 28 and on a line fifty feet northerly of and parallel to the centerline of Grantor's main track; thence northerly along said North/South centerline one hundred feet; thence easterly and parallel to said track centerline three hundred feet; thence normal southerly one hundred feet to said line fifty feet northerly of said track centerline; thence westerly along the last line intersected three hundred feet to the Point of Beginning; all in the North Half of the Southwest Quarter of the Southeast Quarter of Section 28, Township 80 North, Range 7 West of the Fifth Principal Meridian.

IOWA COUNTY, IOWA

Amana, Iowa

Parcel "A": That part of the Northwest Quarter of Section 4, Township 80 North, Range 3 West of the 5<sup>th</sup> P.M., Iowa County, Iowa, described as follows:

Commencing at the Southwest corner of the Northwest Quarter of said Section 4;

thence North 0°00'00" West 930.26 feet to a point of intersection with the Northerly right-of-way line of the Iowa Interstate Railroad;

thence South 75°44'15" East 826.35 feet along said Northerly right-of-way line to the point of beginning;

thence Northeasterly 817.92 feet along the arc of a 1960.08 foot radius curve concave Northwesterly (chord North 31°26'27" East 615.36 feet) said arc being the Easterly right-of-way line of the Cedar Rapids and Iowa City Railway Company;

thence North 22°24'35" East 786.65 feet along said Easterly right-of-way line;  
thence South 5°29'23" West 850.00 feet;  
thence South 47°57'00" East 875.04 feet to a point of Intersection with the Northerly right-of-way line of the Iowa Interstate Railroad;  
thence North 75°44'15" West 1209.42 feet along said Northerly right-of-way line to the point of beginning.  
Said Parcel "A" contains 9.95 acres more or less and is subject to easements and restrictions of record.

Marengo, Iowa

Parcel 15: All of Grantor's interest in the South Half of the Southeast Quarter of Section 25 lying northerly of a line twenty-five feet northerly of and parallel to the centerline of Grantor's main track; Township 81 North, Range 11 West of the Fifth Principal Meridian.

Parcel 16: All of the Grantor's interest in the South Half of the Southeast Quarter of Section 25 lying southerly of a line twenty-five feet southerly of and parallel to the centerline of Grantor's main track; Township 81 north, Range 11 West of the Fifth Principal Meridian.

Victor, Iowa

Parcel 17: All of Grantor's interest in the South half of the Southwest Quarter of the Southwest Quarter of Section 18 and the North Half of the Northwest Quarter of the Northwest Quarter of Section 19, lying northerly of a line twenty feet northerly of and parallel to the centerline of Grantor's main track and lying westerly of a line normal to said track centerline located three hundred eighty feet northerly of the south line of said Section 18, as measured along said track centerline; Township 80 North, Range 12 West of the Fifth Principal Meridian.

Parcel 18: All of grantor's interest in the South Half of the Southwest Quarter of the Southwest Quarter of Section 18 and the North Half of the Northwest Quarter of the Northwest Quarter of Section 19, lying southerly of a line twenty feet southerly of and parallel to the centerline of Grantor's main track and lying westerly of a line normal to said track centerline located three hundred eighty feet northerly of the south line of said Section 18, as measured along said track

centerline; Township 80 North, Range 12 West of the Fifth Principal Meridian.

POWESHIEK COUNTY, IOWA

Brooklyn, Iowa

Parcel 19: All of Grantor's interest in the West Half of the Northeast Quarter of Section 23, lying northerly of a line twenty-five feet northerly of and parallel to the centerline of Grantor's main track and lying easterly of the easterly line of Clay Street; Township 80 North, Range 13 West of the Fifth Principal Meridian.

Parcel 20: All of Grantor's interest in the East Half of the Northwest Quarter and the West Half of the Northeast Quarter of Section 23, lying southerly of a line twenty-five feet southerly of and parallel to the centerline of Grantor's main track, Township 80 North, Range 13 West of the Fifth Principal Meridian.

Malcolm, Iowa

Parcel 21: The Point of Beginning being on the west line of Washington Street and on a line twenty-five feet southerly of and parallel to the centerline of Grantor's main track; thence westerly along said line southerly of said track centerline twelve hundred and five feet, more or less; thence normal southwesterly one hundred seventy-five feet; thence southeasterly and parallel with said main track centerline four hundred fifty feet, more or less, to the westerly line of that property conveyed to Leonard J. Dalton by the Chicago, Rock Island and Pacific Railroad Co. via instrument dated February 10, 1969; thence northerly along the last line intersected one hundred fifty feet; thence easterly and parallel with said track centerline three hundred fifteen feet; thence normal southerly one hundred fifty feet; thence southeasterly and parallel with said track centerline five hundred fifty feet, more or less, to said west line of Washington Street; thence northerly along the last line intersected to the Point of Beginning; all in the South Half of the Southeast Quarter of Section 26, Township 80 North, Range 15 West of the Fifth Principal Meridian.

Grinnell, Iowa

Parcel 22: All of Grantor's interest in Lots 4, 5, and 6 of Block 19 of the Town of Grinnell lying northerly of a line twenty-five feet northerly of and parallel to the centerline of Grantor's main track; in the West Half of the Southeast quarter of the Northwest Quarter of Section 16, Township 80 North, Range 16 West of the Fifth Principal Meridian.

JASPER COUNTY, IOWA

Kellogg, Iowa

Parcel 23:

The Point of Beginning being on the easterly line of High Street and on a line two hundred feet northerly of and parallel to the centerline of Grantor's original main track; thence southerly one hundred seventy-five feet along said easterly street line produced to a line twenty-five feet northerly of and parallel to the centerline of Grantor's current main track; thence westerly and parallel with said current main track centerline to the easterly line of West Street, produced southerly; thence northerly along the last line intersected to said line two hundred feet northerly of said original main track centerline; thence easterly along the last line intersected to the Point of Beginning;

ALSO: An easement for buildings and other structures, which extend southerly of that line being twenty-five feet northerly of and parallel to said current main track centerline, said buildings and other structures not to be repaired or replaced if substantially damaged or destroyed; all streets and track being as laid out or monumented in the Jasper City Addition and Blair's First Addition to the Town of Kellogg; all in the North Half of the Northeast Quarter of Section 26, Township 80 North, Range 18 West of the Fifth Principal Meridian.

Newton, Iowa

Parcel 24: The Point of Beginning being on the southerly line of North 8th Avenue and on a line fifty feet northerly of and parallel to the centerline of Grantor's track; thence westerly along said southerly avenue line one hundred ninety-five feet, more or less, to the easterly line of 1st Street North; thence southerly along said easterly street line one hundred fifty feet, more or



less, to a line twenty-one and five-tenths feet northerly of and parallel to said main track centerline; thence northeasterly along the last line intersected to said southerly line of North 8th Avenue; thence westerly along the last line intersected to the Point of Beginning; ALSO, an easement for existing buildings and other structures which extend southerly of said line being twenty-one and five-tenths feet northerly of and parallel to said main track centerline, said buildings and other structures not be to repaired or replaced if substantially damaged or destroyed; all in the South Half of the Southwest Quarter of Section 27, Township 80 North, Range 19 West of the Fifth Principal Meridian.

Parcel 25: All of Grantor's interest in the West Half of the Southwest Quarter of the Southwest Quarter of Section 27 lying northerly of a line ten feet northerly of and parallel to the centerline of Grantor's Track #14; Township 80 North, Range 19 West of the Fifth Principal Meridian.

Parcel 25A: The Southwest Quarter of the Southwest Quarter of Section 13; and all that part of the Northwest Quarter of the Northwest Quarter and of the Southwest Quarter of said Northwest Quarter lying North and West of the Right-of-Way of the Iowa Interstate Railroad in Section 24; all in Township 80 North, Range 19 West of the 5th P.M., Jasper County, Iowa, EXCEPT Parcel D, as said Parcel D appears in the Plat of a survey recorded in Book 970 at page 321 in the office of the Recorder of said County; and Parcel C of the Plat of a survey of part of said Sections 13 and 24 as appears in Plat Book A at page 432, amended by Affidavit recorded in Book 1042 at page 514, in said Recorder's office.

POLK COUNTY, IOWA

Altoona, Iowa

Parcel 26: All of Grantor's interest in the north eight hundred feet of the East Half of the Southeast Quarter of Section 13 lying northerly of the southerly line of Second Street, westerly of the westerly line of Main Street, easterly of a line three hundred fifty feet easterly of and parallel to the west line of said East Half of said Southeast Quarter, and southerly of a line thirty feet southerly of and parallel to the centerline of Grantor's main track; Township 79 North, Range 23 West of the Fifth Principal Meridian.

Des Moines, Iowa Main Line Parcel ("West Line")

All of the right of way of former Midwestern Railroad Properties, Incorporated lying between Mile Post 355.89 and Mile Post 358.568, being the portion of the former Chicago, Rock Island and Pacific Railroad Company's ("Rock Island") line of railroad acquired from the Trustee of the property of the Rock Island by Quitclaim Deed dated June 29, 1983 and recorded as Document No. 50838 in Book 5263 on Pages 851-928 on June 30, 1983, in the County Recorder's Office of Polk County, Iowa and from Chicago Pacific Corporation, being the reorganized company of the Rock Island, by Correction Quitclaim Deed dated June 25, 1985 and recorded as Document No. 057474 in Book 5469 on page 416 on June 27, 1985, in the County Recorder's Office of Polk County, Iowa, EXCEPTING THEREFROM the following described 3 parcels of land;

EXCEPTION PARCEL 1:

That part of vacated Vine Street located in the North Half of the Northeast Quarter of Section 9, Township 78 North, Range 24 West of the Fifth Principal Meridian, bounded as follows: On the West by the Easterly line of Fourth Street; on the North by a line parallel with and distant 70 feet Southerly, measured at right angles, from the Southerly line of Depot Street; on the East by the Westerly line of Third Street; and on the South by a line parallel with and distant 15 feet Northerly, measured at right angles, from the center line of the most Southerly or East bound main track of Midwestern Railroad Properties, Incorporated, as said main track center line is not located.

EXCEPTION PARCEL 2:

That part of vacated Vine Street located in the Northeast Quarter of the Northeast Quarter of Section 9, Township 78 North, Range 24 West of the Fifth Principal Meridian bounded as follows: On the West by the East line of Third Street; on the North by a line parallel with and distant 15 feet Northerly, measured at right angles, from the center line of the most Northerly or West bound main track (now removed) of Midwestern Railroad Properties, Incorporated, as said main track was located prior to its removal; on the East by the Westerly line of Second Street; and on the South by a line parallel with and

distant 15 feet Northerly, measured at right angles and radially, from the center line of the most southerly or East bound main track of Midwestern Railroad properties, Incorporated, as said main track is now located.

EXCEPTION PARCEL 3:

That part of vacated Vine Street located in the North Half of the Northeast Quarter of Section 9, Township 78 North, Range 24 West of the Fifth Principal Meridian, bounded as follows: On the West by the East line of Fifth Street; on the North by a line parallel with and distant 70 feet Southerly, measured at right angles, from the Southerly line of Depot Street; on the East by the West line of Fourth Street; and on the South by a line parallel with and distant 15 feet Northerly, measured at right angles, from the center line of the most Southerly or East bound main track of Midwestern Railroad Properties, Incorporated, as said main track center line is now located.

Together with and including all of Grantor's right, title and interest in and to all of the Rock Island right of way, property and appurtenances and all bridges, diamonds, turnouts, switches, signals, facilities, additions and betterments on such real estate and all easements burdening and benefiting the real estate and all agreements, leases and licenses relating thereto and all causes of action and other rights Grantor may have relating to the title and condition of such right of way and such property constituting the right of way for, without limitation, damage to or interference with such right of way or property. The real estate, together with such other rights and interests herein described and conveyed, the "West Line".

Des Moines, Iowa Main Line Parcel ("East Line")

All of the right of way of Midwestern Railroad Properties, Incorporated lying between Mile Post 350.80 and Mile Post 353.25, being the portion of the former Chicago, Rock Island and Pacific Railroad Company's ("Rock Island") line of railroad acquired from the Trustee of the property of the Rock Island by Quitclaim Deed dated June 29, 1983 and recorded as Document No. 50838 in Book 5263 on Pages 851-928 on June 30, 1983, in the County Recorder's Office of Polk County, Iowa and from Chicago Pacific Corporation, being the reorganized company of the

Rock Island, by Correction Quitclaim Deed dated June 25, 1985 and recorded as Document No. 057474 in Book 5469 on page 416 on June 27, 1985, in the County Recorder's Office of Polk County, Iowa, being a part of Section 34-79-23 and Sections 4 & 5 – 78-23.

Together with and including all of Grantor's right, title and interest in and to all right of way, property and appurtenances and all bridges, diamonds, turnouts, switches, signals, facilities, additions and betterments on such real estate and all easements burdening and benefiting the real estate and all agreements, leases and licenses relating thereto and all causes of action and other rights Grantor may have relating to the title and condition of the right of way and the property constituting the right of way for, without limitation, damage to or interference with such right of way or property.

DALLAS COUNTY, IOWA

DeSoto, Iowa

Parcel 27: All of Grantor's interest in the East Half of the northwest Quarter of Section 30 lying northerly of a line fifty feet northerly of and parallel to the centerline of Grantor's main track; Township 78 North, Range 27 West of the Fifth Principal Meridian.

Parcel 28: All of Grantor's interest in the East Half of the Northwest Quarter of Section 30 lying southerly of a line fifty feet southerly of and parallel to the centerline of Grantor's main track; Township 78 North, Range 27 West of the Fifth Principal Meridian.

MADISON COUNTY, IOWA

Earlham, Iowa

Parcel 29: The Point of Beginning being on the west line of Section 6 and on a line twenty feet southerly of and parallel to the centerline of Grantor's main track; thence southeasterly along said line southerly of said main track centerline to the westerly line of Chestnut Street extended northerly; thence southerly along said street line to a line fifty feet southerly of and parallel to said main track centerline; thence northwesterly along the last line intersected to a line fifty-three feet easterly of and parallel to the easterly line of Locust Street; thence southerly along the last line intersected approximately one hundred fifty feet to the northerly line of Lot 11,

Block 16; thence westerly along said lot line to said easterly line of Locust Street; thence northerly along said street line to a line one hundred fifty feet southerly of and parallel to said main track centerline; thence westerly along the last line intersected to the westerly line of Locust Street; thence northerly along said street line to said line fifty feet southerly of said track centerline; thence westerly along the last line intersected to said west line of Section 6; thence northerly along said west line to the Point of Beginning; all in the Southwest Quarter of the Southwest Quarter of Section 6, Township 77 North, Range 28 West of the Fifth Principal Meridian.

Parcel 30: All of Grantor's interest in the South Half of the Southeast Quarter of the Southwest Quarter lying northerly of a line twenty-five feet northerly of and parallel to the centerline of Grantor's main track, lying easterly of the easterly line of Sycamore Street and westerly of the westerly line of Maple Street; Township 77 North, Range 28 West of the Fifth Principal Meridian.

DALLAS COUNTY, IOWA

Dexter, Iowa

Parcel 31: All of Grantor's interest in the Northeast Quarter of Section 31 lying southerly of a line twenty-five feet southerly of and parallel to the centerline of Grantor's main track, lying easterly of the westerly line of Clark Street extended southerly and lying westerly of the westerly line of Lyon Street, extended southerly; Township 78 North, Range 29 West of the Fifth Principal Meridian.

Parcel 32: All of Grantor's interest in the East Half of the East Half of the Northeast Quarter of Section 31 lying northerly of a line twenty-five feet northerly of and parallel to the centerline of Grantor's main track, lying westerly of the westerly line of Warren Street and lying easterly of a line one hundred twenty feet westerly of said westerly line of Warren Street; Township 78 North, Range 29 West of the Fifth Principal Meridian.

ADAIR COUNTY, IOWA

Stuart, Iowa

Parcel 33: All of Grantor's interest in the North Half of the Northwest Quarter of the Northeast Quarter of Section 5, lying southerly of a line twenty-five feet southerly of and parallel to the centerline of Grantor's main track, lying easterly of the westerly line of Adams Street produced and lying westerly of the westerly line of Park Street produced; Township 77 North, Range 30 West of the Fifth Principal Meridian.

Parcel 34: All of Grantor's interest in the North Half of the Northeast Quarter of the Northeast Quarter of Section 5, lying northerly of a line fifteen feet northerly of and parallel to the centerline of Grantor's main track, lying easterly of the easterly line of Western Street produced northerly, lying westerly of the easterly line of Harrison Street produced and lying southerly of Front Street; Township 77 North, Range 30 West of the Fifth Principal Meridian.

Parcel 35: All of Grantor's interest in the east six hundred feet of the North Half of the Northeast Quarter of the Northwest Quarter of Section 4 lying northerly of a line twenty-five feet northerly of and parallel to the centerline of Grantor's main track; Township 77 North, Range 30 West of the Fifth Principal Meridian.

GUTHRIE COUNTY, IOWA

Menlo, Iowa

Parcel 36: The Point of Beginning being on a line twenty-five feet northerly of and parallel to the centerline of Grantor's main track and on the westerly line of Adair Street; thence northerly along said westerly street line to a line one hundred fifty feet northerly of and parallel to said main track centerline; thence westerly along the last line intersected twelve hundred forty-five feet, more or less, to the southeasterly line of that property the Chicago, Rock Island and Pacific R.R. Co. conveyed to Menlo Elevator Company via instrument dated November 15, 1967; thence normal southwesterly along said southeasterly line to said line twenty-five feet northerly of said centerline; thence southeasterly along the last line intersected to the Point of

Beginning; ALSO: An easement for buildings and other structures which extend southerly past said line twenty- five feet northerly of and parallel to said main track centerline, said buildings or other structures not to be repaired or replaced if substantially damaged or destroyed; all in the South Half of Section 27, Township 78 North, Range 31 West of the Fifth Principal Meridian.

Parcel 37: All of Grantor's interest in the Southwest Quarter of the Southeast Quarter of Section 27 lying southerly of a line twenty-five feet southerly of and parallel to the centerline of Grantor's main track lying westerly of the westerly line of Adair Street and lying easterly of the easterly line of Sherman Street; Township 78 North, Range 31 West of the Fifth Principal Meridian.

Parcel 38: All of Grantor's interest in the East Half of the Southwest Quarter of Section 27 lying easterly of the east line of Sheridan Street, lying westerly of the west line of Sherman Street and lying southerly of a line twenty-five feet southerly of and parallel to the centerline of Grantor's main track; Township 78 North, Range 31 West of the Fifth Principal Meridian.

#### Casey, Iowa

Parcel 39: All of Grantor's interest in the South Half of the Southwest Quarter of the Southeast Quarter of Section 34 and all of Grantor's interest in the East one hundred feet of the East Half of the Southeast Quarter of the Southwest Quarter of Section 34, both lying easterly of the easterly line of McPherson Street, lying southerly of a line twenty- five feet southerly of and parallel to the centerline of Grantor's main track and lying westerly of the westerly line of Russell Street; Township 78 North, Range 32 West of the Fifth Principal Meridian.

#### CASS COUNTY, IOWA

#### Anita, Iowa

Parcel 40: All of Grantor's interest in the east one thousand feet of the Northeast Quarter of the Northeast Quarter lying southerly of a line fifty feet southerly of and parallel to the centerline of Grantor's main track; Township 77 North, Range 34 West of the Fifth Principal Meridian.

Wiota, Iowa

Parcel 41: All of Grantor's interest in the Northwest Quarter of Section 9 lying northwesterly of a line twenty-five feet northerly of and parallel to the centerline of Grantor's main track and lying northeasterly of the northeasterly line of Front Street, as laid out and located in the Town of Wiota, Township 76 North, Range 35 West of the Fifth Principal Meridian.

Parcel 42: All of Grantor's interest in the South Half of the Northeast Quarter of the Northwest Quarter of Section 9 lying southeasterly of a line twenty-five feet southeasterly of and parallel to the centerline of Grantor's main track, lying southwestery of the southwestery line of East Street, lying northwesterly of the northwest line of Main Street and lying northeasterly of a line one hundred twenty feet southwestery of and parallel to said southwestery line of East Street; Township 76 North, Range 35 West of the Fifth Principal Meridian.

Atlantic, Iowa

Parcel 43: All of Grantor's interest in the Northwest Quarter of the Southwest Quarter and the Southwest Quarter of the Northwest Quarter of Section 5, both lying easterly of the easterly alley line of Block 76 of the Town of Atlantic and lying westerly of a line fifteen feet westerly of and parallel to the centerline of Grantor's Track #25; Township 76 North, Range 36 West of the Fifth Principal Meridian.

Parcel 44: All of Grantor's interest in the Northeast Quarter of the Southwest Quarter of Section 5 lying easterly of the westerly line of Poplar Street produced northerly, lying westerly of the westerly line of Chestnut Street, lying northerly of a line two hundred feet southerly of and parallel to the centerline of Grantor's main track and lying southerly of a line ten feet southerly of and parallel to the centerline of Grantor's Track #8; Township 76 North, Range 36 West of the Fifth Principal Meridian.

Parcel 45: All of Grantor's interest in the West Half of the Northeast Quarter of the Southeast Quarter of Section 5 lying southerly of a line twenty-five feet southerly of and parallel to the centerline of Grantor's main track, lying easterly of the westerly line of Linn Street, produced northerly, and lying westerly of the east line of Oak Street; Township 76 North, Range 36 West



of the Fifth Principal Meridian.

Parcel 46: The Point of Beginning being on the centerline of Linn Street, produced northerly and on a line two hundred feet northerly of and parallel to the centerline of Grantor's main track; thence westerly and parallel to said main track centerline one hundred thirty feet, more or less; thence normal southerly one hundred fifty feet, more or less, to a line ten feet northerly of and parallel to the centerline of Grantor's Track #13; thence easterly and parallel to said Track #13 centerline approximately one hundred sixty-five feet to said produced street centerline; thence northerly along said street centerline to the Point of Beginning; all in the Northeast Quarter of the Southeast Quarter of Section 5, Township 76 North, Range 36 West of the Fifth Principal Meridian.

Parcel 47: The Point of Beginning being on a line two hundred feet northerly of and parallel to the centerline of Grantor's main track and on the westerly line of Maple Street, produced northerly; thence easterly parallel to said track centerline one hundred seventy-five feet, more or less, to the southeast corner of that certain Commercial Street, Lot 25; thence normal southerly one hundred forty feet, more or less, to a line ten feet northerly of and parallel to the centerline of Grantor's Track #13; thence North 70° West, more or less, for approximately one hundred seventy feet to said west line of Maple Street, produced northerly; thence northerly along the last line intersected to the Point of Beginning, all in the Northwest Quarter of the Southeast Quarter of Section 5, Township 76 North, Range 36 West of the Fifth Principal Meridian.

Parcel 48: The Point of Beginning being on the northerly line of Commerce Street and on the East/West centerline of Section 5; thence westerly forty feet, more or less, to the southwest corner of Lot 48; thence northerly along the west line of Lot 48, produced northerly, six hundred feet; thence easterly parallel with said street line three hundred sixty-eight feet; thence southerly and parallel with said west line of Lot 48, six hundred feet to said northerly street line; thence westerly along said street line to the Point of Beginning; all in the Southwest Quarter of the Northeast Quarter of Section 5 and the north one hundred feet of the Northwest Quarter of the Southeast Quarter of Section 5, Township 76 North, Range 36 West of the Fifth Principal

Meridian.

POTTAWATTAMIE COUNTY, IOWA

Council Bluffs, Iowa

Parcel 49: All of Grantor's interest in the Southwest Quarter of Section 36 lying easterly of the easterly line of 8th Street, lying northerly of a line twenty-five feet northerly of and parallel to the centerline of Grantor's main track and lying westerly of a line one hundred -fifty feet, more or less, easterly of and parallel to the easterly line of 7th Street; Township 75 North, Range 44 West of the Fifth Principal Meridian.

Parcel 50: The Point of Beginning being on the East line of Section 1, Township 74 North, Range 44 West of the Fifth Principal Meridian at a point three hundred ninety-five feet, more or less, southerly of the East/West centerline of said Section 1; thence southerly along said east Section line ninety-five feet, more or less; thence North 51° 15' East, more or less, for sixty feet, more or less; thence South 38° 45' East, more or less, for five hundred and fifty-five feet, more or less; thence normal southwesterly forty feet, more or less, to a line fifteen feet northeasterly of and parallel to the centerline of Grantor's yard ladder track; thence northwesterly along said line to a line fifteen feet northeasterly of and parallel to the centerline of Grantor's Track #5; thence northwesterly along the last line intersected to a line approximately one hundred seventy feet northerly of and parallel to said East/West centerline of Section 1; thence easterly along the last line intersected two hundred twenty-five feet, more or less; thence South 38° 45' East, more or less, for approximately 731 feet to the Point of Beginning; all in the South Half of the Southeast Quarter of the Northeast Quarter of Section 1 and the East Half of the Northeast Quarter of the Southeast Quarter of Section 1, Township 74 North, Range 44 West of the Fifth Principal Meridian and in the West Half of the Northwest Quarter of the Northwest Quarter of Section 6, Township 74 North, Range 43 West of the Fifth Principal Meridian.

Parcel 51: The Point of Beginning being the Northeast corner of the Northwest Quarter of Section 7; thence southerly along the east line of said Northwest Quarter approximately three hundred thirty-five feet; thence South 50° East, more or less, for nine hundred ninety feet to a

line fifty feet northerly of and parallel to the centerline of Grantor's main track; thence westerly and parallel to said track centerline nine hundred twenty-four feet, more or less, to a line fifteen feet northerly of and parallel to the centerline of Track #14; thence northwesterly along the last line intersected to a line which travels northwesterly along a series of lines being fifteen feet northeasterly of and parallel to the centerlines of Tracks #14, #27, #28, and #24 to the north line of said Northwest Quarter; thence easterly along said north line one hundred twenty feet, more or less, to the west line of Lot 16 of Mallet's Subdivision in Auditors Subdivision of Lot 5; thence northerly along said west lot line approximately five hundred ninety-two feet to the centerline of South Avenue; thence southeasterly along said street centerline approximately two hundred seventy-five feet to the easterly line of Lot 15 of said subdivision; thence southerly along said easterly lot line approximately one hundred eighty-five feet to a line one hundred sixty feet southerly of and parallel to said South Avenue centerline; thence southeasterly along the last line intersected to the easterly line of Lot 14 of said subdivision; thence southerly along said easterly lot line to said north line of said Northwest Quarter; thence easterly along said north line approximately two hundred forty-five feet, to the Point of Beginning; all in the Northeast Quarter of the Northwest Quarter of Section 7, the Northwest Quarter of the Northeast Quarter of Section 7 and the Southeast Quarter of the Southwest Quarter of Section 6, Township 74 North, Range 43 West of the Fifth Principal Meridian.

Parcel 51A: Pursuant to Resolution No. 02-272 adopted by the City Council of the City of Council Bluffs, Iowa on September 23, 2002, that part of vacated 18<sup>th</sup> Avenue right-of-way abutting Blocks 2 and 7 Casady's Addition lying west of the west right-of-way line of 3<sup>rd</sup> Street occupied by the Iowa Interstate Railroad, Ltd. right-of-way, all in the City of Council Bluffs, Pottawattamie County, Iowa.

#### JASPER COUNTY, IOWA

##### Monroe, Iowa

Parcel 52: All of Grantor's interest in Lots 1, 2, 3, 4, 7, and 8 of Block 17 of the Original Town of Monroe lying northeasterly of a line twenty-five feet northerly of and parallel to the centerline of Grantor's main track; ALSO: an easement for existing buildings and other structures which

extend southwesterly of said line northeasterly of said track centerline, said buildings and other structures not to be repaired or rebuilt if substantially damaged or destroyed; all in the Northeast Quarter of the Northeast Quarter of Section 36, Township 78 North, Range 20 West of the Fifth Principal Meridian.

Parcel 53: All of Grantor's interest in Lots 1, 2, 3, and 4 of Block 23 of the Original Town of Monroe lying northeasterly of a line twenty-five feet northeasterly of and parallel to the centerline of Grantor's main track; all in the Northeast Quarter of the Northeast Quarter of Section 36, Township 78 North, Range 20 West of the Fifth Principal Meridian.

Parcel 54: All of Grantor's interest in Blocks 24, 25, and 29 of the Original Town of Monroe; all in the Northeast Quarter of the Northeast Quarter of Section 36, Township 78 North, Range 20 West of the Fifth Principal Meridian and in the Northwest Quarter of the Northwest Quarter of Section 31, Township 78 North, Range 19 West of the Fifth Principal Meridian.

Parcel 55: All of Grantor's interest in Lots 3 and 4 of Block 31 of the Original Town of Monroe lying southwesterly of a line twenty-five feet southwesterly of and parallel to the centerline of Grantor's main track; all in the Northeast Quarter of the Northeast Quarter of Section 36, Township 78 North, Range 20 West of the Fifth Principal Meridian.

#### MARION COUNTY, IOWA

##### Otley, Iowa

Parcel 56: All of Grantor's interest in the West three hundred feet of the North seven hundred feet of the Northeast Quarter of Section 22 lying southwesterly of a line fifty feet southwesterly of and parallel to the centerline of Grantor's main track and lying northwesterly of the centerline of Keystone Street; all in Township 77 North, Range 19 West of the Fifth Principal Meridian.

AND, INCLUDING THE FOLLOWING PARCELS:

Being a description of certain properties including a railroad track, and including all rails, switches, frogs, ties, plates, spikes, ballast, sub-ballast and other appurtenances thereto, beginning near the Town of Bureau in the Northwest Quarter of Section 7, Township 15 North, Range 10 East of the 4th P.M. and terminating in the Southwest Quarter of Section 3, Township 17 North, Range 1 East of the 4th P.M. West Half of Section 12, Township 78 North, Range 4 West of the 5th P.M. near the Town of Silvis as the centerline of said track is more particularly described below:

Bureau County, Illinois

Beginning at the intersection of the centerline of the Grantor's northerly main track and a line normal to said track centerline located 134 feet northerly of the East/West centerline of Section 7, as measured along said track centerline (E.P. S. 6106+44, M.P. 115.64); thence westerly through said Section 7, Township 15 North, Range 10 East of the 4th P. M.; thence northwesterly along said centerline through Sections 18 and 77 Township 15 North Range 10 East of the 4th P.M.; thence westerly through Sections 12, 1, 11, 10, 9, 8, 17, 18 and 7, Township 15 North, Range 9 East of the 4th P.M.; thence continuing westerly through Sections 12 and 1, Township 15 North, Range 8 East of the 4th P.M.; thence continuing westerly through Sections 36, 35, 34, 26, 27, 28, 21, 20 and 19, Township 16 North, Range 8 East of the 4th P.M.; thence continuing westerly through Sections 24, 23, 22, 21, 20 and 19, Township 16 North, Range 7 East of the 4th P.M.; thence continuing westerly through Sections 24, 23, 14, 15, 16, 17, 8 and 7, Township 16 North, Range 6 East of the 4th P.M.

Henry County, Illinois

Thence continuing westerly along said main track centerline through Sections 12, 11, 2, 3, 4, 5 and 6, Township 16 North, Range 5 East of the 4th P.M.; thence continuing westerly through Section 31, Township 17 North, Range 5 East of the 4<sup>th</sup> P.M.; thence continuing westerly through Sections 36, 35, 34, 27, 28, 29 and 30, Township 17 North, Range 4 East of the 4th P. M.; thence continuing westerly through Sections 25, 24, 23, 22, 21, 16, 17 and 18, Township 17 North, Range 3 East of the 4th P.M.; thence continuing westerly through Sections 13, 14, 11,

10, 9, 8 and 7, Township 17 North, Range 2 East of the 4th P. M.; thence continuing westerly through Sections 12, 11, 10 and 3 to the westerly line of Henry County, Illinois, Township 17 North, Range 1 East of the 4th P.M.

Rock Island County, Illinois

Beginning at the intersection of the Grantor's northerly main track centerline and the Easterly line of Rock Island County; thence westerly along said track centerline, through Section 3 to a termination at a line normal to said centerline located 646.5 feet southerly of the north line of Section 4, as measured along said track centerline, (E.P.S. 9029+82, M.P. 171.03), Township 17 North, Range 1 East of the 4th P.M.

Scott County, Iowa

Beginning at the intersection of the centerline of the Grantor's Davenport to Iowa City westbound (northerly) main track and a line oriented at right angles to said track centerline located 450 feet, more or less, westerly of the westerly line of Filmore Street, produced northerly, as measured along said track centerline (M. P. 183.84, E. P. S. 9710+00), as located in the South Half of the Southeast Quarter of Section 27, Township 78 North, Range 3 East of the 5th P.M.; thence westerly along said Davenport to Iowa City westbound (northerly) main track centerline through said Section 27 and through Sections 22, 21, 16, 17, 18 and 7; all in Township 78 North, Range 3 East of the 5th P.M.; thence continuing westerly through Sections 13, 12, 11, 10, 9, 4, 5 and 6, to the westerly line of Scott County, Township 78 North, Range 2 East of the 5th P.M.

Muscatine County, Iowa

Beginning at the intersection of the centerline of said westbound (northerly) main track and the East line of Muscatine County, being also the East line of Section 1, Township 78 North, Range 1 East of the 5th P.M.; thence westerly along said centerline through said Section 1 and through Sections 2, 3, 4, 5 and 6, Township 78 North, Range 1 East of the 5th P.M.; thence continuing westerly through Section 31, Township 79 North, Range 1 East of the 5th P.M. (being in Scott County); thence continuing westerly through Sections 36, 35, 34 and 33, Township 79 North, Range 1 West of the 5th P.M. (being in Cedar County); thence continuing

westerly through Sections 4, 5 and 6, Township 78 North, Range 1 West of the 5th P.M.; thence continuing westerly through Sections 1, 2, 11, 10, 9, 8, 5 and 6, Township 78 North, Range 2 West of the 5th P. M.; thence continuing westerly through Section 1, 12, 11, 10, 15, 16, 17 and 18, Township 78 North, Range 3 West of the 5th P.M.; thence continuing westerly through Sections 13 and 12 to a line oriented normally to said centerline located 439 feet northerly of the southerly line of Section 12 (E. P. S. 11660+78, M.P. 220.78) Township 78 North, Range 4 West of the 5th P.M.

### EXCLUSIONS

EXCEPTING AND EXCLUDING THE FOLLOWING DESCRIBED PARCELS OF LAND:

#### Silvis Yard, Illinois

Exclusion Parcel 1: The Point of Beginning being on the west line of the East Half of the Southwest Quarter of Section 29, Township 18 North, Range 1 East of the 4th P.M., and that southerly property line between the C.R.L.&P. and Deere & Company established in an instrument from C. R. L. & P. to Deere & Company dated September 22, 1966, said Point of Beginning also being approximately 950 feet northerly of the south line of said Section 29; thence South 10° 34'23" West, 414.81 feet to a point 15 feet north of the North rail of track #170; thence South 79° 25'37" East along a line parallel with and 15.0 feet distant from said track #170, 24.50 feet; thence South 10° 34'23" West 9.40 feet; thence South 79° 25'37" East, 61.0 feet; thence North 10° 34'23" East, 9.40 feet to a point 15.00 feet north of the North rail of said track #170; thence 79° 25'37" East along a line parallel with and 15.0 feet distant from said track #170, 826.41 feet; thence North 10° 34'23" East 58.00 feet; thence South 79° 25'37" East, 135.00 feet; thence South 10° 34'23" West, 58.00 feet to a point 15.00 feet north of the North rail of said track #170; thence along parallel with and 15.00 feet distant from said track #170 on the following courses and distances; South 79° 25'37" East, 29.07 feet; southeasterly along the arc of a curve, 158.90 feet, said curve having a radius of 553.90 feet and a long chord which bears South 71° 12'31" East, 158.36 feet; South 62° 59'24" East, 815.58 feet; southeasterly along the arc of a curve, 218.44 feet said curve having a radius of 749.58 feet and a long

chord which bears South 54° 38'30" East, 217.69 feet; thence South 46° 17'35" East, 341.02 feet to the point where said line intersects track #229; thence North 43° 42'25" East, 15.00 feet to a point 15.00 feet north of the North rail of said track #229; thence along, parallel with and 15.00 feet distant from said track #229 and #170 on the following courses and distances; South 46° 17' 35" East, 101.30 feet; southeasterly along the arc of a curve, 170.79 feet, said curve having a radius of 580.94 feet and a long chord which bears South 54° 42' 55" East, 170.17 feet; South 63° 08' 14" East, 348.53 feet to the east line of the Northwest Quarter of the Northeast Quarter of Section 32; thence continuing South 63° 08' 14" East, 250.00 feet; thence South 26° 51' 46" West, 40.00 feet; thence North 63° 08' 14" West, 225.27 feet to said east line; thence South 04° 51' 55" East along said line, 34.67 feet; thence North 63° 05' 54" West, 78.87 feet; thence northwesterly along the arc of a curve, 129.12 feet, said curve having a radius of 452.86 feet and a long chord which bears North 71° 15' 59" West, 128.68 feet to a point on a line 15.00 feet distant from and parallel with the Southerly rail of track #118; thence North 79° 26' 04" West along said line, 1846.56 feet to the point of intersection with a line 15.00 feet distant from and parallel with track #119; thence North 87° 33' 55" West along said line, 113.83 feet; thence North 02° 26' 05" East, 62.63 feet to a point on a line 12.50 feet southerly of and parallel with the centerline of track #123; thence North 79° 16' 00" West along said line 2104.81 feet; thence along said line, northwesterly along the arc of a Curve 389.54 feet, said curve having a radius of 2499.55 feet and a long chord which bears North 74° 48' 07" West, 389.15 feet; thence along said line, northwesterly along the arc of a curve, 305.51 feet, said curve having a radius of 698.19 feet and a long chord which bears North 82° 27' 45" West, 293.31 feet to a point on a line 12.50 feet distant from and parallel with the centerline of track #185; thence South 85° 24' 44" West along said line, 261.29 feet; thence North 00° 00' 00" West, 224.58 feet; thence South 79° 43' 15" West along the common boundary line between Iowa-Illinois Gas & Electric Co. and the C.R.L. & P. 500 feet; thence North 82° 33' 39" West along said common boundary 418.56 feet; thence South 75° 6' 00" West 711 feet, more or less, to a line 30 feet easterly of and parallel to the north/south centerline of Section 30; thence southerly along said line to a line 12 feet northerly of and parallel to the centerline of C . R. L. & P. track #24; thence easterly along said line approximately 6,842 feet, more or less, to the west line of the East Half of the Northeast Quarter of Section 32; thence southerly along said west line to a line 15 feet northerly of and parallel to the centerline of the C. R. L. & P.



westbound/northerly main track; thence southeasterly along said line approximately 10,759 feet to a line oriented normally to said main track centerline located 927.5 feet southeasterly of the east/west centerline of Section 4, as measured along said main track centerline, Township 17 North, Range 1 East of the 4th P.M.; thence normal northeasterly to a line 40 feet northerly of and parallel to said westbound/north main track centerline; thence easterly along said line to the West Bank of the Rock River; thence northerly along said bank to the east/west centerline of Section 3; thence westerly along said east/west centerline to a point 479.5 feet northerly of said westbound/northerly main track centerline, as measured normally to said centerline; thence northwesterly and parallel to said track centerline to the north line of Section 4; thence easterly along said north line approximately 84 feet to the east line of Wiershing's First Addition; thence northerly along said line 422.73 feet; thence North 68° 45' West, more or less, for 152.85 feet; thence South 25° 15' West, more or less, for approximately 267 feet; thence North 65° 15' West, more or less, for approximately 46 feet; thence North 30° 15' West, more or less, for 377.4 feet; thence North 74° 30' East, more or less, for 435 feet; thence North 25° 30' East, more or less, for 102.9 feet; thence South 72° 30' West, more or less, for 247.3 feet; thence North 42° 45' West, more or less, for 645.9 feet; thence North 12° 45' West, more or less, for 801.8 feet; thence North 31° 30' West, more or less, for 440.8 feet, to the Indian Boundary Line; thence easterly along said line 550 feet to the north/south centerline of Section 33; thence north along said centerline 1,437.1 feet; thence North 85° 45' West for 2,453.2 feet; thence north parallel to the west line of said Section 33 1,952 feet; thence South 42° 58' West for 438.6 feet; thence northerly and parallel to the east line of Section 32 for 15 feet; thence North 9° 39' East for 101.4 feet; thence northerly and parallel with said east line of Section 32 to the north line of said section; thence westerly along said north section line 273 feet, more or less; thence northwesterly 270.24 feet along a circular curve concave to the southwest and the radius of which is 1530.86 feet to the most southerly point of that Tract 2 the C. R. L. & P. conveyed to Deere & Company in instrument dated September 22, 1966; thence North 80° 50' 11" West along the southerly line of said Tract 2 for approximately 3,648 feet to a point on said west line of the East Half of the Southeast Quarter of Section 29, being the Point of Beginning; all in the Southeast Quarter of Section 30, the Northeast Quarter of Section 31, the South Half of Section 29, the North Half of Section 32, the West Half of Section 33, the Southwest Quarter of the Southeast Quarter of Section 33, Township 18 North, Range 1 East of the 4th P. M. and

all in the Northeast Quarter of the Northwest Quarter of Section 4, the Northeast Quarter of Section 4 and the West Half of Section 3, Township 17 North, Range 1 East of the 4th P.M.

Exclusion Parcel 2: Commencing at the intersection of the north line of First Avenue, City of Silvis and the west line of 7th Street, City of Silvis; thence North  $10^{\circ} 38'$  East along said west line of 7th Street, extended for 140.0 feet to a point on the north line of a recorded alley being 20 feet in width; thence South  $79^{\circ} 22'$  East along said north alley line for 722.64 feet to the Point of Beginning; thence North  $10^{\circ} 38'$  East for 432.95 feet; thence southerly and on a line parallel with the centerline of Grantor's westbound/northerly main track for 455.21 feet; thence normal southerly 282.95 feet; thence normal westerly 200 feet; thence normal southerly 150 feet; thence normal westerly 255.21 feet to the Point of Beginning; all in the West Half of the Northwest Quarter of the Northwest Quarter of Section 32, Township 18 North, Range 1 East of the 4th P.M.

Exclusion Parcel 3: Commencing at the intersection of the north line of First Avenue and the west line of 16th Street, as laid out and located in the City of Silvis, Illinois; thence South  $79^{\circ} 22'$  East for 218.0 feet; thence North  $10^{\circ} 38'$  East for 504.46 feet to a line 30 feet southerly from and parallel to the centerline of Grantor's southerly/ eastbound main track; thence southeasterly along said line South  $79^{\circ} 23'$  West for 1004.83 feet to the Point of Beginning; thence South  $10^{\circ} 37'$  West for 72.5 feet; thence 180 feet along a curve to the left of radius 57.5 feet, and control angle of  $180^{\circ}$  for an arc distance of 180.63 feet; thence North  $10^{\circ} 37'$  East for 72.5 feet to said line 30 feet southerly of said main track centerline; thence westerly along the last line intersected 114 feet, more or less, to the Point of Beginning; all in the Northeast Quarter of Section 32, Township 18 North, Range 1 East of the 4th P.M.

Exclusion Parcel 4: Commencing at the intersection of the west line of Section 33 and a line 17.1 feet southerly of and parallel to the centerline of Grantor's southerly/eastbound main track; thence easterly along said line southerly of said centerline for 140.5 feet to the Point of Beginning; thence South  $19^{\circ} 15'$  East, more or less, for 476.8 feet; thence North  $44^{\circ} 15'$  East, more or less, for approximately 150 feet to said line southerly of said main track centerline; thence northwesterly along the last line intersected for 435 feet, more or less, to the Point of

Beginning; all in the Northwest Quarter of Section 33, Township 18 North, Range 1 East of the 4th P.M.

Exclusion Parcel 5: The Point of Beginning being the intersection of the north line of Memory Lane and the east line of Boulevard Avenue, as laid out and located in Carbon Cliff, Illinois; thence westerly along said north line of Memory Lane 83 feet, more or less; thence North 7° 45' West, more or less, for 318.5 feet to a line 75 feet, more or less, westerly of and parallel to the centerline of said Boulevard Avenue; thence northerly along a curve to the right, being said line westerly of said Boulevard street centerline, to a line 40 feet southwesterly of and parallel to the centerline of Grantor's southerly/eastbound main track; thence southeasterly along the last line intersected 1415 feet, more or less; thence South 86° 45' West, more or less, for 318.78 feet to the centerline of First Avenue; thence northerly along the last line intersected, as extended, 400 feet, more or less; thence North 33° 45' West, more or less, for approximately 470 feet, to the south line of Section 33; thence westerly along said south line for approximately 270 feet to said east line of Boulevard Avenue, extended northerly; thence southerly along the last line intersected 319 feet, more or less, to the Point of Beginning; all in the North Half of the North Half of Section 4, Township 17 North, Range 1 East of the 4th P.M. and the Southeast Quarter of the Southwest Quarter of Section 33, Township 18 North, Range 1 East of the 4th P.M.

ALSO reserving in favor of the Grantor the following easements:

(A) An easement for roadway access across the right-of-way herein conveyed extending from the prolongation of the northwesterly line of Parcel 2 herein southerly 90 feet to a line parallel with said prolonged line; said easement to be maintained at Grantor's expense and utilized in such a way as not to unreasonably interfere with railroad operations; all in the West Half of the Northwest Quarter of the Northwest Quarter of Section 32, Township 18 North, Range 1 East of the 4th P.M.

(B) An easement for roadway access across the right-of-way conveyed herein being thirty feet on each side of an existing roadway centerline which is normal to Grantor's westbound/north main track centerline located 944.7 feet easterly of the west line of Section 33, as measured

along said track centerline; said easement to be maintained at Grantor's expense and utilized in such a way as not to unreasonably interfere with railroad operations; an in the Southwest Quarter of the Northwest Quarter of Section 33, Township 18 North, Range 1 East of the 4th P.M.

(C) An easement for roadway and utility access being 50 feet on each side of the centerline of Boulevard Avenue as the centerline of said Avenue crosses the right-of-way conveyed herein or as said Avenue centerline is extended across said right-of-way; said easement to be maintained at Grantor's expense and utilized in such a way as not to unreasonably interfere with railroad operations; all in the Southeast Quarter of the Southwest Quarter of Section 33, Township 18 North, Range 1 East of the 4th P.M.

West Liberty, Iowa

Exclusion Parcel 6: All that part of Section 12 lying northeasterly of a line fifty feet northeasterly of and parallel to the centerline of Grantor's E. Des Moines to Davenport main track and lying northerly of a line 1320 feet southerly of and parallel to the east/west centerline of said Section 12, all in Township 78 North, Range 4 West of the 5th P.M.

Exclusion Parcel 7: All of Grantor's interest in its West Liberty to Cedar Rapids right-of-way being southerly of the south line of the North Half of the Southwest Quarter of Section 12, northerly of a line 50 feet northerly of and parallel to the centerline of Grantor's Davenport to E. Des Moines main track and westerly of a line 15 feet easterly of and parallel to the centerline of Grantor's West Liberty to Cedar Rapids main track; all in the North Half of the West Half of the South Half of the Southwest Quarter of Section 12, Township 78 North, Range 4 West of the 3rd P.M.

Exclusion Parcel 8: All of Grantor's interest in Outlot No. 10 of the City of West Liberty, and all of Grantor's interest in Grantor's Columbus Junction to Cedar Rapids right-of-way lying easterly of said Outlot No. 10 and lying southerly of a line fifty feet southerly of and parallel to Grantor's Davenport to E. Des Moines main track centerline; all in the Southwest Quarter of the

Southwest Quarter of Section 12, Township 78 North, Range 4 West of the 5th P.M.

Exclusion Parcel 9: All of Grantor's interest in Lots 1 through 16 inclusive of Outlot No. 3 of the City of West Liberty, being in the east four hundred feet of the north five hundred feet of the south one thousand four hundred feet of the west one thousand fifty feet of the Southwest Quarter of Section 12, Township 78 North, Range 4 West of the 5th P.M.

Newton, Iowa

Exclusion Parcel 10: Lots A, B and C and Lots 2, 4, 5 and 6 of the Final Plat of Railroad Addition in the City of Newton, Iowa, as the same appears in the Office of the Recorder of Jasper County, Iowa.

Blue Island, Illinois

Exclusion Parcel 11: A parcel of land located in the Southwest Quarter of Section 30, Township 37 North, Range 14 East of the Third Principal Meridian, in Cook County, Illinois, described as follows:

Commencing on the East/West centerline of said Section 30, 968 feet East of the West right of way line of the Regional Transportation Authority, Metropolitan Rail, Rock Island Division (RTA); thence Southwesterly along a straight line (Line A) to a point on a line parallel with and 300 feet East of RTA's West right of way line, said point being 420 feet North of the South line of said Section 30, as measured along said parallel line; thence Southwesterly along said line 300 feet East of and parallel with RTA's West right of way line to a point on a line 2,400 feet South of, as measured perpendicular to and parallel with said East/West centerline of said Section 30; thence West parallel with said East/West centerline of said Section 30 to a point on a line 250 feet East of, as measured perpendicular to, and parallel with said RTA's West right of way line; thence Southwesterly along said line being 250 feet East of and parallel with RTA's West right of way line, to a point on the South line of said Southwest Quarter of Section 30; thence East along said South line of said Southwest Quarter of Section 30 on an assumed bearing of South

90 degrees East a distance of 280.26 feet; thence North 10 degrees 34 minutes 24 seconds East, 33.60 feet to a point on a line 33 feet North of and parallel with said South line of the Southwest Quarter of Section 30, being the POINT OF BEGINNING thence continuing North 10 degrees 34 minutes 24 seconds East, 201.06 feet; thence North 14 degrees 23 minutes 45 seconds West, 154.91 feet to a point on "Line B" being the Northwestern parcel line in Quitclaim Deed recorded April 6, 1988 as Document No. 88142814; thence North 30 degrees 00 minutes East along said "Line B", 368.68 feet to a point on a line 700 feet North of and parallel with said South line of said Southwest Quarter of Section 30; thence North 90 degrees East along said parallel line 257.98 feet to a point of intersection with a line 7 feet West of and parallel with the centerline of former I.C.C. Track No. 10 (also being a line 39.00 feet West of and parallel with the Westery right of way line of the former Chicago, Rock Island & Pacific Railroad Company's main line); thence South 16 degrees 53 minutes 30 seconds West along said parallel line 697.07 feet to a line 33 feet North of and parallel with said South line of the Southwest Quarter of Section 30; thence North 90 degrees West along said parallel line 238.16 feet to the point of beginning.

LESS AND EXCEPT THEREFROM THAT PART THEREOF DESCRIBED AS EXCEPTION NO. 1 AS FOLLOWS: Beginning at the intersection of a line parallel with and 33 feet North of the South line of said Southwest Quarter of Section 30, and a line 7 feet West of and parallel with the centerline of the former I.C.C. Track No. 10 (also being a line 39.00 feet West of and parallel with the Westery right of way line of the former Chicago, Rock Island & Pacific Railroad Company's main line); thence North 14 degrees 57 minutes 27 seconds East, 376.29 feet to a point of curve; thence Northeasterly along a tangent curve convex to the Northwest having a radius of 1,801.73 feet through a central angle of 5 degrees 38 minutes 23 seconds an arc distance of 177.35 feet to its intersection with a curve line convex to the Southeast having a radius of 970.06 feet whose chord bears North 32 degrees 47 minutes 14 seconds East on arc distance of 36.37 feet to a point on said line parallel with and 7 feet West of the centerline of the former I.C.C. Track No. 10; thence South 16 degrees 53 minutes 30 seconds West along said parallel line 588.30 feet to the point of beginning.

ALSO EXCEPTING THEREFROM THAT PART THEREOF DESCRIBED AS EXCEPTION NO. 2 AS FOLLOWS: A 25 foot strip of land in the Southwest Quarter of Section 30, Township 37 North, Range 14 East of the Third Principal Meridian, in Cook County, Illinois, beginning at the intersection of a line 700 feet North of and parallel with the South line of the Southwest Quarter of said Section 30, and a line 7 feet West of and parallel with the centerline of the former I.C.C. Track No. 10 (also being a line 39.00 feet Westerly of and parallel with the Westerly right of way line of the former Chicago, Rock Island & Pacific Railroad Company's main line); thence North 90 degrees West along said line 700 feet North of and parallel with the South line of said Southwest Quarter of Section 30, 3.35 feet; thence Southwesterly along a curve line convex to the Southeast having a radius of 945.06 feet whose chord bears South 38 degrees 34 minutes 27 seconds West an arc distance of 433.55 feet to a point of tangent; thence South 51 degrees 43 minutes West, 117.18 feet to a point of curve; thence Southwesterly along a tangent curve convex to the Northwest having a radius of 1,127.94 feet an arc distance of 60.17 feet; thence South 14 degrees 23 minutes 45 seconds East, 22.94 feet; thence South 10 degrees 34 minutes 24 seconds West, 7.57 feet to a point of curve; thence Northeasterly along a curve line convex to the Northwest having a radius of 1,102.94 feet whose chord bears North 49 degrees 45 minutes 49 seconds East an arc distance of 75.19 feet to a point of tangent; thence North 51 degrees 43 seconds East, 117.18 feet to a point of curve; thence Northeasterly along a tangent curve line to the Southeast having a radius of 970.06 feet an arc distance of 338.68 feet to its intersection with said line 7 feet West of and parallel with the centerline of former I.C.C. Track No. 10; thence North 16 degrees 53 minutes 30 seconds East, 108.77 feet to the point of beginning.