

THE IOWA STATE BAR ASSOCIATION
Official Form No. 104

03943

Lawrence E. Myers
Nyemeister Law Firm

FOR THE LEGAL EFFECT OF THE USE OF
THIS FORM, CONSULT YOUR LAWYER

REAL ESTATE TRANSFER
TAX PAID 14
STAMP # 1540
Michelle Utsler
RECORDER
10-13-93 Madison
DATE COUNTY

COMPUTER
RECORDED
COMPARED

FILED NO. 967

BOOK 58 PAGE 660

93 OCT 13 AM 11:15

MICHELLE UTSLER
RECORDER
MADISON COUNTY, IOWA

REC \$ 31.00
AUD \$ 35.00

SPACE ABOVE THIS LINE
FOR RECORDER



WARRANTY DEED (CORPORATE GRANTOR)

For the consideration of One
Dollar(s) and other valuable consideration,
MID IOWA COOPERATIVE, an Iowa cooperative association,
~~association~~ organized and existing under the laws of
Iowa
does hereby Convey to
FARMERS COOPERATIVE COMPANY, an Iowa cooperative association with
its principal place of business at Farnhamville, Iowa,
the following described real estate in Madison County, Iowa:

See Attached Legal Description

Subject to (i) applicable zoning ordinances; and (ii)
easements, restrictions and reservations of record,
if any; and (iii) existing mortgages of record.

~~association~~
The ~~association~~ hereby covenants with grantees, and successors in interest, that it holds the real estate by title in fee simple; that it has good and lawful authority to sell and convey the real estate; that the real estate is free and clear of all liens and encumbrances, except as may be above stated; and it covenants to Warrant and Defend the real estate against the lawful claims of all persons, except as may be above stated.

Words and phrases herein, including acknowledgment hereof, shall be construed as in the singular or plural number, according to the context.

MID IOWA COOPERATIVE

Dated: August 16, 1993

By Frankie Kolbe President
Frankie Kolbe Title

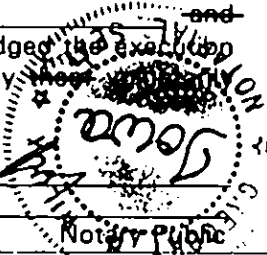
By Larry L. Kness Secretary
Larry L. Kness Title

STATE OF IOWA GUTHRIE CALHOUN COUNTY, ss:

On this 16th day of August, 1993 before me, the undersigned, a Notary Public in and for said State, personally appeared Frankie Kolbe
~~and Larry L. Kness~~ to me personally known, who being by me duly sworn, did say that they are the President

~~and Secretary~~ respectively of said ~~association~~ association, that (no seal has been procured by the said) ~~association~~ association that said instrument was signed ~~on behalf of said association~~ on behalf of said association by authority of its Board of Directors; and that the said Frankie Kolbe ~~and Larry L. Kness~~ as such officers, acknowledged the execution of said instrument to be the voluntary act and deed of said ~~association~~ association, by it and by ~~its officers~~ its officers executed.

Gregory B. Wilcox
Gregory B. Wilcox
Notary Public



2

STATE OF IOWA)
) ss:
COUNTY OF POLK)

On this 23rd day of August, 1993 before me, the undersigned, a Notary Public in and for said State, personally appeared Larry L. Kness to me personally known, who being by me duly sworn, did say that he is the Secretary of Mid Iowa Cooperative; that no seal has been procured by the said association; that said instrument was signed on behalf of said association by authority of its Board of Directors; and that the said Larry L. Kness as such officer, acknowledged the execution of said instrument to be the voluntary act and deed of such association, by it and by him voluntarily executed.

[Handwritten Signature]

William B. Miller, Notary Public
[Notary Seal: Notary Public, Polk County, Iowa]

DESCRIPTION OF REAL ESTATE

The following described real estate situated in Madison County, Iowa, to-wit:

Lot Two (2) except the West 145 feet thereof in Block 8 of the Original Town of Earlham, Iowa.

Lots Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9) and Ten (10) in Block Seven (7) of the Original Town of Earlham, Iowa.

That portion of Lot 1, described as: Beginning at the Southwest Corner of Lot 1; thence East to the Southeast Corner of Lot 1; thence North 26 1/2 feet; thence in a Northwesterly line to a point 67 feet North of the point of beginning; thence South 67 feet to the point of beginning; and Lot 2; all in Block 15, in the Original Town of Earlham, Iowa.

Lots 1, 2 and 11, in Block 7, in the Original Town of Earlham, Iowa.

A tract commencing 28 feet North of the Southeast Corner of Lot 1 in Block 16 of the Original Town of Earlham, Iowa; thence South to said Southeast Corner; thence West to the Southwest Corner of said lot; thence North 54 1/2 feet; thence Easterly on a straight line to the point of beginning. Also sometimes described as: The South One-half of Lot 1, commencing at the Southwest Corner of said Lot 1, thence North 54 1/2 feet, thence Southeasterly to a point 55 feet South of the Northeast Corner of said Lot 1, thence South to the Southeast Corner of Lot 1, thence West to the point of beginning, in Block 16 of the Original Town of Earlham, Iowa.

Commencing at the Southwest Corner of Lot 3 in Block 8 of the Original Town of Earlham; thence South along the East line of Elm Street in said Town to the Northerly line of right-of-way conveyed to Chicago, Rock Island and Pacific Railroad Company on November 7, 1867; thence Southeasterly along the Northerly line of said right-of-way to the West line of Locust Street in said Town; thence North to the Southeast Corner of Lot 1 in said Block 8; thence Northwesterly to the point of beginning; and a tract commencing on the Southerly line of the above-mentioned right-of-way 55 feet East of the East line of said Locust Street; thence South to the Northerly line of Block 16 of said town of Earlham; thence Easterly along the Northerly line of said Block 16 to the West line of Chestnut Street in said Town; thence North along the West line of Chestnut Street to the Southerly line of the above-mentioned right-of-way; thence Northwesterly along said line to the point of beginning; and a tract commencing on the Southerly line of said right-of-way at its intersection with the East line of said Chestnut Street; thence South to the Northwest Corner of Block 15 of said Town; thence Southeasterly along the Northerly line of Block 15 to the West line of Sycamore Street in said Town; thence North to the Southerly line of said right-of-way; thence Northwesterly along said line to the point of beginning; and a tract commencing on the Southerly line of above-mentioned right-of-way at its intersection with the East line of said Sycamore Street; thence South to the Northwest Corner of Block 14 of said Town; thence Southeasterly along the Northerly line of said Block 14 to the West line of Maple Street in said Town; thence North to the Southerly line of said right-of-way; thence Northwesterly along said line to the point of beginning; and Lot 11, except the West 55 feet thereof and except the South 45 feet of the East 90 feet thereof, in Block 16 of the Original Town of Earlham, Iowa; and a tract commencing at the Northwest Corner of Lot 1 in Block 16 of

4

Original Town of Earlham, Iowa; thence South along the West line of Lot 1, 27 feet more or less to a point 25 feet Southwesterly, measured at right angles, from the Northerly line of said Lot 1; thence Southeasterly along a line 25 feet Southwesterly from and parallel with the Northerly line of said Lot 1, 150 feet more or less to the West line of Chestnut Street in said Town of Earlham; thence North to the Northeast Corner of said Lot 1; thence Northwesterly along the Northerly line of said Lot 1 to the point of beginning; also sometimes described as: Part of the Chicago, Rock Island, Pacific Railroad Company's depot grounds in the Southwest Quarter (SW 1/4) of Section 6, Township 77 North, Range 28 West of the Town of Earlham, Iowa, more particularly described as follows: Parcel No. 1 - Beginning at the intersection of the East line of Elm Street, as originally platted, with the Northeasterly line of said Railroad Company's depot grounds, as originally platted, said Northeasterly line of depot grounds being 150 feet Northeasterly of and parallel with the centerline of said Railroad Company's main track; thence Southerly 105 feet, more or less, along said East line of Elm Street, to a point on a line located 50 feet Northeasterly of and parallel with the centerline of said Railroad Company's main track; thence Southeasterly 321 feet, more or less, along the last said parallel line to a point on the Southerly extension of the West line of Locust Street; thence Northerly 105 feet, more or less, along said Southerly extension to the West line of Locust Street to a point on the Northeasterly line of said depot grounds; thence Northwesterly 321 feet, more or less, along the Northeasterly line of said depot grounds to the point of beginning. Parcel No. 2 - Beginning at a point located 50 feet Southwesterly as measured at right angles from the centerline of said Railroad Company's main track, and 55 feet Easterly, as measured at right angles from a Northerly extension of the East line of Locust Street; thence Southerly, parallel with said Northerly extension of the East line of Locust Street, 155 feet, more or less, to a point on a line located 45 feet Northerly of and parallel with the South line of Lot 11 in Block 16, as originally platted; thence Easterly, along the last said parallel line, 90 feet to a point on the East line of said Lot 11; thence North along said East line of Lot 11, 27 feet, more or less, to a point on the Southwesterly line of said Railroad Company's depot grounds as originally platted; thence Southeasterly along the Southwesterly line of said depot grounds, to the Northwest corner of Lot 1 in Block 16, as originally platted; thence Southerly along the West line of said Lot 1, 27 feet, more or less, to a point located 25.0 feet Southwesterly, as measured at right angles from the North line of said Lot 1; thence Southeasterly, along a line located 25 feet Southwesterly from and parallel with the North line of said Lot 1, 150 feet, more or less, to a point on the West line of Chestnut Street; thence Northerly along the West line of Chestnut Street and a Northerly extension thereof, 130 feet, more or less, to a point on a line located 50 feet Southwesterly from and parallel with the centerline of said Railroad Company's main track; thence Northwesterly along said parallel line 263 feet, more or less, to the point of beginning. Parcel No. 3 - Beginning at the point of intersection of the East line of Chestnut Street, as originally platted, with the Southwesterly line of said Railroad Company's depot grounds, as originally platted, said Southwesterly line of depot grounds being 150 feet Southwesterly from and parallel with the centerline of said Railroad Company's main track; and thence Northerly 150 feet, more or less, along a Northerly extension of said East line of Chestnut Street, to a point on a line located 50

5

feet Southwesterly from and parallel with the centerline of said Railroad Company's main track; thence Southeasterly 321 feet, more or less, along the last said parallel line, to a point on a Northerly extension of the West line of Sycamore Street; thence Southerly 150 feet, more or less, along said Northerly extension of the West line of Sycamore Street, to a point on the Southeasterly line of said depot grounds; thence Northwesterly along the Southeasterly line of said depot grounds 321 feet, more or less, to the point of beginning. Parcel No. 4 - Beginning at the point of intersection of the East line of Sycamore Street, as originally platted, with the Southwesterly line of said Railroad Company's depot grounds as originally platted, said Southwesterly line of depot grounds being 150 feet Southwesterly from and parallel with the centerline of said Railroad Company's main track; thence Northerly 105 feet, more or less, along a Northerly extension of the East line of Sycamore Street, to a point on a line located 50 feet Southwesterly from and parallel with the centerline of said Railroad Company's main track; thence Southeasterly 321 feet, more or less, along the last said parallel line, to a point on a Northerly extension of the West line of Maple Street; thence Southerly 105 feet, more or less, along said Northerly extension of the West line of Maple Street, to a point on the Southwesterly line of said depot grounds; thence Northwesterly along the Southwesterly line of said depot grounds, 321 feet, more or less, to the point of beginning.

Lot 2, in Block 16, in the Original Town of Earlham, Iowa.

A tract commencing at the Northwest Corner of Lot 2 in Block 8 of the Original Town of Earlham, Iowa; thence North along the East line of Elm Street in said Town 105 feet, more or less, to a line being 50 feet Southerly of and parallel with the centerline of the Chicago, Rock Island and Pacific Railroad Company's station grounds in said Town; thence Southeasterly along said parallel line 305 feet; thence South parallel with the West line of Locust Street in said Town 105 feet more or less, to the Southerly line of said station grounds; thence Northwesterly along said Southerly line of said station grounds 305 feet to the point of beginning. Also sometimes described as: A part of the Chicago, Rock Island and Pacific Railroad Company's station grounds in the Southwest Quarter of Section 6, Township 77 North, Range 28 West in the Town of Earlham, Iowa, more particularly described as follows: Beginning at the point of intersection of the Southerly line of said station grounds with the East line of Elm Street produced Northerly; thence Northerly along said East line of Elm Street 105 feet, more or less to a line being 50 feet Southerly of and parallel with the centerline of said Railroad Company's main track; thence Easterly along said parallel line 305 feet; thence Southerly parallel with the West line of Locust Street 105 feet, more or less, to a point on the Southerly line of said Railroad Company's station grounds; thence Westerly along the Southerly line of said station grounds 305 feet to the point of beginning.

The West 145 feet of Lot 2 in Block 8 in the Original Town of Earlham, Iowa.

All that part of the West One-Half (W 1/2) of the Northwest Quarter (NW 1/4) of Section 2, Township 77 North, Range 29 West of the 5th P.M., lying South of the Chicago, Rock Island and Pacific Railroad Right-Of-Way, as now located.

4

Lot 5, and the South One-Half of Lot 4, in Block Sixteen of the Original Town of Earlham, Iowa.

Lot 3, and the North One-Half of Lot 4, in Block Sixteen of the Original Town of Earlham, Iowa.

The North One-Half of the Northwest Quarter of the Southeast Quarter of Section 7, Township 77 North, Range 28 West of the 5th P.M.

(Except the East One-Half (E 1/2) of a parcel of land beginning at point of intersection of the East line of Elm Street, as originally platted, with the Northeasterly line of the Chicago, Rock Island and Pacific Railroad Company depot ground, as originally platted, said Northeasterly line of depot ground being 150 feet Northeasterly and parallel with the centerline of said Railroad Company's main track; thence Southerly 105 feet, more or less, along said East line of Elm Street, to a point on a line located 50 feet Northeasterly of and parallel with the centerline of said Railroad Company's main track; thence Southeasterly 321 feet, more or less, along said last said parallel line, to a point on the Southerly extension of the West line of Locust Street; thence Northerly 105 feet, more or less, along said Southerly extension of the West line of Locust Street to a point on the Northeasterly line of said depot grounds; thence Northwesterly 321 feet, more or less, along the Northeasterly line of said depot grounds to the point of beginning, all of said property being located in Block 8 of the Original Town of Earlham, Iowa.

Lot 3 in Block 8 of the Original Town of Earlham, Iowa, and a parcel of land commencing at the Northeast Corner of Lot 3, thence East 10 feet, thence South to the Northeasterly Corner of the West One-Half (W 1/2) of a parcel of land described as (beginning at the point of intersection of the East line of Elm Street as originally platted with the Northeasterly line of the Chicago, Rock Island and Pacific Railroad Company depot ground as originally platted, said Northeasterly line of depot ground being 150 feet Northeasterly of and parallel with the centerline of said Railroad Company's main track; thence Southerly 105 feet, more or less, along said East line of Elm Street, to a point on a line located 50 feet Northeasterly of and parallel with the centerline of said Railroad Company's main track; thence Southeasterly 321 feet, more or less, along the last said parallel line to a point on a Southerly extension of the West line of Locust Street; thence Northerly 105 feet, more or less, along said Southerly extension of the West line of Locust Street to a point on the Northeasterly line of said depot ground; thence Northwesterly 321 feet, more or less, along the Northeasterly line of said depot ground to the point of beginning), thence Northwesterly to the Southeast Corner of said Lot 3, thence North along the East line of said Lot 3 to the point of beginning.