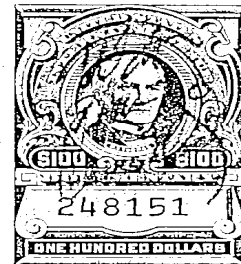


A-Nebr-401  
Omaha Alcohol Plant  
Omaha, Nebraska

QUITCLAIM DEED

KNOW ALL MEN BY THESE PRESENTS: That the UNITED STATES OF AMERICA, acting by and through the Administrator of General Services, under and pursuant to the powers and authority contained in the provisions of the Federal Property and Administrative Services Act of 1949 (63 Stat. 377) and regulations and orders promulgated thereunder, for and in consideration of the sum of Three Hundred Thousand and No/100 Dollars (\$300,000.00) of which said sum of Sixty Thousand and No/100 Dollars (\$60,000.00) has been paid, and the balance of said sum to wit: the principal sum of Two Hundred Forty Thousand and No/100 Dollars (\$240,000.00), together with interest at the rate of five and three-quarters per cent (5 3/4%) per annum to be paid as evidenced by a promissory note of even date herewith, payable to the order of the UNITED STATES OF AMERICA, secured by a purchase money mortgage on the property transferred hereunder, to it in hand paid by Aaron Ferer and Sons Company, whose Post Office address is 101 South Eighth Street, Omaha 2, Nebraska, the receipt of which is hereby acknowledged, does hereby REMISE, RELEASE, CONVEY AND FOREVER QUITCLAIM unto the said Aaron Ferer and Sons Company, a Nebraska Corporation, its successors and assigns, the following described property situate in the County of Douglas, State of Nebraska, and in the County of Pottawattamie, State of Iowa, hereinafter described to wit:



Property situate in the County of Douglas, State of Nebraska:

(A) UNION PACIFIC RAILROAD COMPANY PROPERTY

A piece or parcel of land situate in and being all that part of Lots Six (6) and Seven (7) of Block One Hundred Sixty (160); of Lots Two (2), Three (3) and Four (4) of Block One Hundred Eighty-one (181); of Jackson Street, as originally platted, lying between said Blocks One Hundred Sixty (160) and One Hundred Eighty-one (181), in the original City of Omaha, Douglas County, Nebraska, described as follows:

Beginning at the southeast corner of said Lot Two (2) of Block One Hundred Eighty-one (181), which is also a point on the west line of Government Lot Three (3) of Section Twenty-three (23), Township Fifteen (15) North, Range Thirteen (13) East of the Sixth Principal Meridian; thence northerly along the east line of said Block One Hundred Eighty-one (181) and One Hundred Sixty (160), which said east line of said blocks is co-incident with said west line of Government Lot Three (3), a distance of three hundred sixty-four (364) feet, more or less, to a point on the north line of said Lot Seven (7) of Block One Hundred Sixty (160); thence westerly along the north line of said Lot Seven (7) of Block One Hundred Sixty (160) a distance of forty-six and three-tenths (46.3) feet, more or less, to a point that is twenty (20) feet distant easterly, measured radially, from the center line of the most easterly track of the Union Pacific Railroad Company as now constructed across said Block One Hundred Sixty (160); thence southwesterly along a curved line, concave northwesterly and having a radius of nine hundred seventy-three and seventy-two hundredths (973.72) feet parallel with and twenty (20) feet distant southeasterly, measured radially, from said center line of most easterly track, a distance of three hundred four and seven-tenths (304.7) feet, more or less, to a point on the west line of said Lot Four (4), of Block One Hundred Eighty-one (181); thence southerly along said west line of Lot Four (4) of Block One Hundred Eighty-one (181) a distance of ninety-four and three tenths (94.3) feet, more or less, to a point on the south line of said Lot Four (4); thence easterly along the south line of Lots Four (4), Three (3) and Two (2) of said Block One Hundred Eighty-one (181) a distance of one hundred eighty-seven and three-tenths (187.3) feet, more or less, to the point of beginning; containing an area of forty-six thousand six hundred fourteen (46,614) square feet, more or less; also North Half ( $N\frac{1}{2}$ ) of vacated alley South of and adjoining said property last hereinbefore described.

(B) COLE PROPERTY

Lots Five and Six (5&6), and the West Fifty-six and Thirty-one One Hundredths (56.31) feet of Lot Seven (7) in Block One Hundred Eighty-one (181) of the Original City of Omaha, as surveyed and lithographed, and also a strip of land Twenty (20) feet wide adjoining said Lot Five (5) on the West, being a part of Sixth Street vacated and bounded and described as follows:

Beginning at the Southwest corner of said Lot Five (5) in said Block One Hundred Eighty-one (181) of the Original City of Omaha, running thence West Twenty (20) feet, thence North One Hundred Thirty-two (132) Feet, thence East Twenty (20) feet to the Northwest corner of said Lot Five (5), and thence South to the place of beginning, all in the City of Omaha, Douglas County, Nebraska; also the South Half ( $S\frac{1}{2}$ ) of vacated alley North (N) of and adjoining said property last hereinbefore described,

(C) CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY PROPERTY

- (1) A part of Government Lot Three (3), Section Twenty-three (23) Township Fifteen (15) North, Range Thirteen (13) East of the Sixth (6th) Principal Meridian;

Commencing at the point of intersection of the North line of Jones Street with the center line of Sixth Street; thence East in the North line of Jones Street Five Hundred Eighty-three and Sixteen Hundredths (583.16) feet to a point; thence North on an angle of Ninety Degrees, Fifteen and Five Tenths Minutes ( $90^{\circ}15.5'$ ) to the left, Forty-five (45) feet to the point of beginning of the parcel herein conveyed; thence North on the same course Two Hundred Forty and Six Tenths (240.6) feet; thence East on a line parallel with the North line of Jones Street Fourteen and Ninety-three Hundredths (14.93) Feet, thence Southeast on an interior angle of One Hundred twenty-four Degrees, Fifty-seven Minutes ( $124^{\circ}57'$ ) with last previously described course One Hundred Sixty-six and Eighty Hundredths (166.80) feet; thence Southeast on an interior angle of One Hundred Seventy-one Degrees, Fourteen Minutes ( $171^{\circ}14'$ ) with last previously described course One Hundred Four and Thirty-nine Hundredths (104.39) Feet to a point Ten (10) feet southwest at right angles from center line of track of the Grantor defined as No. 4; thence Southwest on an interior angle of Sixty-nine Degrees, Three Minutes ( $69^{\circ}03'$ ) with last previously described course One Hundred Eleven (111) Feet to a point; thence West on an interior angle of One-Hundred Seventy-four Degrees, Forty-six Minutes ( $174^{\circ}46'$ ) with last previously described course and parallel with the North line of Jones Street Forty-five (45) feet to a point of beginning; containing Twenty Thousand Five Hundred Thirty-six (20,536) square feet, more or less;

- (ii) A part of Government Lot Three (3), Section Twenty-three (23) Township Fifteen (15) North, Range Thirteen (13) East of the Sixth (6th) Principal Meridian;

Commencing at the point of intersection of the North line of Jones Street with the center line of Sixth Street; thence East in the North line of Jones Street Five Hundred Eighty-three and Sixteen Hundredths (583.16) feet to a point; thence North on an angle of Ninety degrees, Fifteen and Five-tenths Minutes ( $90^{\circ}15.5'$ ) to the left, Two Hundred Eighty-five and Sixty Hundredths (285.60) feet to a point; thence East on a line parallel with the North line of Jones Street Fourteen and Ninety-three Hundredths (14.93) feet to the point of beginning of land herein conveyed; thence East on the same course Twenty-one and Sixty-seven Hundredths (21.67) feet to a point.

Ten (10) Feet Southwest at right angles from center line of track of the Grantor defined as No. 4; thence Southeast on an interior angle of One Hundred Eighteen Degrees, Fifty-two Minutes ( $118^{\circ}52'$ ) with last previously described course One Hundred Twenty-seven and Sixty-four Hundredths ( $127.64$ ) Feet to a point Ten (10) Feet Southwest at right angles to center line of track No. 4; thence Southeast on an interior angle of One Hundred Seventy-seven Degrees, Nineteen Minutes ( $177^{\circ}19'$ ) with last previously described course Twenty-seven and Seventy-nine Hundredths ( $27.79$ ) feet to a point, thence Northwest on an interior angle of Eight degrees, forty-six minutes ( $8^{\circ}46'$ ) with last previously described course One Hundred Sixty-six and Eighty Hundredths ( $166.80$ ) Feet to the point of beginning, containing Fifteen Hundred Sixty-four ( $1564$ ) square feet, more or less

(D) STREET RAILWAY PROPERTY

That part of the Northeast Quarter ( $NE\frac{1}{4}$ ) of the Southwest Quarter ( $SW\frac{1}{4}$ ) of Section Twenty-three (23) in Township Fifteen (15), North, Range Thirteen (13) East of the 6th P.M., bounded and described as follows:

Commencing at a point on the North line of Jones Street in the City of Omaha, Nebraska, 90 feet East of the Southwest corner of Sublot One (1) of Government Lot Three (3), as surveyed, platted and recorded, said point being Ninety (90) feet east of gas pipe now in place; thence Eastward along the North line of Jones Street a distance of One Hundred Ninety-four and six-tenths ( $194.6$ ) feet; thence Northeasterly a distance of One Hundred Forty-eight and Eight-tenths ( $148.8$ ) feet to a point on the East line of Sublot Three (3) of Government Lot Three (3) One Hundred Forty-four ( $144$ ) feet North of the North line of Jones Street, thence North along the East line of Sublot Three (3) of Government Lot Three (3) a distance of One Hundred Forty-one and Six-tenths ( $141.6$ ) feet to a point in the South line of Jackson Street extended Eastward, said point being marked by "T" rail now in place; thence East along the South line of Jackson Street extended a distance of Thirteen (13) feet to the Southeast corner of Sublot Four (4) of Government Lot Three (3); thence North Thirty-four ( $34$ ) degrees, Fifty-seven (57) minutes West a distance of Five Hundred Seventy-one ( $571$ ) feet to a point marked by a "T" rail now in place; thence South Twelve (12) degrees West a distance of One Hundred Thirty-Two ( $132$ ) feet to a point in the East line of Block One Hundred Sixty ( $160$ ) in the original plat of the City of Omaha, as surveyed and lithographed, being also a point on the West line of the northeast Quarter ( $NE\frac{1}{4}$ ) of the Southwest Quarter ( $SW\frac{1}{4}$ ) of said Section Twenty-three (23); thence South along the East line of said Block One Hundred Sixty ( $160$ ) and the West line of the Northeast Quarter of the Southwest Quarter ( $NE\frac{1}{4} SW\frac{1}{4}$ ) of said Section Twenty-three (23) a distance of Three Hundred Thirty-eight and Four-tenths ( $338.4$ ) feet; thence East along the South line of Jackson Street extended Eastward a distance of Fifteen (15) feet; thence South along the West line of Sublot One (1) of Government Lot Three (3) a distance of Two Hundred

Twenty-five and Six-tenths (225.6) feet; thence East on a line parallel to the North line of Jones Street a distance of Ninety (90) feet; and thence south a distance of Sixty (60) feet to the point of beginning; all in the City of Omaha, Nebraska, containing approximately Three and Seventy-eight hundredths (3.78) acres;

Also, all that part of Government Lot Three (3) in Section Twenty-three (23), Township Fifteen (15) North, Range Thirteen (13) East of the 6th P.M., which lies North of the North line of Jackson Street extended East to the Missouri River and East of the East line of the right-of-way of the Omaha and Southwestern Railroad Company, together with all riparian rights thereto, all in the City of Omaha, Nebraska,

(E) UNION PACIFIC RAILROAD COMPANY PROPERTY

A piece or parcel of land situate in and being all that part of Lot Two (2), Block One Hundred Sixty (160) in the original City of Omaha, Douglas County, Nebraska described as follows:

Beginning at the southeast corner of said Lot Two (2), which is also a point on the west line of Government Lot Three (3) of Section Twenty-three (23), Township Fifteen (15), North, Range Thirteen (13) East of the Sixth Principal Meridian; thence northerly along the east line of said Lot Two (2) a distance of eighty-four (84) feet to a point; thence westerly along a straight line at right angles to said east line of Lot Two (2) a distance of fourteen and one tenth (14.1) feet to a point that is eight and five tenths (8.5) feet distant westerly, at right angles, from the center line of the spur track constructed across said Lot No. Two (2); thence southerly along a straight line forming an angle from west to south of eighty-one degrees and fifty minutes (81°50') with the last described course produced and which is parallel with and eight and five tenths (8.5) feet westerly, at right angles, from said center line of spur track, a distance of ten and six tenths (10.6) feet to a point; thence southerly along a curved line to the left having a radius of five hundred eighty-two and nineteen hundredths (582.19) feet, and which is tangent at its point of beginning to the last described course, parallel with and eight and five tenths (8.5) feet westerly, measured radially, from said center line of spur track, a distance of seventy-three and eight tenths (73.8) feet, more or less, to a point on the south line of said Lot Two (2), thence easterly along said south line of Lot Two (2) a distance of twenty-one and four tenths (21.4) feet, more or less, to the point of beginning; containing an area of one thousand five hundred seventy-four (1,574) square feet, more or less; also North Half (N $\frac{1}{2}$ ) of vacated alley South of and adjoining said property last hereinbefore described,

TOGETHER WITH all and singular the tenements, hereditaments and appurtenances thereunto belonging and all easements, licenses, permits and contracts appertaining thereto including, but not limited to, the following:

- 1 - An Agreement dated January 26, 1946, recorded in Book 223, at Page 431 of Miscellaneous Records in the Office of the Register of Deeds, Douglas County, Nebraska,

whereby the Reconstruction Finance Corporation acquired from the Omaha and Council Bluffs Street Railway Company the right to erect, construct and maintain underground gas lines and underground electric cables and conduits therefor and concrete transformer platform upon the real property heretofore described as Parcel "D" which rights were not vested in the Grantee by said Deed by reason of certain reservations therein.

2 - An unrecorded Agreement dated April 9, 1946, by and between the Union Pacific Railroad Company, a corporation, and Reconstruction Finance Corporation, whereby Reconstruction Finance Corporation, its successors and assigns acquired the right to lay, maintain, repair, renew and operate steam, drain, syrup and air pipe lines under and across the tracks and right of way of said Union Pacific Railroad Company at the location which is described as follows:

Across the right of way and under the track of Grantor which extends along the easterly side of Block One Hundred Sixty (160) in the City of Omaha, Douglas County, Nebraska, the center line of the group of pipe lines aforesaid being at an approximate right angle to the center line of said track and intersecting the center line of said track at a point 119.7 feet distant (when measured along the center line of said track) northerly of the south line of Jackson Street in said City of Omaha, and also the right to lay, maintain, repair, renew and operate said pipeline under the track owned by the Grantee but operated by the Grantor under the provisions of that certain agreement between Defense Plant Corporation, Farm Crops Processing Corporation and the Grantor dated April 17, 1944, as more fully described in Item No. 6 hereinafter,

3 - An Easement for the purpose of constructing, laying maintaining, repairing, renewing and operating 3 #00, 440 volt electric cables in 6 inch conduit under and across the right of way and tracks of the Union Pacific Railroad Company, a corporation, at the location which is described as follows:

Across the right of way and under the track of Grantor which extends along the easterly side of Block One Hundred Sixty (160) in the City of Omaha, Douglas County, Nebraska, the center line of the Wire Line aforesaid being at an approximate right angle to the center line of said track and intersecting the center line of said track at a point 117.6 feet distant (when measured along the center line of said track) northerly of the south line of Jackson Street in said City of Omaha; and also the right to construct, lay, maintain, repair, renew, and operate said Wire Line under the track owned by the Grantee but operated by the Grantor under the provisions of that certain agreement between Defense Plant Corporation, Farm Crops Processing Corporation, and the Grantor dated April 17, 1944, as more fully described in Item No. 6 hereinafter, reserving, however, to the Union Pacific Railroad Company right of way in common with Reconstruction Finance Corporation of the right to construct, operate, and maintain railroad track or tracks pursuant to the terms of that certain right of way agreement recorded April 7, 1886, in Book 67, Page 122 of the Deed Records of Douglas County, Nebraska,

4 - An unrecorded permit dated October 4, 1943, issued by the War Department, Engineers' Office, to Farm Crops Processing Corporation for the construction and maintenance of a submerged pipeline crossing for the transportation of water across the Missouri River at mile 659.46 above the mouth approximately 1800 feet downstream from the Ak-Sar-Ben (Douglas Street) Bridge, Omaha, Nebraska.

5 - A license to construct, operate and maintain an overhead steam line across Jones Street at a point approximately 600 feet East of 6th Street, Omaha, Douglas County, Nebraska, being the same license right acquired by Reconstruction Finance Corporation, its successors and assigns, by an unrecorded Resolution of the City Council of Omaha, Nebraska, dated September 21, 1943.

6 - An unrecorded Agreement dated April 17, 1944, between the Union Pacific Railroad Company, party of the first part, and Defense Plant Corporation, party of the second part, for the construction, maintenance and operation of an industry spur track approximately 892.3 feet long between Jones and Howard Streets at approximately 5th Street at Omaha, Douglas County, Nebraska.

7 - An unrecorded license dated April 15, 1945, granted by the Chicago, Burlington & Quincy Railroad Company to Farm Crops Processing Corporation acting on behalf of Defense Plant Corporation and duly assigned according to the terms thereof under date of August 30, 1947, to Reconstruction Finance Corporation, a corporation created under the laws of the United States for the construction and maintenance of a 72 inch reinforced concrete conduit for carrying a 15 inch steam line and 6 inch condensate line and a 4 inch gas line in, to, on, under, over, and across the following described property:

Beginning at the point of intersection of the north line of Jones Street with the east line of sub-lot 3, Government Lot 3, Section 23, Township 15 North, Range 13 East, said point marked by "T" rail. Thence North from said point a distance of 49.0 feet to a point on property line and also being a point on center line of 72" conduit for steam condensate and gas lines leading from Nebraska Power Company building to Main building of Alcohol Plant; thence west along center-line of 72" conduit a distance of 6.6 feet to a point on the center line of track #37 of Chicago, Burlington and Quincy Railroad Company; thence west on last described course a distance of 10.2 feet to a point on center line of track #24 of C.B. & Q. Railroad Company (last 2 points described located on Nebraska Power Company property); thence west along last described course a distance of 16.0 feet to center line of track "A" (Alcohol track) owned by Defense Plant Corporation; thence west along last described course and along center line of 72" conduit a distance of 74.28 feet to center line of track "B" owned by D.P.C.; thence west along last described course a distance of 13.2 feet to center line of track "C" owned by D.P.C.; and thence west along last described course a distance of 21.0 feet to center line of 72" conduit corner structure (manhole) said point being 48.2 feet north of the north line of Jones Street, in the Northeast Quarter of

the Southwest Quarter (NE<sup>1</sup><sub>4</sub>SW<sup>1</sup><sub>4</sub>) of Section 23, Township 15 North, Range 13 East of the 6th P.M., Douglas County, Nebraska;

8 - An unrecorded Agreement dated February 10, 1947, by and between the Union Pacific Railroad Company, party of the first part, and Farm Crops Processing Corporation, a corporation in the State of Nebraska, and Reconstruction Finance Corporation, a corporation organized and existing under the laws of the United States of America, parties of the second part, for the construction, maintenance and operation of an industry spur track approximately 197 feet long eastwardly of the intersection of Howard and 6th Streets, Omaha, Douglas County, Nebraska

being the same property acquired by the UNITED STATES OF AMERICA by Quitclaim Deed dated November 26, 1948; filed for record on December 2, 1948, in the office of the Register of Deeds of Douglas County, Nebraska, in Book of Deeds 846, Page 671.

PARCEL NO. 1

All that part of vacated Sixth Street, as originally platted, adjacent to Lot Four (4) of Block One Hundred Eighty-one (181), in the Original City of Omaha, Douglas County, Nebraska, which was vacated by Ordinance No. 5031 of said City of Omaha, dated January 14, 1902, and which was conveyed by said City of Omaha to the Union Pacific Railroad Company by Quitclaim Deed dated January 15, 1902, and recorded on Page 412 of Book 248 of the records of said Douglas County, described as follows:

Beginning at the Southwest (SW) corner of said Lot Four (4) of Block One Hundred Eighty-one (181) and running thence North (N) along the West (W) line of said Lot Four (4) a distance of ninety-four and three-tenths (94.3) feet, more or less, to a point that is twenty (20) feet distant Southeasterly (SE), measured radially, from the center line of the most Easterly (E) track of said Union Pacific Railroad Company as now constructed across said Sixth Street; thence southwesterly (SW) along a curved line concave northwesterly (NW) and having a radius of nine hundred seventy-three and seventy-two hundredths (973.72) feet, parallel with and twenty (20) feet distant Southeasterly (SE), measured radially, from said center line of most Easterly (E) track, a distance of thirty-three and five-tenths (33.5) feet, more or less, to a point in a straight line that is parallel with and twenty (20) feet distant Westerly (W), measured at right angles, from said West (W) line of Lot Four (4); thence Southerly (S) along said straight line that is parallel with and twenty (20) feet distant Westerly (W), measured at right angles, from said West (W) line of Lot Four (4), a distance of sixty-seven and five-tenths (67.5) feet, more or less, to a point on the South (S) line, produced Westerly (W), of said Lot Four (4); thence Easterly (E) along said South (S) line, produced Westerly (W), of Lot Four (4) a distance of twenty (20) feet, more or less, to the point of beginning; containing an area of one thousand six hundred eighteen (1618) square feet, more or less,



PARCEL NO. 2

That portion of the South half ( $S\frac{1}{2}$ ) of the vacated alley in Block One Hundred Sixty (160), Original City of Omaha, between Howard and Jackson Streets from Sixth (6th) Street east, North of and adjoining Lot Seven (7) in said Block One Hundred Sixty (160), Original City of Omaha, described as follows, which said alley was vacated by the City of Omaha by Ordinance of its City Council No. 15402, dated May 7, 1946:

Beginning at the Northeast (NE) corner of said Lot Seven (7); thence Westerly (W) along the North (N) line of said Lot Seven (7) a distance of forty-six and three-tenths (46.3) feet, more or less, to a point that is twenty (20) feet distant Easterly (E), measured radially, from the center line of the most Easterly (E) track of the Union Pacific Railroad Company as now constructed across said Block One Hundred Sixty (160); thence Northerly (N) along a concave curved line having a radius of nine hundred seventy-three and seventy-two hundredths (973.72) feet parallel with and twenty (20) feet distant Easterly (E), measured radially, from said center line of most Easterly (E) track to a point which is the center line of said vacated alley in said Block One Hundred Sixty (160); thence Easterly (E) along the center line of said vacated alley to a point on the Easterly (E) line of said Block Seven (7) produced Northerly (N); thence Southerly (S) a distance of ten (10) feet, more or less, to the point of beginning.

being the same property acquired by the UNITED STATES OF AMERICA by Correction Quitclaim Deed dated February 4, 1949, filed for record on July 2, 1949, in the office of the Register of Deeds of Douglas County, Nebraska, in Book of Deeds 857, Page 675.

Property situate in the County of Pottawattamie,  
State of Iowa:

ONE: Lot Twenty-three (23), in Block Thirty-nine (39) in Ferry Addition to the City of Council Bluffs, as surveyed, platted and recorded;

Also Lot Three (3) in Block Fifteen (15) in Mid City Addition to the City of Council Bluffs, as surveyed, platted and recorded; and

Also Lot "A" in Mid City Addition to the City of Council Bluffs, as surveyed, platted and recorded,

TWO: TOGETHER WITH an easement for laying, constructing, maintaining, repairing, operating and patrolling a pipeline or pipelines for the transportation of water, oil, gas, petroleum products, or any other material or substance which can be transported through a pipeline in, over and across the following parcels of land:

PARCEL I

Beginning at a point in the South Line of Lot Two (2) in Block Thirty-nine (39) in Ferry Addition to the City of Council Bluffs, in Pottawattamie County, Iowa, Twenty-One and Thirty-one One Hundredths (21.31) feet East of the Southwest corner of said Lot Two (2), thence North  $65^{\circ}53'$

East a distance of Seventeen and Fifty-two One Hundredths (17.52) feet, thence North  $33^{\circ}00'$  East a distance of One Hundred Twenty-four and Forty-four One Hundredths (124.44) feet, thence North  $0^{\circ}00'$  a distance of Eight and Fifty-two One Hundredths (8.52) feet to a point in the North Line of Lot Four (4) in said Block Thirty-nine (39) in Ferry Addition which is Seventeen (17.0) feet easterly from the Northwest corner of said Lot Four (4), thence North  $89^{\circ}44'$  East along the North line of said Lot Four (4) a distance of Ten (10.0) feet, thence South  $0^{\circ}00'$  a distance of Eleven and Forty-eight One Hundredths (11.48) feet, thence South  $33^{\circ}00'$  West a distance of One Hundred Twenty-nine and Forty-five One Hundredths (129.45) feet to a point in the South Line of Lot Three (3) in said Block Thirty-nine (39) which is Fifty-eight One Hundredths (.58) feet East of the Southwest corner of said Lot Three (3); thence South  $89^{\circ}44'$  West along the South Line of said Lots Three (3) and Two (2) in said Block Thirty-nine (39) a distance of Twenty-three and Twenty-seven One Hundredths (23.27) feet to the point of beginning.

The area of the above tract being One Thousand Four Hundred Fifty and Eight Tenths (1,450.8) square feet, more or less, and same lies entirely within a Ten (10) foot strip, Five (5) feet on each side of the Sixteen inch (16") Water Main through Lots Two (2), Three (3), and Four (4) in Block Thirty-Nine (39) in Ferry Addition to the City of Council Bluffs, in Pottawattamie County, Iowa.

#### PARCEL II

Beginning at a point in the South Line of Lot Twenty-seven (27) in Block Thirty-nine (39) in Ferry Addition to the City of Council Bluffs, in Pottawattamie County, Iowa, Seventeen (17) feet East of the Southwest corner of said Lot Twenty-seven (27), thence North  $0^{\circ}00'$  a distance of One Hundred Twenty (120.0) feet to a point on the North line of said lot Twenty-seven (27), thence North  $89^{\circ}44'$  East along the North Line of said Lot Twenty-seven (27) a distance of Ten (10.0) feet, thence South  $0^{\circ}00'$  a distance of One Hundred Twenty (120.0) feet to a point on the South Line of Lot Twenty-seven (27), thence South  $89^{\circ}44'$  West a distance of Ten (10.0) feet to the point of beginning.

The area of the above described tract being One Thousand Two Hundred (1,200.0) square feet, more or less, and same lies entirely with a Ten (10) foot strip, Five (5) feet on each side of the Sixteen-inch (16") Water Main through said Lot Twenty-seven (27) in Block Thirty-nine (39) in Ferry Addition to the City of Council Bluffs, in Pottawattamie County, Iowa.

#### PARCEL III

Beginning at a point in the North Line of Lot Twenty-four (24) in Block Thirty-nine (39) in Ferry Addition to the City of Council Bluffs, Pottawattamie County, Iowa, Fifteen and Seventy-Two One Hundredths (15.72) feet East of the Northwest corner of said Lot Twenty-four (24), thence South  $45^{\circ}16'$  East a distance of Fifty (50.0) feet to a point in the East Line of said Lot Twenty-four (24), thence North  $0^{\circ}00'$  along the East Line of said Lot Twenty-four (24) a distance of Fourteen and Fourteen One Hundredths (14.14) feet, thence North  $45^{\circ}16'$  West

a distance of Twenty (20.0) feet to a point in the North Line of said Lot Twenty-four (24) thence North  $90^{\circ} 16'$  West along the North Line of said Lot Twenty-four (24) a distance of Fourteen and Fourteen One Hundredths (14.14) feet to the point of beginning..

The area of the above tract being Three Hundred Fifty (350.0) square feet, more or less, and the same lies entirely within a Ten (10) foot strip, Five (5) feet on each side of the center line of the 8" Supply Line from Well #7 through said Lot Twenty-four (24) in Block Thirty-nine (39) in Ferry Addition to the City of Council Bluffs, Pottawattamie County, Iowa.

#### PARCEL IV

Beginning at a point in the South Line of Lot Four (4) in Block Thirty-eight (38) in Ferry Addition to the City of Council Bluffs, Pottawattamie County, Iowa, Seventeen (17.0) feet East of the Southwest corner of said Lot Four (4), thence North  $0^{\circ} 00'$  a distance of One Hundred Twenty-five (125.0) feet to a point in the North line of said Lot Four (4), thence North  $89^{\circ} 44'$  East along the North Line of said Lot Four (4), a distance of Ten (10.0) feet, thence South  $0^{\circ} 00'$  a distance of One Hundred Twenty-five (125.0) feet to a point in the South Line of said Lot Four (4), thence South  $89^{\circ} 44'$  West along the South Line of said Lot Four (4) a distance of Ten (10.0) feet to the point of beginning.

The area of the above tract being One Thousand Two Hundred Fifty (1,250.0) square feet, more or less, and same lies entirely within a Ten (10) foot strip, Five (5) feet on each side of the center line of the Sixteen-inch (16") Water Main through said Lot Four (4) in Block Thirty-eight (38) in Ferry Addition to the City of Council Bluffs, in Pottawattamie County, Iowa.

#### PARCEL V

Beginning at a point in the South Line of Lot Twenty-seven (27) in Block Thirty-eight (38) in Ferry Addition to the City of Council Bluffs, in Pottawattamie County, Iowa, Seventeen (17.0) feet East of the Southwest corner of said Lot Twenty-seven (27), thence North  $0^{\circ} 00'$  a distance of One Hundred Twenty-one and Sixty-two One Hundredths (121.62) feet, thence North  $35^{\circ} 57'$  East a distance of Ten and Thirty-four One Hundredths (10.34) feet to a point in the North Line of said Lot Twenty-Seven (27), thence North  $89^{\circ} 44'$  East along the North Line of said Lot Twenty-seven (27) a distance of Twelve and thirty-four One Hundredths (12.34) feet, thence South  $35^{\circ} 57'$  West a distance of Fourteen and Thirty-six One Hundredths (14.36) feet thence South  $0^{\circ} 00'$  a distance of One Hundred Eighteen and Thirty-eight One Hundredths (118.38) feet to a point in the South Line of said Lot Twenty-seven (27), thence South  $89^{\circ} 44'$  West along the South Line of said Lot Twenty-Seven (27) a distance Ten (10.0) feet to the point of beginning.

The area of the above tract being One Thousand Three Hundred Twenty-three and Five Tenths (1323.5) square feet, more or less, and same lies entirely within a ten (10) foot strip, five (5) feet on each side of the center line of the Sixteen-inch (16") Water Main through said Lot Twenty-seven (27) in Block Thirty-eight (38) in Ferry Addition to the City of Council Bluffs, Pottawattamie County, Iowa.

PARCEL VI

Beginning at a point in the South Line of Lot 5 in Block Thirty-seven (37) in Ferry Addition to the City of Council Bluffs, in Pottawattamie County, Iowa, Twenty-two and Fifty-eight One Hundredths (22.58) feet east of the Southwest corner of said Lot Five (5), thence North  $35^{\circ} 57'$  East a distance of Fourteen and Thirty-six One Hundredths (14.36) feet, thence North  $0^{\circ} 00'$  a distance of One Hundred Seven and Twenty-eight Hundredths (107.28) feet to a point in the North Line of said Lot Five (5), thence North  $89^{\circ} 44'$  East along the North Line of said Lot Five (5) a distance of Ten (10.0) feet, thence South  $0^{\circ} 00'$  a distance of One Hundred Ten and Fifty-two One Hundredths (110.52) feet, thence South  $35^{\circ} 57'$  West a distance of Ten and Thirty-four One Hundredths (10.34) feet to a point in the South Line of said Lot 5, thence South  $89^{\circ} 44'$  West along the South Line of said Lot Five (5) a distance of Twelve and thirty-four One Hundredths (12.34) feet to the point of beginning.

The area of the above tract being One Thousand Two Hundred Twelve and Five Tenths (1,212.5) square feet, more or less, and same lies entirely within a Ten (10) foot strip, five (5) feet on each side of the center line of the sixteen-inch (16") Water Main through said Lot Five (5) in Block Thirty-seven (37) in Ferry Addition to the City of Council Bluffs, in Pottawattamie County, Iowa.

PARCEL VII

Beginning at a point in the South Line of Lot Eighteen (18) in Block Thirteen (13) in Mid City Addition to the City of Council Bluffs, in Pottawattamie County, Iowa, Sixty-seven and Twenty-eight One Hundredths (67.28) feet West of the Southeast corner of said Lot Eighteen (18), being also a point Twenty-five and Twenty-two One Hundredths (25.22) feet East of the Southwest corner of that portion of said Lot Eighteen (18) presently owned by Grantor, thence North  $40^{\circ} 00'$  East a distance of Thirty-four and Sixty-eight One Hundredths (34.68) feet, thence North  $0^{\circ} 00'$  a distance of Two Hundred Fifty-eight and Fifty-one One Hundredths (258.51) feet, thence North  $45^{\circ} 00'$  East a distance of Seventy-four and Eighty-five One Hundredths (74.85) feet, thence North  $89^{\circ} 44'$  East a distance of Twenty-two and Seven One Hundredths (22.07) feet to a point in the East Line of Lot Twelve in said Block Thirteen (13) in Mid City Addition, thence South  $0^{\circ} 00'$  along the East Line of said Lot Twelve (12) a distance of Ten (10) feet, thence South  $89^{\circ} 44'$  West a distance of Seventeen and Ninety-three One Hundredths (17.93) feet, thence South  $45^{\circ} 00'$  West a distance of Sixty-six and Fifty-seven One Hundredths (66.57) feet, thence South  $0^{\circ} 00'$  a distance of Two Hundred Fifty-eight and One One-Hundredth (258.01) feet, thence South  $40^{\circ} 00'$  West a distance of Twenty-nine and Ninety-two One Hundredths (29.92) feet to a point in the South Line of Lot Eighteen (18) in said Block Thirteen (13) in Mid City Addition, thence South  $89^{\circ} 44'$  West along the South Line of said Lot Eighteen (18) a distance of Thirteen and Five One Hundredths (13.05) feet to the point of beginning.

The area of the above tract being Three Thousand Eight Hundred Twelve and Seven Tenths (3,812.7) square feet, more or less, and same lies entirely within a Ten (10) foot strip, Five (5) feet on each side of the center line of the Sixteen-inch (16") Water Main and the Eight-inch (8") Supply Line through Lots

Twelve to Eighteen (12 to 18), inclusive, in Block Thirteen (13) in Mid City Addition to the City of Council Bluffs, Pottawattamie County, Iowa.

### PARCEL VIII

Beginning at a point in the West Line of Lot "B" in Mid City Addition to the City of Council Bluffs, in Pottawattamie County Iowa, Ten (10.0) feet South of the Northwest corner of said Lot "B" thence North  $89^{\circ} 44'$  East a distance of One Hundred Twenty-five and Five Tenths (125.5) feet to a point in the East Line of said Lot "B", thence South  $0^{\circ} 00'$  along the East Line of said Lot "B" a distance of Ten (10.0) feet, thence South  $89^{\circ} 44'$  West a distance of One Hundred Twenty-five and Five Tenths (125.5) feet to a point in the West Line of said Lot "B", thence North  $0^{\circ} 00'$  along the West Line of said Lot "B" Ten (10.0) feet to the point of beginning.

The area of the above tract being One Thousand Two Hundred Fifty-five (1255.0) square feet, and same lies entirely within a Ten (10) foot strip, Five (5) feet on each side of the center line of the Eight-inch (8") Supply Line to Well #9 through Lot "B" in Mid City Addition to the City of Council Bluffs, in Pottawattamie County, Iowa

being the same property acquired by the UNITED STATES OF AMERICA by Quitclaim Deed dated November 26, 1948; filed for record on December 2, 1948, in the office of the County Recorder of Pottawattamie County, Iowa, in Book of Deeds 997, Page 183.

(a) Property situate in several Sections, as hereinafter specifically noted, all being in Township 75 North, Range 44 West of the 5th P.M. and within the corporate limits of the City of Council Bluffs, Pottawattamie County, Iowa:

The point of beginning of the descriptions of certain of the parcels of real estate hereinafter described and identified is a point on the South Line of Section 28, 1418.56 feet west of the south quarter corner of said Section 28 in Township 75 North, Range 44 West of the 5th P.M., which point of beginning is designated as Point "A";

The point of beginning of certain of the parcels hereinafter described and identified is a point designated as Point "B", which Point "B" is identified as follows: Beginning at Point "A" as hereinbefore located and with bearing referred to the west boundary line of Ferry Addition, thence running south  $65^{\circ} 53'$  west 1235.35 feet, thence running south  $80^{\circ} 35'$  west 177 feet to a point on the north boundary line of the Omaha and Council Bluffs Railway and Bridge Company's property, designated as Station 19 plus 05 which is also on the center line of the pipeline, thence running south  $6^{\circ} 55'$  west 250.15 feet to Station 21 plus 55.15, which point is on the center line of the original survey of the east approach to the Douglas Street Bridge 28 feet west of the center line of Pier 7 and shall be known hereinafter as Point "B".

### PARCEL 1

Description: Beginning at Point "A", as hereinbefore located, and with bearing referred to the west boundary line of Ferry Addition, thence running north  $65^{\circ} 53'$  east

490 feet, same being on the north boundary line of the Omaha and Council Bluffs Railway and Bridge Company's property, thence running south  $24^{\circ}07'$  east 15 feet, thence running south  $65^{\circ}53'$  west 456.57 feet, thence running west 36.64 feet to the point of beginning. The area of Parcel 1 is 7099 square feet, more or less, and it lies entirely within Government Lot 3 and accretions thereto in Section 28.

#### PARCEL 2

Description: Beginning at Point "A", as hereinbefore located, and with bearing referred to the west boundary line of Ferry Addition, thence running south  $65^{\circ}53'$  west 396 feet to the northeast corner of said Parcel 2, thence running south  $24^{\circ}07'$  east 20 feet, thence running south  $65^{\circ}53'$  west 20 feet, thence running north  $24^{\circ}07'$  west 20 feet, thence running north  $65^{\circ}53'$  east 20 feet along the north boundary line of the Omaha and Council Bluffs Railway and Bridge Company's property to the northeast corner, or point of beginning of said Parcel 2. The area of Parcel 2 is 400 square feet, more or less, and it lies entirely within Government Lot 1 and accretions thereto in Section 33.

#### PARCEL 3

Description: Beginning at Point "A", as hereinbefore located, and with bearings referred to the west boundary line of Ferry Addition, thence running south  $65^{\circ}53'$  west 796 feet to the northeast corner of said Parcel 3, thence running south  $24^{\circ}07'$  east 45 feet, thence running south  $65^{\circ}53'$  west 20 feet, thence running north  $24^{\circ}07'$  west 45 feet, thence running north  $65^{\circ}53'$  east 20 feet along the north boundary line of the Omaha and Council Bluffs Railway and Bridge Company's property to the northeast corner or point of beginning for said Parcel 3. The area of the parcel is 900 square feet, more or less, and it lies entirely within Government Lot 1 and accretions thereto in Section 33.

#### PARCEL 4

Description: Beginning at Point "A", as hereinbefore located, and with bearing referred to the west boundary line of Ferry Addition, thence running south  $65^{\circ}53'$  west 1005.28 feet, thence running south  $24^{\circ}07'$  east 20 feet to a T-rail monument, thence running in a westerly direction on the arc of a curve, a distance of 199 feet to the northeast corner of said Parcel 4, the aforesaid curve to have a radius of 1192.7 feet and the radius shall pass through the T-rail on a north  $24^{\circ}07'$  west bearing, thence running south  $24^{\circ}07'$  east 26.64 feet, thence running south  $65^{\circ}53'$  west 20 feet, thence running north  $24^{\circ}07'$  west 30 feet, thence running approximately 20 feet in a northeasterly direction on the continuation of the arc of the curve as above described to the northeast corner or point of beginning of said Parcel 4. The area of Parcel 4 is 566 square feet, more or less, and it lies entirely within Government Lot 1 and accretions thereto in Section 33.

PARCEL 6-c

Description: Beginning at Point "B", as hereinbefore located, and with bearing referred to the west boundary line of Ferry Addition, thence running south 6°55' west 411.65 feet to Station 25 plus 66.8 which is the point of intersection of the center line of the abandoned railway right-of-way with the center line of the pipeline, thence running north 65°53' east 742 feet to a point, which point is the southwest corner and also the point of beginning of Parcel 6-c, thence running north 24°07' west 40 feet, thence running north 65°53' east 20 feet, thence running south 24°07' east 40 feet, thence running south 65°53' west 20 feet to the point of beginning of Parcel 6-c. The area of Parcel 6-c is 800 square feet, more or less, and it lies entirely within Government Lot 1 and accretions thereto in Section 33.

(b) A perpetual right of way or servitude in, over and across the following parcels of land situate in several Sections, as hereinafter specifically noted all being in Township 75 North, Range 44 West of the 5th P.M. and within the corporate limits of the City of Council Bluffs, Pottawattamie County, Iowa, together with all incidental rights for the location, construction, operation, maintenance and patrol of a pipeline or pipelines for the transportation of water, oil, gas, petroleum products or any other material or substance which can be transported through a pipeline.

PARCEL 5-a

Description: Beginning at Point "B", as hereinbefore located, and with bearing referred to the west boundary line of Ferry Addition, thence running north 6°55' east 250.15 feet to Station 19 plus 05 at which point the description of said Parcel 5-a shall begin, thence running south 80°35' west 10.42 feet, thence running south 6°55' west 208.46 feet, thence running north 80°35' east 15.63 feet, thence running north 6°55' east 208.46 feet, thence running south 80°35' west 5.21 feet to the point of beginning of said Parcel 5-a. Area of Parcel 5-a is 3127 square feet, more or less, and it lies entirely within Government Lot 1 and accretions thereto in Section 33.

PARCEL 5-b

Description: Beginning at Point "B", as hereinbefore located, and with bearing referred to the west boundary line of Ferry Addition, thence running south 6°55' west 41.69 feet to Station 21 plus 96.84 at which point the description of said Parcel 5-b shall begin, thence running south 80°35' west 10.42 feet, thence running south 6°55' west 208.45 feet, thence running north 80°35' east 15.63 feet, thence running north 6°55' east 208.45 feet, thence running south 80°35' west 5.21 feet to the point of beginning of Parcel 5-b, Area of Parcel 5-b is 3127 square feet, more or less, and it lies entirely within Government Lot 1 and accretions thereto in Section 33.

PARCEL 6-a

Description: Beginning at Point "B", as hereinbefore located, and with bearing referred to the west boundary line of Ferry Addition, thence running south  $6^{\circ}55'$  west 382.46 feet to Station 25 plus 37.6, which point is on the north boundary of the recently abandoned railway right-of-way, and is the point of beginning for said Parcel 6-a, thence running south  $65^{\circ}53'$  west 11.68 feet, thence running south  $6^{\circ}55'$  west 58.39 feet, thence running north  $65^{\circ}53'$  east 17.52 feet, thence running north  $6^{\circ}55'$  east 58.39 feet, thence running south  $65^{\circ}53'$  west 5.84 feet to the point of beginning of said Parcel 6-a. Area of Parcel 6-a is 876 square feet, more or less, and it lies entirely within Government Lot 1 and accretions thereto in Section 33.

PARCEL 6-b

Description: Beginning at Point "B", as hereinbefore located, and with bearing referred to the west boundary line of Ferry Addition, thence running south  $6^{\circ}55'$  west 411.65 feet to Station 25 plus 66.8 which is the point of intersection of the center line of the abandoned railway right-of-way with the center line of the pipeline, thence running north  $65^{\circ}53'$  east 5.84 feet which point is the northwest corner, and also the point of beginning of Parcel 6-b, thence running north  $65^{\circ}53'$  east 756.16 feet, thence running south  $24^{\circ}07'$  east 25 feet, thence running south  $65^{\circ}53'$  west 771.23 feet, thence running north  $6^{\circ}55'$  east 29.19 feet to the point of beginning of said Parcel 6-b. The area of Parcel 6-b is 19092 square feet, more or less, and it lies entirely within Government Lot 1 and accretions thereto in Section 33.

PARCEL 7

Parcel 7 includes that portion of Dodge Park which lies along the pipeline and joins on the north boundary line of the Omaha and Council Bluffs Railway and Bridge Company's property, occupying portions of Government Lot 3 and accretions thereto in Section 28 and Government Lot 1 and accretions thereto in Section 33, and is bounded and described as follows:

Beginning at Point "A", as hereinbefore located, and with bearing referred to the west boundary line of Ferry Addition, thence running south  $65^{\circ}53'$  west 1005.28 feet, thence running south  $24^{\circ}07'$  east 20 feet to a T-rail monument, thence running in a westerly direction 305.9 feet on the arc of a curve, having a radius of 1192.7 feet, with a radius passing through the T-rail on a north  $24^{\circ}07'$  west bearing thence running south  $80^{\circ}35'$  west 113.73 feet, thence running north  $6^{\circ}55'$  east 15.63 feet, thence running north  $80^{\circ}35'$  east 182.38 feet, thence running north  $65^{\circ}53'$  east 1348.3 feet, thence running south  $0^{\circ}10'$  west 16.43 feet along the east boundary of Dodge Park, thence running south  $65^{\circ}53'$  west 108.0 feet to the point of beginning, being Point "A". The area of Parcel 7 is 26099 square feet, more or less.



PARCEL 8

Parcel 8 includes that portion of Dodge Park which lies along the pipeline and is bounded on the north by the Omaha and Council Bluffs Railway and Bridge Company property and on the south by the abandoned right-of-way of the Chicago and North Western Railway Company, occupying a portion of Government Lot 1 and accretions thereto in Section 33, and is bounded and described as follows:

Beginning at Point "B", as hereinbefore located, and with bearing referred to the west boundary of Ferry Addition, thence running South  $6^{\circ}55'$  west 250.14 feet to a point on the south boundary or the Omaha and Council Bluffs Railway and Bridge Company's property designated as Station 24 plus 05.29, which is the point of beginning of said Parcel 8, thence running north  $80^{\circ}35'$  east 5.21 feet, thence running south  $6^{\circ}55'$  west 131.27 feet, thence running south  $65^{\circ}53'$  west 17.52 feet, thence running north  $6^{\circ}55'$  east 135.41 feet, thence running north  $80^{\circ}35'$  east 10.42 feet to the point of beginning. The area of Parcel 8 is 2000 square feet, more or less.

PARCEL 9

Parcel 9 includes that portion of Dodge Park which lies along the pipeline and is bounded on the north by the abandoned right-of-way of the Chicago and North Western Railway Company, and on turning in a westerly direction is bounded on the west end by the Missouri River, said parcel lies entirely within Government Lot 1 and accretions thereto and Government Lot 2 and accretions thereto in Section 33, and is described by metes and bounds as follows:

Beginning at Point "B", as hereinbefore located, and with bearing referred to the west boundary line of Ferry Addition, thence running south  $6^{\circ}55'$  west 440.85 feet to Station 25 plus 96 which point is the point of beginning of Parcel 9, thence running north  $65^{\circ}53'$  east 5.84 feet, thence running south  $6^{\circ}55'$  west 402.96 feet, thence running south  $22^{\circ}47'$  east 689.58 feet, thence running south  $22^{\circ}13'$  west 56.8 feet, thence running south  $64^{\circ}13'$  west 228.90 feet, to the bank of the Missouri River, thence running north  $16^{\circ}47'$  west 15.08 feet, thence running north  $64^{\circ}13'$  east 220.80 feet, thence running north  $22^{\circ}13'$  east 44.8 feet, thence running north  $22^{\circ}47'$  west 687.24 feet, thence running north  $6^{\circ}55'$  east 397.90 feet, thence running north  $65^{\circ}53'$  east 11.68 feet to the point of beginning of Parcel 9. The area of Parcel 9 is 20465 square feet, more or less.

PARCEL 10

Parcel 10 is situate in a portion of Government Lot 1 and accretions thereto in Section 33, and is bounded and described as follows:

Beginning at a point on the south line of Section 28, 1418.56 feet west of the south quarter corner of Section 28, which point has been identified

and designated as Point "A", and with bearing referred to the west boundary line of Ferry Addition, thence running south  $65^{\circ}53'$  west 1235.35 feet, thence running south  $80^{\circ}35'$  west 177 feet to a point on the north boundary line of the Omaha and Council Bluffs Railway and Bridge Company's property, designated as Station 19 plus 05 which is also on the center line of the pipeline, thence running south  $6^{\circ}55'$  west 208.46 feet to Station 21 plus 13.46 which is the point of beginning for this Parcel 10, thence running north  $80^{\circ}35'$  east 5.21 feet, thence running south  $6^{\circ}55'$  west 83.38 feet, thence running south  $80^{\circ}35'$  west 15.63 feet, thence running north  $6^{\circ}55'$  east 83.38 feet, thence running north  $80^{\circ}35'$  east 10.42 feet to the point of beginning of said Parcel 10.

The above description covers a strip of land 15 feet wide lying along the pipeline with its westerly boundary 10 feet from the center line and the easterly boundary 5 feet from the center line of the pipeline. The area of the parcel is 1250 square feet, more or less.

being the same property acquired by the UNITED STATES OF AMERICA by Condemnation Proceeding Civil Action No. 67 in the District Court of the United States for the Southern District of Iowa, Western Division, at Council Bluffs, Iowa.

Property situate in the County of Douglas, State of Nebraska:

A perpetual right-of-way or servitude in, over and across the right-of-way of the Chicago, Burlington & Quincy Railroad Company, in Douglas County, State of Nebraska, at or near the point hereinafter described, together with all incidental rights for the location, construction, operation, maintenance and patrol of a pipeline or pipelines for the transportation of water, oil, gas, petroleum products, or any other material or substance which can be transported through a pipeline:

Approximately 143 feet north of the north line of Jones Street in the Northeast quarter of the Southwest quarter ( $NE\frac{1}{4}$  of  $SW\frac{1}{4}$ ) of Section 23, Township 15 North, Range 13 East of the 6th P.M., Omaha, Douglas County, Nebraska, measured along the westerly side or boundary of the Railroad Company's right-of-way, such perpetual right-of-way or servitude following a South  $64^{\circ}13'$  West course.

being the same property acquired by the UNITED STATES OF AMERICA by Condemnation Proceeding, Civil Action No. 545 in the United States District Court for the District of Nebraska, Omaha, Division.

TOGETHER WITH all the right, title, interest, and claim of the party of the first part of, in, and to all existing buildings, structures, improvements and fixtures and appurtenances thereunto belonging, and all existing machinery, apparatus and equipment with accessories thereto; power lines, pipelines (including, but not limited to, water, steam, gas and sewer lines) and all other property, personal or mixed, excluding utility deposit and other refundable items comprising a part of said property, situate and being on the land or easements herein conveyed and/or used in connection with the operation or maintenance of the portion of said property hereby conveyed.

The property hereby sold, transferred and conveyed is subject to a purchase money mortgage, of even date herewith, which mortgage is a first lien upon all right, title, and interest of Aaron Ferer and Sons Company.

TO HAVE AND TO HOLD the foregoing described premises, with all the privileges and appurtenances thereto belonging, to the said Aaron Ferer and Sons Company, its successors and assigns, and their own use and behoof, forever.

AND, the said Aaron Ferer and Sons Company, has certified and by the acceptance of this quitclaim deed, agrees for itself, its successors and assigns, as follows, to wit:

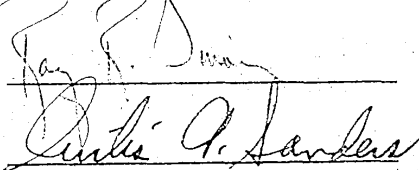
That until the full payment of Two Hundred Forty Thousand and No/100 Dollars (\$240,000.00), together with interest at the rate of five and three-quarters per cent (5 3/4%) per annum, provided in a Note and Mortgage is made and full performance of all the obligations of the Mortgagor in said Purchase Money Mortgage, it will not sell, or otherwise dispose of, encumber, alter or place any additions on any of the above described real estate and improvements thereon located on any portion thereof without first obtaining the written consent or authorization of the Administrator of General Services, his successor or designee, acting for and on behalf of the UNITED STATES OF AMERICA. Such consent shall not be unreasonably withheld.

The property transferred hereby is also transferred subject to all taxes lawfully accrued and unpaid and all special taxes and assessments, which Aaron Ferer and Sons Company further assumes and agrees to pay, and subject to all, if any, existing easements, licenses, permits and grants for roads, streets, highways, rights of way, public utilities, pipelines, water lines, sewers, ditches, transmission lines, coal or mineral rights, reserved to or outstanding in third parties in, on, over or across said property.

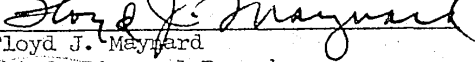
The property transferred hereby was duly determined to be surplus and was assigned to the General Services Administration for disposal pursuant to the provisions of the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), and applicable rules, orders and regulations.

IN WITNESS WHEREOF, the UNITED STATES OF AMERICA, has caused these presents to be executed in its name by Floyd J. Maynard, Chief, Disposal Branch, Acquisition and Disposal Division, Public Buildings Service, General Services Administration, Region 6, Kansas City, Missouri, and the seal of General Services Administration to be hereunto affixed as of the 1<sup>st</sup> day of September 1960.

WITNESSES:

  
 (SEAL)

UNITED STATES OF AMERICA  
 ACTING BY AND THROUGH THE  
 ADMINISTRATOR OF GENERAL SERVICES

BY   
 Floyd J. Maynard  
 Chief, Disposal Branch  
 Acquisition and Disposal Division  
 Public Buildings Service  
 General Services Administration, Region 6

ACKNOWLEDGMENT

STATE OF Kansas )  
COUNTY OF Douglas ) SS

I, Ray R. Dinn, a Notary Public in and for said State and County aforesaid, do certify that on the 9<sup>th</sup> day of September, 1960, before me appeared Floyd J. Maynard, who executed the foregoing deed, to me personally known, and known to me to be the Chief, Disposal Branch, Acquisition and Disposal Division, Public Buildings Service, General Services Administration, Region 6, Kansas City, Missouri, who being by me duly sworn, did say that he is such Chief, Disposal Branch, and that he signed his name and affixed the seal of the General Services Administration to said deed in pursuance of proper authority, and that said deed was signed and sealed by him as such Chief, Disposal Branch on behalf of the UNITED STATES OF AMERICA; and that said Floyd J. Maynard acknowledged the execution of said deed to be his free act and deed as such Chief, Disposal Branch and free act and deed of the UNITED STATES OF AMERICA by the Administrator of General Services, and the free act and deed of the General Services Administration, acting for the UNITED STATES OF AMERICA and that the seal affixed to said deed is the official seal of the General Services Administration.

IN WITNESS WHEREOF, I hereunto set my hand in the County and State aforesaid, on the date last above written.

Ray R. Dinn  
Notary Public

My Commission Expires: December 13, 1963

