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By *Clean Rock Deputy*

NEBRASKA DOCUMENTARY
STAMP TAX

Authorization No.

Resolution dated
February 27, 1985

Date December 24, 1987
10 52 28

DEED NO. 85404

THE GRANTOR, CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY, a Delaware corporation, whose principal office is located at 165 North Canal Street, Chicago, Illinois, for the consideration of THREE HUNDRED SEVENTY-EIGHT THOUSAND THREE HUNDRED AND NO/100 DOLLARS (\$378,300.00), conveys and quitclaims to EASTERN NEBRASKA CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY of 301 East First, Fremont, Nebraska 68021, GRANTEE, all interest in the following described real estate situated in the Counties of Dodge and Cuming, and the State of Nebraska, to wit:

DODGE COUNTY

That part of the South Half of the Southwest Quarter of Section 17, Township 19 North, Range 8 East of the Sixth Principal Meridian, bounded and described as follows: Commencing at a point on the West line of Park Street, distant 50 feet Southwesterly, measured at right angles, from the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Section 17; thence Northwesterly parallel with said original main track center line a distance of 315 feet, more or less, to a point on a line drawn at right angles to said original main track center line at a point thereon distant 735 feet Northwesterly from the intersection thereof with the center line of Nebraska Street, said point being the point of beginning of the parcel of land herein described; thence continuing Northwesterly parallel with said original main track center line a distance of 255 feet; thence Southwesterly along an 8° curve to the left a distance of 360 feet, more or less, to a point on the West line of the Southeast Quarter of the Southwest Quarter of said Section 17, said curved line being also the North line of Lots B, C and D of the Re-Subdivision of Lot 4 of the Southeast Quarter of the Southwest Quarter of Section 17; thence Northerly along the West line of said Southeast Quarter of the Southwest Quarter of Section 17 a distance of 115 feet, more or less, to a point distant 50 feet Southwesterly, measured at right angles, from said original main track center line; thence Northwesterly parallel with said original main track center line to the West line of said Section 17; thence Northerly along said West line of Section 17 to a point distant 50 feet Northeasterly, measured at right angles, from said original main track center line; thence Southeasterly parallel with said original main track center line to a point on a line drawn at right angles to said main track center line through the point of beginning; thence Southwesterly along said right angle line a distance of 100 feet to the point of beginning.

IN TOWNSHIP 19 NORTH, RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN

A strip of land 100 feet in width extending over and across the South Half of the Southeast Quarter, the Northwest Quarter of the Southeast Quarter and the North Half of the Southwest Quarter of Section 13, the Northeast Quarter of the Southeast Quarter, the South Half of the Northeast Quarter, the South Half of the Northwest Quarter and the Northwest Quarter of the Northwest Quarter of Section 14, the North Half of the Northeast Quarter of Section 15, the Southwest Quarter of the Southeast Quarter, the South Half of the Southwest Quarter and the Northwest Quarter of the Southwest Quarter of Section 16, the Northeast Quarter of

the Southeast Quarter, the South Half of the Northeast Quarter, the Northwest Quarter of the Northeast Quarter (if any), the Southeast Quarter of the Northwest Quarter and the North Half of the Northwest Quarter of Section 9, the Southwest Quarter of the Southwest Quarter of Section 4, the East Half of the Southeast Quarter, the Northwest Quarter of the Southeast Quarter, the Southwest Quarter of the Northeast Quarter, the East Half of the Northwest Quarter and the Northwest Quarter of the Northwest Quarter of Section 5, said strip of land being 50 feet in width on each side of the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Sections 13, 14, 15, 10, 9, 4 and 5.

IN TOWNSHIP 20 NORTH, RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN

A strip of land 100 feet in width extending over and across the Southwest Quarter of the Southwest Quarter of Section 32, the East Half of the Southeast Quarter and the Northwest Quarter of the Southeast Quarter of Section 31, said strip of land being 50 feet in width on each side of the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Sections 32 and 31.

ALSO:

That part of the Southwest Quarter of the Northeast Quarter and the Southeast Quarter of the Northwest Quarter of Section 31, bounded and described as follows: Beginning at a point on the Southeast line of Horton Street, distant 35 feet Northeasterly, measured at right angles, from the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Section 31; thence Southeasterly parallel with said original main track center line a distance of 400 feet; thence Northeasterly at right angles to the last described course a distance of 15 feet, more or less, to a point distant 50 feet Northeasterly, measured at right angles, from said original main track center line; thence Southeasterly parallel with said original main track center line a distance of 300 feet; thence Northeasterly at right angles to the last described course a distance of 50 feet, more or less, to a point distant 100 feet Northeasterly, measured at right angles, from said original main track center line; thence Southeasterly parallel with said original main track center line a distance of 495 feet; thence Southwesterly at right angles to the last described course a distance of 50 feet to a point distant 50 feet Northeasterly, measured at right angles, from said original main track center line; thence Southeasterly parallel with said main track center line a distance of 300 feet, more or less, to a point on the South line of said Southwest Quarter of the Northeast Quarter of Section 31; thence Westerly along the South line of said Quarter-Quarter Section a distance of 140 feet, more or less, to a point distant 50 feet Southwesterly, measured at right angles, from said original main track center line; thence Northwesterly parallel with said main track center line a distance of 203 feet; thence Southwesterly at right angles to the last described course a distance of 83.3 feet to the Southeast corner of Lot 16 in

Block 7 in the Original Town of Scribner; thence Northwest-
erly along the South line of said Block 7, said South line
of Block 7 being also parallel with and distant 143.3 feet
Southwesterly, measured at right angles, from said original
main track center line, a distance of 250 feet to the
Southeast corner of Lot 11 in said Block 7; thence North-
easterly along the Southeasterly line of said Lot 11 a dis-
tance of 80 feet, more or less, to a point distant 8.5 feet
Southwesterly, measured at right angles, from the center
line of Chicago and North Western Transportation Company
Spur Track I.C.C. No. 78; thence Northwest-erly parallel
with the center line of said Spur Track I.C.C. No. 78 a
distance of 50 feet; thence Southwesterly along the North-
westerly line of said Lot 11 to a point on the South line
of said Block 7; thence Northwest-erly along said South line
of Block 7 a distance of 50 feet to the Southeast corner of
Lot 9 in said Block 7; thence Northeast-erly along the
Southeasterly line of said Lot 9 a distance of 80 feet,
more or less, to a point distant 8.5 feet Southwesterly,
measured at right angles, from the center line of said Spur
Track I.C.C. No. 78; thence Northwest-erly parallel with the
center line of said Spur Track I.C.C. No. 78 a distance of
350 feet, more or less, to a point on the Southeasterly
line of Horton Street; thence Northeast-erly along said
Southeasterly line of Horton Street a distance of 98.3
feet, more or less, to the point of beginning.

ALSO:

That part of the Northwest Quarter of Section 31,
bounded and described as follows: Commencing at the North-
west corner of Lot 5 in Block 52 of the Ninth Addition to
Scribner; thence Southerly along the West line of said Lot
5 and the Southerly extension thereof a distance of 335
feet, more or less, to a point on the Southwesterly line of
Fulton Street, said point being the point of beginning of
the parcel of land herein described; thence Southwesterly
at right angles to the Southwesterly line of Fulton Street
to a point distant 50 feet Northeast-erly, measured at right
angles, from the center line of the main track of the
Fremont, Elkhorn and Missouri Valley Railroad Company (now
the Chicago and North Western Transportation Company), as
said main track center line was originally located and
established over and across said Section 31; thence North-
westerly parallel with said original main track center line
a distance of 565 feet, more or less, to a point on the
North line of said Section 31; thence Westerly along said
North line of Section 31 a distance of 140 feet, more or
less, to a point distant 50 feet Southwesterly, measured at
right angles, from said original main track center line;
thence Southeasterly parallel with said original main track
center line a distance of 1,758 feet, more or less, to a
point distant 9 feet Southwesterly, measured radially, from
the center line of Chicago and North Western Transportation
Company Spur Track I.C.C. No. 78; thence Southeasterly
along a line parallel with said Spur Track center line to a
point distant 8.5 feet Southwesterly, measured at right
angles, from the Northwest-erly extension of the center line
of the tangent segment of said Spur Track; thence South-
easterly along a line parallel with said last described
center line to a point on the Northwest-erly line of Horton
Street; thence Northeast-erly along said Northwest-erly line
of Horton Street a distance of 112 feet, more or less, to a
point distant 50 feet Northeast-erly, measured at right
angles, from said original main track center line; thence
Northwest-erly parallel with said original main track center
line a distance of 130 feet; thence Northeast-erly at right
angles to the last described course a distance of 50 feet,

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more or less, to a point distant 100 feet Northeasterly, measured at right angles, from said original main track center line, said point being also on the Southwesterly line of Fulton Street; thence Northwesterly along said Southwesterly line of Fulton Street and parallel with said original main track center line a distance of 762 feet, more or less, to a point on the Southerly extension of the center line of 2nd (formerly Cedar) Street; thence Southwesterly at right angles to said Southwesterly line ~~of~~ Fulton Street a distance of 20 feet; thence Northwesterly parallel with said Southwesterly line of Fulton Street a distance of 258 feet; thence Northwesterly at right angles to the last described course a distance of 20 feet to the Southwesterly line of said Fulton Street; thence Northwesterly along said Southwesterly line of Fulton Street a distance of 436 feet, more or less, to the point of beginning.

ALSO:

That part of the Southwest Quarter of Section 30 bounded and described as follows: Commencing at a point on the South line of said Section 30, distant 100 feet Southwesterly, measured at right angles, from the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Section 30; thence Northwesterly parallel with said original main track center line a distance of 573.8 feet; thence Northeasterly at right angles to the last described course a distance of 75 feet, more or less, to a point distant 25 feet Southwesterly, measured at right angles, from said original main track center line, said point being the point of beginning of the parcel of land herein described; thence Northwesterly parallel with said original main track center line to a point distant 8.5 feet Southwesterly, measured at right angles or radially, from the center line of Chicago and North Western Transportation Company Spur Track I.C.C. No. 213; thence Northwesterly parallel with said Spur Track center line to a point on a line drawn at right angles to said main track center line at a point thereon distant 225 feet, more or less, Southeasterly from the intersection thereof with the West line of said Section 30; thence Southwesterly along said right angle line to a point distant 100 feet Southwesterly, measured at right angles, from said original main track center line; thence Northwesterly parallel with said original main track center line a distance of 145 feet, more or less, to a point on the West line of said Section 30; thence Northerly along said West line of Section 30 a distance of 200 feet, more or less, to a point distant 50 feet Northeasterly, measured at right angles, from said original main track center line; thence Southeasterly parallel with said original main track center line a distance of 1,210 feet, more or less, to a point on the South line of Southwest Quarter of Section 30; thence Westerly along said South line of Section 30 a distance of 120 feet, more or less, to a point distant 25 feet Southwesterly, measured at right angles, from said original main track center line; thence Northwesterly parallel with said original main track center line a distance of 645.72 feet, more or less, to the point of beginning.

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IN TOWNSHIP 20 NORTH, RANGE 6 EAST OF THE SIXTH PRINCIPAL MERIDIAN

A strip of land 100 feet in width extending over and across the East Half of the Southeast Quarter, the Northwest Quarter of the Southeast Quarter, the Southwest Quarter of the Northeast Quarter, the East Half of the Northwest Quarter and the Northwest Quarter of the Northwest Quarter of Section 25, the West Half of the Southwest Quarter of Section 24, the Northeast Quarter of the Southeast Quarter, the Southeast Quarter of the Northeast Quarter, the West Half of the Northeast Quarter and the Northeast Quarter of the Northwest Quarter of Section 23, the East Half of the Southwest Quarter, the Northwest Quarter of the Southwest Quarter and the West Half of the Northwest Quarter of Section 14, the Southwest Quarter and the Southeast Quarter of the Northwest Quarter of Section 11, the Northeast Quarter of the Southwest Quarter and the Northwest Quarter of Section 2, said strip of land being 50 feet in width on each side of the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Sections 25, 24, 23, 14, 11 and 2.

ALSO:

A strip of land 100 feet in width extending over and across that part of the Southeast Quarter of the Southwest Quarter of Section 2 lying Northerly of the North line of Main Street, said strip of land being 50 feet in width on each side of the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Section 2.

ALSO:

That part of the Northeast Quarter of the Northwest Quarter of Section 11, bounded and described as follows: Beginning at a point on the South line of Main Street, distant 50 feet Northeasterly, measured at right angles, from the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Section 11; thence Southeasterly parallel with said original main track center line a distance of 1,050 feet, more or less, to a point on the Northwesterly right-of-way line of Nebraska State Highway No. 275; thence Northeasterly along said Northwesterly right-of-way line a distance of 170 feet, more or less, to a point distant 100 feet Northeasterly, measured at right angles, from said original main track center line; thence Southeasterly parallel with said original main track center line a distance of 400 feet, more or less, to a point on the South line of said Northeast Quarter of the Northwest Quarter of Section 11; thence Westerly along the South line of said Quarter-Quarter Section a distance of 150 feet, more or less, to a point distant 50 feet Westerly, measured radially, from said original main track center line; thence Northwesterly parallel with said original main track center line a distance of 1,285 feet, more or less, to a point on the South line of Main Street a distance of 104 feet, more or less, to the point of beginning.

That part of the Southwest Quarter of the Northeast Quarter of Section 25, bounded and described as follows: Beginning at a point on the Southwesterly line of said 100-foot wide strip of land hereinbefore described, distant 50 feet Northerly, measured radially, from the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), extending from Scribner to Newman Grove, as said main track center line was originally located and established over and across said Section 25; thence Westerly parallel with said main track center line a distance of 230 feet, more or less, to a point on the West line of said Southwest Quarter of the Northeast Quarter of Section 25; thence Southerly along said West line of the Southwest Quarter of the Northeast Quarter of Section 25 a distance of 160 feet, more or less, to a point distant 150 feet Southerly, measured radially, from said original main track center line; thence Easterly parallel with said original main track center line a distance of 415 feet, more or less, to a point on the Southwesterly line of a public road extending over and across said Quarter-Quarter Section; thence Northwesterly along said Southwesterly line of a public road a distance of 150 feet, more or less, to a point distant 50 feet Southerly, measured radially, from said original main track center line; thence Easterly parallel with said original main track center line a distance of 290 feet, more or less, to a point on the Southwesterly line of said 100-foot wide strip of land hereinbefore described; thence Northwesterly along said Southwesterly line of a 100-foot wide strip of land a distance of 400 feet, more or less, to the point of beginning.

CUMING COUNTY**IN TOWNSHIP 21 NORTH, RANGE 6 EAST OF THE SIXTH PRINCIPAL MERIDIAN**

A strip of land 100 feet wide extending over and across the West Half of the West Half of Section 35, the Northeast Quarter of the Northeast Quarter of Section 34, the Southwest Quarter of the Southwest Quarter of Section 26, the East Half of the East Half of Section 27, the East Half of the East Half of Section 22, the East Half of the East Half of Section 15, the East Half of the East Half of Section 10, and the East Half of the East Half of Section 3, said strip of land being 50 feet in width on each side center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Sections 35, 34, 26, 27, 15, 10 and 3, EXCEPTING THEREFROM that part of the Northeast Quarter of the Northeast Quarter of Section 15, bounded and described as follows: Beginning at a point on the North line of said Section 15, distant 50 feet Southeasterly, measured at right angles from said original main track center line; thence Westerly along said North line of Section 15 a distance of 25 feet, more or less, to a point distant 10 feet Easterly, measured at right angles, from the center line of Chicago and North Western Transportation Company Yard Track I.C.C. No. 248; thence Southerly parallel with said Yard Track center line a distance of 260 feet, more or less, to a point distant 25 feet Northwesterly, measured radially, from the center line of the "Armour and Company Spur"; thence Northeasterly parallel with the center line of said "Armour and Company Spur" to a point distant 50 feet Southeasterly, measured at right angles, from said original main track center line; thence Northeasterly parallel with said

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original main track center line a distance of 220 feet, more or less, to the point of beginning.

IN TOWNSHIP 22 NORTH, RANGE 6 EAST OF THE SIXTH PRINCIPAL MERIDIAN

A strip of land 100 feet in width extending over and across the East Half of the Southeast Quarter, the Southeast Quarter of the Northeast Quarter and the West Half of the Northeast Quarter of Section 27, the West Half of the Southeast Quarter and the Southwest Quarter of the Northeast Quarter of Section 22, said strip of land being 50 feet in width on each side of the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Sections 27 and 22.

ALSO:

That part of the East Half of the Southeast Quarter of Section 34, bounded and described as follows: Beginning at a point on the South line of Cedar Street, distant 150 feet Southwesterly, measured at right angles, from the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Section 34, said point being also on the Northeasterly line of Railroad Street a distance of 98 feet; thence Northeasterly at right angles to the last described course a distance of 80 feet, more or less, to a point distant 8.5 feet Southwesterly, measured at right angles, from the center line of Chicago and North Western Transportation Company Spur Track I.C.C. No. 103; thence Southeasterly parallel with said Spur Track center line and the Southeasterly extension of the tangent segment thereof, a distance of 220 feet, more or less, to the Southeasterly line of Lot 4 in Block 4 of Blair Addition to the Town (now City) of West Point; thence Southwesterly along said Southeasterly line of Lot 4 to a point distant 9 feet Southwesterly, measured radially, from the center line of said Spur Track No. 103; thence Southeasterly parallel with said Spur Track center line a distance of 235 feet, more or less, to a point distant 50 feet Southwesterly, measured at right angles, from said original main track center line; thence Southeasterly parallel with said original main track center line a distance of 280 feet, more or less, to a point on a line drawn at right angles to the Southeasterly extension of the Southwesterly line of Railroad Street at a point thereon distant 370 feet Southeasterly from the intersection thereof with the North line of the Southeast Quarter of the Southeast Quarter of said Section 34; thence Southwesterly along said line drawn at right angles, from said original main track center line; thence Southeasterly parallel with said original main track center line a distance of 942 feet, more or less, to a point on the South line of the Southeast Quarter of the Southeast Quarter of said Section 34; thence Easterly along the South line of said Quarter-Quarter Section a distance of 275 feet, more or less, to a point distant 50 feet Northeasterly, measured at right angles, from said original main track center line; thence Northwesterly parallel with said main track center line a distance of 876 feet, more or less, to a point on a line drawn at right angles to the Southwesterly line of Main Street at a point thereon distant 425 feet Southeasterly from the intersection thereof with the North line of the Southeast Quarter of the Southeast Quarter of said

Section 34; thence Northeasterly along said line drawn at right angles a distance of 15 feet, more or less, to a point distant 50 feet Northeasterly, measured at right angles, from the center line of Chicago and North Western Transportation Company Spur Track I.C.C. No. 101; thence Northwesterly parallel with said last described Spur Track center line a distance of 230 feet; thence Southwesterly at right angles to the last described course a distance of 15 feet, more or less, to a point distant 50 feet Northeasterly, measured at right angles, from said original main track center line; thence Northwesterly parallel with said original main track center line a distance of 415 feet, more or less, to a point distant 8.5 feet Easterly, measured at right angles, from Chicago and North Western Transportation Company Spur Track I.C.C. No. 104; thence Northerly parallel with said last described Spur Track center line a distance of 255 feet, more or less, to a point on the South line of Cedar Street; thence Westerly along said South line of Cedar Street a distance of 210 feet, more or less, to the point of beginning.

ALSO:

That part of the Northeast Quarter of the Southeast Quarter of Section 34, bounded and described as follows: Beginning at a point on the South line of Sheridan Street, distant 50 feet Southwesterly, measured at right angles, from the center line of the main track of the Fremont, Elkhorn and Missouri Valley Railroad Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Section 34; thence Southeasterly parallel with said main track center line to a point distant 8.5 feet Southwesterly, measured at right angles, from the center line of Chicago and North Western Transportation Company Spur Track I.C.C. No. 103; thence Southerly parallel with said Spur Track center line to a point on a line drawn radially to said Spur Track center line; thence Westerly along said line drawn radial a distance of 0.5 feet to a point distant 9 feet Southerly, measured radially, from said last described Spur Track center line; thence Southerly parallel with said Spur Track center line a distance of 255 feet, more or less, to a point on the North line of Cedar Street; thence Easterly along said North line of Cedar Street a distance of 132 feet, more or less, to a point distant 8.5 feet Northeasterly, measured at right angles, from the center line of Chicago and North Western Transportation Company Spur Track I.C.C. No. 104; thence Northwesterly parallel with said last described Spur Track center line a distance of 480 feet, more or less, to a point on the South line of Sheridan Street; thence Westerly along said South line of Sheridan Street a distance of 112 feet, more or less, to the point of beginning.

ALSO:

That part of Lots 7, 8, 9 and 10 in Block 46 of the Original Town (now City) of West Point, lying Southwesterly of a line drawn parallel with and distant 6 feet Northeasterly, measured at right angles or radially, from the center line of Chicago and North Western Transportation Company Spur Track I.C.C. No. 104, as said Spur Track center line is presently located.

ALSO:

The vacated East Half of Mill Street, lying Northerly of the North line of Sheridan Street and Southerly of the South line of Sherman Street.

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ALSO:

The vacated East Half of Mill Street, lying Northerly of the North line of Sherman Street and Southerly of the South line of Grove Street.

Subject to roads and highways, if any.

Excepting and Reserving, however, unto the Grantor, its lessees, licensees, successors and assigns, the right to continue to protect, maintain, operate, and use any and all existing drainage, driveways, conduits, sewers, water mains, gas lines, electric power lines, communication lines, wires and other utilities, and easements of any kind whatsoever on said premises, including the repair, reconstruction and replacement thereof.

By the acceptance of this conveyance, the Grantee, for itself and/or its heirs, successors, transferees and assigns, hereby agrees to take all steps necessary, at no expense to Grantor, to comply with any and all governmental requirements relating to land platting and use.

This conveyance is made upon the express condition that the Grantor will not pay any taxes or special assessments which may be due or delinquent upon the real estate hereinabove described.

Grantor certifies that the subject property may and shall, if released from the lien of the Indenture of Mortgage and Deed of Trust, originally executed by Chicago and North Western Railway Company and The First National Bank of Chicago, Trustee, dated as of January 1, 1939, as supplemented and amended, be automatically released from (i) the liens of the Mortgage Indenture and Deed of Trust, Assignment of Leases and Rents, Security Agreement and Financing Statements A and B dated as of June 29, 1983 by Grantor and Midwestern Railroad Properties, Incorporated to Continental Illinois National Bank and Trust Company of Chicago and The First National Bank of Chicago, as

