

STATE OF Nebraska
COUNTY OF Douglas

File No. 21490-16

TITLE CERTIFICATE

EFFECTIVE DATE: December 23, 2016, at 8:00 AM

The undersigned, a Registered Nebraska Abstracter, operating under the Certificate of Authority granted it by the Abstracters Board of Examiners, presents this Title Certificate, hereafter "Certificate", relative only to the following described real estate in the County referenced, hereafter "property":

That part of Outlot 275 in the City of Florence (now a part of the City of Omaha) bounded as follows: On the South by the North line of Read Street; On the West by the Easterly line of 23rd Street; And on the Northeast and Southwest by lines drawn parallel with and distant 25 feet Northeasterly and 50 feet Southwesterly, respectively, measured radially, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as now located over and across said Outlot 275 AND That part of Outlot 274 in the City of Florence (now a part of the City of Omaha) bounded as follows: On the East by the Westerly line of 23rd Street; On the North by the Southerly line of Plant (formerly Spring) Street; And on the Northeast and Southwest by lines drawn parallel with and distant 50 feet Northeasterly, and 50 feet Southwesterly, respectively, measured radially and at right angles, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Outlot 274.

ADDRESS: **7198 John J. Pershing Drive, Omaha, NE**

This Certificate is a contract between TitleCore National, LLC as an Abstracter and City of Omaha Public Works Department. The consideration for this contract is the information set forth below and furnished by the Abstracter together with the fee charged by the undersigned for the service performed by the Abstracter. The scope of this contract is outlined as follows:

- (a) This Certificate is not an abstract of title, nor a complete chain of title search, nor an attorney's Title Opinion, nor is it a title insurance policy or title insurance binder.
 - (b) This Certificate does provide limited title facts relative to the property only as specifically set out in the following numbered paragraphs. Each numbered paragraph identifies the particular information provided in this certificate.
 - (c) This Certificate reports limited information of record to the effective date above.
- 1.) The Grantee(s) in the last deed of record:
- Union Pacific Railroad Company, by virtue of that certain Deed dated December 12, 1985 and recorded July 18, 1986 at Book 1783, Page 253, of the Records of Douglas County, NE.**
- 2.) Unreleased mortgages and liens of record:
- None.**

3.) Financing Statements filed in the County Register of Deeds or Recorder's Office and indexed against the property:

None.

4.) Judgments and pending law suits in District Court:

(a) Judgments of record in the County District Court filed on the property, or indexed against the Grantee(s):

None.

(b) Pending Law Suits of record in the County District Court on the property, or indexed against the Grantee(s):

None.

5.) Tax Liens, State and Federal:

(a) Unreleased state tax liens of record filed against the Grantee(s):

None.

(b) Unreleased federal tax liens of record filed against the Grantee(s):

None.

6.) Other Liens of Record: Liens of record in the office of the Register of Deeds or Recorder and indexed against the property, (other than those liens previously set forth):

None.

7.) Guardianships, Estates, and Conservatorships filed in the County Court and indexed against the Grantee(s):

None.

8.) Easements, Covenants and Restrictions of Record:

Notice of Appraisal recorded May 9, 1872, in Book 12 at Page 465 of the Records of Douglas County, Nebraska.

Subject to reversionary rights, if any, contained in Deed recorded August 24, 1887, in Book 96 at Page 596 of the Records of Douglas County, Nebraska. Exhibit "A" that was to be included in this Deed was recorded September 16, 1887, in Book 95 at Page 542 of the Records of Douglas County, Nebraska.

Subject to reversionary rights, if any, contained in Deed recorded July 26, 1888, in Book 109 at Page 541 of the Records of Douglas County, Nebraska.

Subject to terms, conditions and license for sewer contained in Deed recorded August 28, 1967, in Book 1328 at Page 251 of the Records of Douglas County, Nebraska.

Subject to reversionary rights, if any, contained in Deed recorded July 18, 1986, in Book 1783 at

Page 253 of the Records of Douglas County, Nebraska.

Easements for utilities as reserved in Ordinance No. 15219, recorded November 16, 1945, at Book 204, Page 609, of the Records of Douglas County, Nebraska, above, on and below the surface of the vacated 23rd Street which comprises a portion of the subject property.

- 9.) Real Estate Taxes and Special Assessments: Unpaid real estate taxes and unpaid special assessments certified for collection in the tax offices of Douglas County and indexed against the property:

Parcel #1: General taxes assessed under Tax Key No. 3892-0000-02 for the year 2016 payable in the year 2017 are Homestead Exempt.

Parcel #2: General taxes assessed under Tax Key No. 3893-0000-02 for the year 2016 payable in the year 2017 are Homestead Exempt.

Parcel #3: General taxes assessed under Tax Key No. 1539-0000-11 for the year 2016 payable in the year 2017 are Homestead Exempt.

Special Assessments:

None.

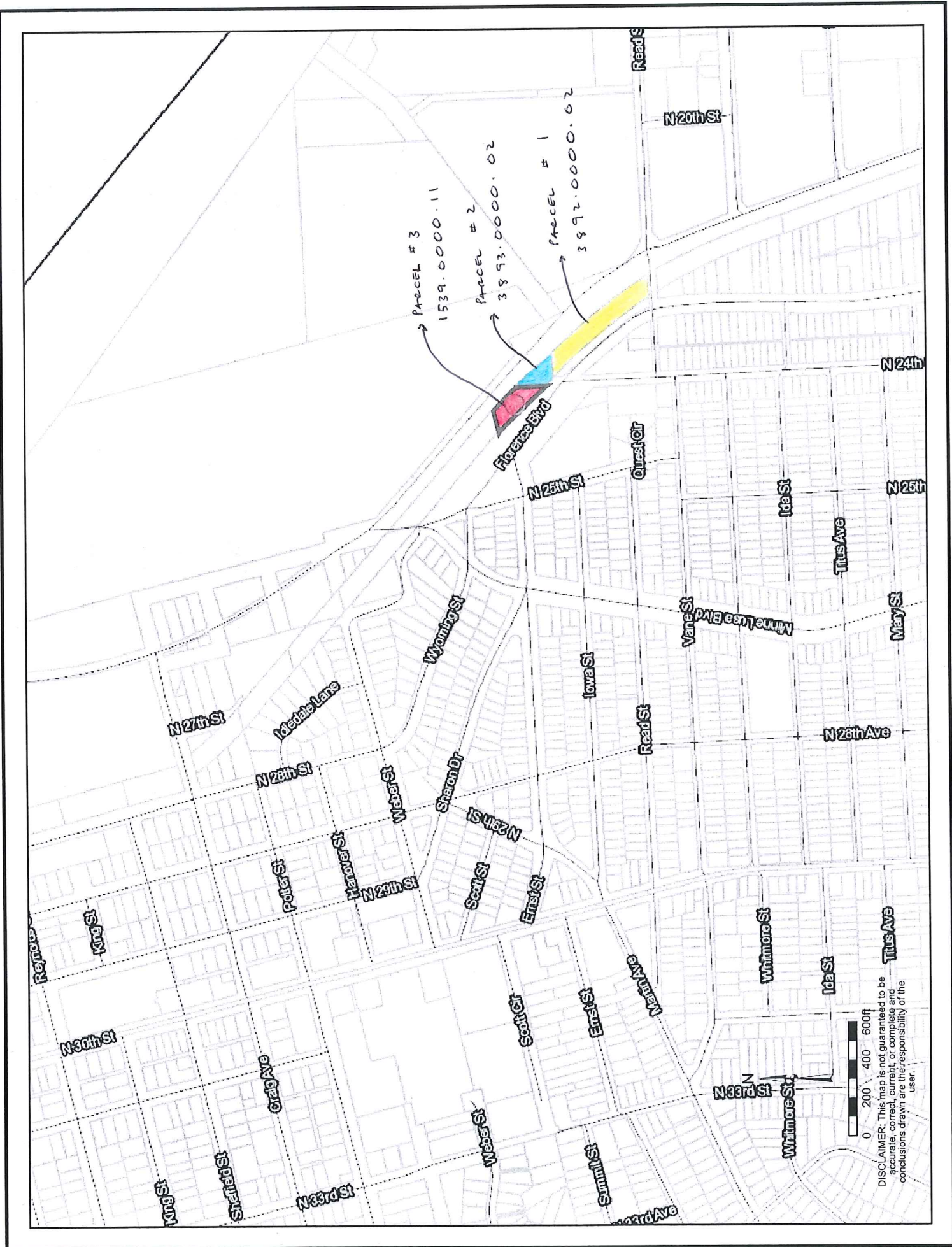
This Title Certificate certifies that TitleCore National, LLC has examined the records of Douglas County, Nebraska, and has set out, as displayed above, filings of instruments, judgments and real estate tax information of the records of the District Court, County Court, U.S. Bankruptcy Court for the District of Nebraska and Register of Deeds, that may affect the title or Grantee(s), within the defined scope and parameters of this Title Certificate.

Issued: January 27, 2017

TitleCore National, LLC



Registered Abstractor
Under Certificate of Authority No. 662



Parcel # 3
1539.0000.11
Parcel # 2
3893.0000.02
Parcel # 1
3892.0000.02



DISCLAIMER: This map is not guaranteed to be accurate, correct, current, or complete and conclusions drawn are the responsibility of the user.

We, the undersigned disinterested freeholders and commissioners appointed by the Probate Judge of Douglas County, to appraise the damages accruing to James Downer by reason of the appropriation of that part of the following described real estate, ~~to be~~ for right of way by the Omaha and North Western Railroad Company, situated in Douglas County, Nebraska, as shown on the plat and profile of said Road filed and attached to this award to wit: A strip of land One Hundred feet in width through the North West quarter of the North West quarter of Section Thirty four (34) in Township Sixteen (16) Range Thirteen (13) East, having each personally examined said premises on the day and at the time mentioned in the notice hereto attached, did at the Office of said Probate Judge of said County find said damages to amount to the following sum, to wit: Fifty Dollars.

And we hereby accordingly award and appraise said damages at the total sum of Fifty Dollars.

In Testimony Whereof We have hereunto set our hands this Seventh day of March A. D. 1872. at said Office in Omaha.

H. O. Jones
 S. A. Orchard
 J. O. Corby
 J. R. Hyde
 Geo. Smith
 Lewis S. Reed.

} Commissioners

State of Nebraska ss. I, Robert Townsend Probate Judge in and for Douglas County said County do hereby certify that the above is the original report of the Commissioners appointed to assess the damages sustained by the owner of the real estate in said report described as therein specified.

Witness my hand and official Seal May 7th 1872
 Recorded May 9th 1872.
 at 11/4 O'Clock P. M.

Wm. H. James
 County Clerk

Geo. L. Davenport } Notice
 D. Williams Baker, Stephen Meyer, Henry C.
 O. K. N. R. Co. } Judges, Isaac Lewis, Maurice Hickey,
 David Manning, C. W. Richardson, Geo.
 L. Davenport, John F. Kirby, John W. Page, J. W. Perea

[Handwritten mark]

Francis B. Hays, James Downey, M. W. Rhodes, Reuben Rosoff, and all others whom it may concern.

Now will take notice that the Omaha & North Western Railroad has been located over and through the following described lands to wit:

The S W 1/4 and the S W of the N E 1/4 and the N 1/4 of Section 11; the N W 1/4 of the S E 1/4 of Section 22; the N W of the S W 1/4 and N E of the S W 1/4 and S 1/2 of the S W 1/4 of Section 23; the S E 1/4 of Section 2; the N E 1/4 of Section 15; the S E 1/4 of the S E 1/4 of Section 23; the S W 1/4 of the S W 1/4 and N 1/2 and N E 1/4 of S E 1/4 of Section 24. all in Township number 16. North of Range number 13 East, also through the N W 1/4 of the N W 1/4 and S W 1/4 of S W 1/4 of Section 27, and N W of N W 1/4 and S 1/2 of N W 1/4 of Section 34 in Township 16. North of Range 13. East, and through the S W of the N W 1/4 of the N E 1/4 of Section 15; also through the N W 1/4 of the N E 1/4 of Section 15, and S 1/2 of S W 1/4 of S E 1/4 of Section 10. in Township 15. North of Range 13. East, all situated in the County of Douglas and State of Nebraska. And the said company, with on the 17th day of March A.D. 1872, on said premises, commencing at 9 o'clock A.M. of said day and continuing from day to day until completed, proceed to dig and appropriate for right of way purposes, a strip of ground 100 feet in width through said described lands, in which said company have located and constructed, or may hereafter construct their said road, side tracks, switches, water tanks, stations, and depots.

Omaha & North Western R.R. Co.
John S. Redick its Attorney.

We the undersigned, disinterested freeholders and Commissioners appointed by the Probate Judge of Douglas County, to appraise the damages accruing to George H. Davenport by reason of the appropriation of that part of the following described real estate, taken for right of way by the "Omaha and North Western Railroad Company," situated in Douglas County, Nebraska, as shown on the plat and profile of said Road, filed and attached to this award, to wit:

A strip of land One Hundred (100) feet in width through the South half of the South West quarter of Section Twenty three (23) in Township Sixteen (16) Range Thirteen (13) East and the South West quarter of the South West quarter of Section Twenty seven (27) in Township Sixteen (16) Range Thirteen (13) East, having been duly qualified and having each personally examined said premises on the day and at the time mentioned in the notice hereto attached and at the office of said Probate Judge of said County, find said

damages to amount to the following sum, to wit: To the first described tract thirty dollars and to the tract last described twenty five dollars. And we hereby accordingly award and appraise said damages at the total sum of fifty five dollars.

In testimony whereof we have hereunto set our hands this seventh day of March A.D. 1872 at said Office in Omaha.

J. O. Jones
S. A. Archard
J. O. Corby
J. R. Hyde
Geo. Smith
Lewis S. Reed

Commissioners

State of Nebraska § 33. I, Robert Dourseid, Probate Judge in Douglas County, and for said County do hereby certify that the above is the original report of the Commissioners

appointed to assess the damages sustained by the owner of the real estate in said report described as therein specified.

Recorded May 9th 1872.
at 4 1/4 o'clock P.M.
Wm. H. James
County Clerk

Robert Dourseid
Probate Judge

Notice
To William Parker, Sepman Meyer, Henry C. Hedges, Isaac Lewis, Maurice Hickey, David O. & N.W. R.R. Co, Manning, C. A., Richardson, Geo. L. Davenport, John G. Kirby, John W. Page, J. W. Pierce, Francis B. Gray, James Doursey, W. W. Rhodes, Robert Ross, Jr and all others whom it may concern.

X

You will take notice that the Omaha & North Western Railroad has been located over and through the following described lands to wit: The S.W. 1/4 and the S.W. of the N.E. 1/4, and the N. 1/4 of Section 11, the N.W. 1/4 of the S.E. 1/4 of Section 22, the N.W. of the S.W. 1/4 and N.E. of the S.W. 1/4, and S. 1/2 of the S.W. 1/4 of Section 23, the S.E. 1/4 of Section 24, the N.E. 1/4 of Section 15, the S.E. 1/4 of the S.E. 1/4 of Section 25, the S.W. 1/4 of the S.W. 1/4, and N. 1/2 and N.E. 1/4 of S.E. 1/4 of Section 24 all in Township number 16, North of Range number 12, East also through the N.W. 1/4 of the N.W. 1/4 and S.W. 1/4 of S.W. 1/4 of

Resolution dated July 10, 1984 & Authorization No. P-1695

NEBRASKA DOCUMENTARY	
STAMP TAX	21.84
Date	7-18-84
S	64-67-66

RECORDED NO. 84648

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 ONE AND NO/100 DOLLAR (\$1.00) and other good and valuable consideration, conveys and quitclaims to UNION PACIFIC RAILROAD COMPANY, a Utah corporation, of 1416 Dodge Street, Omaha, Nebraska, GRANTEE, all interest in the following described real estate situated in the City of Omaha, County of Douglas, and the State of Nebraska, to wit:

PARCEL 1:

A parcel of land extending over and across the South Half of the Northwest Quarter, the Northwest Quarter of the Northwest Quarter of Section 34, and the Southwest Quarter of the Southwest Quarter of Section 27, both in Township 16 North, Range 13 East of the Sixth Principal Meridian, said strip of land being further described as follows: Beginning at a point on South line of Read Street distant 50 feet Northeastly, measured at right angles from the center line of the main track of the Omaha and North Western Railroad Company (later the Chicago, St. Paul, Minneapolis and Omaha Railway 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 34; thence Southeastly parallel with said original main track center line a distance of 2,700 feet; thence Southwesterly at right angles to the last described course a distance of 100 feet, to a point distant 50 feet Southwesterly, measured at right angles, from the existing main track center line; thence Northwestly parallel with said existing main track center line a distance of 2,750 feet, more or less, to a point on the South line of Read Street; thence Easterly along said South line of Read Street a distance of 160 feet, more or less, to the point of beginning.

34-13-13
37-16-13
27-16-13

SUBJECT PROPERTY

SUBJECT PROPERTY

PARCEL 2:

That part of Outlot 275 in the City of Florence (now a part of the City of Omaha) bounded as follows: On the South by the North line of Read Street; On the West by the Easterly line of 23rd Street; And on the Northeast and Southwest by lines drawn parallel with and distant 25 feet Northeastly and 50 feet Southwesterly, respectively, measured radially, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as now located over and across said Outlot 275.

24-675

PARCEL 3:

That part of Outlot 274 in the City of Florence (now a part of the City of Omaha) bounded as follows: On the East by the Westerly line of 23rd Street; On the North by the Southerly line of Plant (formerly Spring) Street; And on the Northeast and Southwest by lines drawn parallel with and distant 50 feet Northeastly, and 50 feet Southwesterly, respectively, measured radially and at right angles, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Outlot 274.

24-674

PARCEL 4:

That part of Outlots 271 and 272 in the City of Florence (now a part of the City of Omaha) bounded as follows: On the South by the Northerly line of Plant (formerly Spring) Street; On the West by the Easterly line

24-673, 677

Resolution dated July 10, 1984 &

Authorization No. P-1695

BOOK 1783 PAGE 254

of 25th (formerly Mill) Street; And on the Northeast and Southwest by lines drawn parallel with and distant 50 feet Northeasterly and 50 feet Southwesterly, respectively, measured at right angles, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Outlots 271 and 272.

PARCEL 5:

That part of Outlot 246 lying Northeasterly of a line drawn parallel with and distant 50 feet Southwesterly, measured at right angles, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established adjacent to said Outlot 246.

24-657

PARCEL 6:

That part of Block 249 in the City of Florence (now a part of the City of Omaha) bounded as follows: On the North by the Southerly line of Weber (formerly Taylor) Street; On the Northeast and Southwest by lines drawn parallel with and distant 50 feet Northeasterly and 50 feet Southwesterly, respectively, measured at right angles, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Block 249; And on the Southeasterly side by the Northerly line of Scott Street and the Westerly line of 25th (formerly Mill) Street.

666 JP

PARCEL 7:

That part of Lots 3 and 4 in Block 250 in the City of Florence (now a part of the City of Omaha), lying Southwesterly of a line parallel with and distant 50 feet Northeasterly, measured at right angles, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Block 250.

24-661

PARCEL 8:

That part of Lots 1, 4, 5 and 8 in Block 251 in the City of Florence (now a part of the City of Omaha), lying Northeasterly of a line parallel with and distant 50 feet Southwesterly, measured at right angles, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Block 251.

24-661, 662
703**PARCEL 9:**

That part of Lots 5 and 8 in Block 252 in the City of Florence (now a part of the City of Omaha), lying Southwesterly of a line parallel with and distant 50 feet Northeasterly, measured at right angles from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Block 252.

24-664 JP

PARCEL 10:

That part of Lots 2, 3, 6 and 7 in Block 252 in the City of Florence (now a part of the City of Omaha) bounded and described as follows: Beginning at the Northwest

24-665 JP

corner of said Lot 2; thence Southerly along the Westerly line of Lots 2 and 3 a distance of 120 feet, more or less, to a point distant 50 feet Southwesterly, measured at right angles, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Block 252; thence Southeasterly parallel with said main track center line a distance of 170 feet, more or less, to a point on the South line of Lot 7; thence Easterly along said South line of Lot 7 a distance of 35 feet, more or less, to the Southeast corner of said Lot 7; thence Northerly along the East line of Lots 7 and 6 a distance of 130 feet, more or less, to a point distant 50 feet Northeasterly, measured at right angles, from said main track center line hereinabove described; thence Northwesterly parallel with said main track center line a distance of 160 feet, more or less, to a point on the North line of Lot 2; thence Westerly along said North line of Lot 2 a distance of 42 feet, more or less, to the point of beginning.

PARCEL 11:

That part of Lots 1, 4, 5 and 8 in Block 85 in the City of Florence (now a part of the City of Omaha) bounded and described as follows: Beginning at the Southeast corner of said Lot 8; thence Northerly along the Easterly line of Lots 8 and 5 a distance of 115 feet, more or less, to a point distant 50 feet Northeasterly, measured radially, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company, (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Block 85; thence Northwesterly parallel with said main track center line a distance of 170 feet, more or less, to a point on the North line of Lot 1; thence Westerly along said North line of Lot 1 a distance of 52 feet, more or less, to the Northwest corner of said Lot 1; thence Southerly along the Westerly line of Lots 1 and 4 a distance of 120 feet, more or less, to a point distant 50 feet Southwesterly, measured radially, from said main track center line hereinabove described; thence Southeasterly parallel with said main track center line a distance of 162 feet, more or less, to a point on the Southerly line of Lot 8; thence Easterly along said Southerly line of Lot 8 a distance of 50 feet, more or less, to the point of beginning.

24-200JP

PARCEL 12:

That part of Lots 2 and 3 in Block 85 in the City of Florence (now a part of the City of Omaha), lying Northwesterly of a line parallel with and distant 50 feet Southwesterly, measured radially, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Block 85.

24-200JP

PARCEL 13:

All of Lots 2, 3, 6 and 7 in Block 79 in the City of Florence (now a part of the City of Omaha).

24-111JP

PARCEL 14:

All of Lots 2, 3, 6 and 7 in Block 74 in the City of Florence (now a part of the City of Omaha).

24-111JP

PARCEL 15:

All of Lots 2, 3, 6 and 7 in Block 66 in the City of Florence (now a part of the City of Omaha).

24-111JP

PARCEL 16:

Lots 2, 3, 6 and 7 in Block 61 in the City of Florence (now a part of the City of Omaha), **EXCEPTING THEREFROM**, that part of said Lot 2 heretofore conveyed in that certain Quitclaim Deed from the Chicago, St. Paul, Minneapolis and Omaha Railway Company to the Metropolitan Utilities District of Omaha, Nebraska, dated October 28, 1954, filed as Deed No. 1683A in the Chicago and North Western Transportation Company's (successor to said Railway Company) deed records, and that portion of said Lots 2, 3, 6 and 7 heretofore conveyed by that certain Quitclaim Deed from said Railway Company to Walter C. Phillips, et al., dated November 12, 1969, filed as Deed No. 75588 in said Transportation Company's deed records. *24-154JP*

PARCEL 17:

Lots 2, 3, 6 and 7 in Block 52 in the City of Florence (now a part of the City of Omaha), **EXCEPTING THEREFROM**, those portions of said Lots heretofore conveyed in that certain Quitclaim Deed from the Chicago, St. Paul, Minneapolis and Omaha Railway Company to the Metropolitan Utilities District of Omaha, Nebraska, dated October 28, 1954, filed as Deed No. 1683A in the Chicago and North Western Transportation Company's (successor to said Railway Company) deed records. *24-134JP*

PARCEL 18:

Lots 2, 3, 6 and 7 in Block 48 in the City of Florence (now a part of the City of Omaha), **EXCEPTING THEREFROM**, those portions of said Lots heretofore conveyed in that certain Quitclaim Deed from the Chicago, St. Paul, Minneapolis and Omaha Railway Company to the Metropolitan Utilities District of Omaha, Nebraska, dated October 28, 1954, filed as Deed No. 1683A in the Chicago and North Western Transportation Company's (successor to said Railway Company) deed records. *24-124, 125*

PARCEL 19:

Lots 3, 4, 5 and 8 in Block 40 in the City of Florence (now a part of the City of Omaha), **EXCEPTING THEREFROM**, that portion of said Lots 3 and 4 heretofore conveyed by that certain Quitclaim Deed from the Chicago, St. Paul, Minneapolis and Omaha Railway Company to the Metropolitan Utilities District of Omaha, Nebraska, dated January 18, 1927, filed as Deed No. 4765B in the Chicago and North Western Transportation Company's (successor to said Railway Company) deed records, and that portion of said Lots 3, 5 and 8 heretofore conveyed in that certain Quitclaim Deed from said Railway Company to the Metropolitan Utilities District of Omaha, Nebraska, dated October 28, 1954, filed as Deed No. 1683A in said Transportation Company's deed records. *24-101JP*

PARCEL 20:

That part of Lots 6 and 7 in Block 38 in the City of Florence (now a part of the City of Omaha), lying Westerly of a line parallel with and distant 50 feet Easterly, measured at right angles, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established adjacent to said Block 38. *24-95JP*

PARCEL 21:

That part of Lots 6 and 7 in Block 29 in the City of Florence (now a part of the City of Omaha), lying Westerly of a line parallel with and distant 50 feet Easterly, measured radially, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway *24-67JP*

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Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established adjacent to said Block 29.

PARCEL 22:

That part of Lots 1, 4, 5 and 8 in Block 27 in the City of Florence (now a part of the City of Omaha), lying Northeastly of a line parallel with and distant 50 feet Southwesterly, measured radially, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Block 27.

24-548

PARCEL 23:

That part of Lots 1, 4, 5 and 8 in Block 20 in the City of Florence (now a part of the City of Omaha) bounded and described as follows: Beginning at a point on the South line of said Block 20 distant 50 feet Northeastly, measured radially, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Block 20; thence Northwesterly parallel with said main track center line a distance of 270 feet, more or less, to a point on the West line of Lot 1 in said Block 20; thence Southerly along said West line of Lot 1, and the Southerly extension thereof, a distance of 165 feet, more or less, to a point distant 22 feet Southwesterly, measured radially, from said main track center line hereinabove described; thence South-easterly parallel with said main track center line a distance of 90 feet, more or less, to a point on the South line of said Block 20; thence Easterly along said South line of Block 20 a distance of 80 feet, more or less, to the point of beginning.

24-548

24-41 JP

PARCEL 24:

That part of Lots 2, 3 and 6 (if any) in Block 20 in the City of Florence (now a part of the City of Omaha), lying Northeastly of a line parallel with and distant 22 feet Southwesterly, measured radially, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established in said Block 20.

24-41 JP

PARCEL 25:

That part of Lots 6 and 7 in Block 17 in the City of Florence (now a part of the City of Omaha), lying North-easterly of a line parallel with and distant 22 feet South-westerly, measured radially, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Block 17, and lying Southwesterly of a line parallel with and distant 50 feet Northeastly, measured radially, from said main track center line hereinabove described.

24-558

PARCEL 26:

That part of North Market Square in the City of Florence (now a part of the City of Omaha), lying North-easterly of a line parallel with and distant 50 feet South-westerly, measured radially, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said North Market Square.

24-6171

Resolution dated July 10, 1984 &

Authorization No. P-1695

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PARCEL 27:

That part of Lots 3, 6, 7 and 8 in Block 12, and of Lots 1, 4 and 5 in Block 13, both in the City of Florence (now a part of the City of Omaha), lying Southwesterly of a line parallel with and distant 50 feet Northeasterly, measured radially, from the center line of the main track of the Chicago, St. Paul, Minneapolis and Omaha Railway Company (now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Blocks 12 and 13, and lying Northeasterly of a line parallel with and distant 50 feet Southwesterly, measured radially, from said main track center line hereinabove described.

24-24 JP

PARCEL 28:

A tract of land located in Lots 6, 7 and 8 and the vacated alley adjacent, Block 6; Lot 1, Block 13; Lots 3, 6, 7 and 8, and the vacated alley adjacent, Block 12; Part of vacated 29th Street; and Part of vacated Howell Street, all in Florence, an Addition to the City of Omaha, Douglas County, Nebraska, described as follows: Beginning at the Southwest corner of Lot 7, said Block 6; thence Northerly on the West line of said Lot 7 a distance of 39.04 feet to a point; thence continuing Northerly on the West line of Lots 6 and 7, said Block 6, a distance of 80.90 feet; thence Southeasterly on a 1,960.109 foot radius curve to the right (initial tangent of which forms an angle of 122 degrees 14 minutes 12 seconds right from said West Line) a distance of 389.26 feet to point of tangency; thence continuing Southeasterly, tangent a distance of 149.99 feet; thence continuing Southeasterly 00 degrees 44 minutes 55 seconds left a distance of 134.37 feet; thence Northwest-erly on a 1959.859 foot radius curve to the left (initial tangent of which forms an angle of 180 degrees 00 minutes 00 seconds right from the last described course) a distance of 545.83 feet to a point on the South line of said Block 6; thence Westerly along said South line of Block 6 a distance of 70 feet to the point of beginning.

PARCEL 29:

That part of Lot 2 in Block 13 in the City of Florence (now a part of the City of Omaha), lying Northeasterly of a line drawn from a point on the East line of said Lot 2 distant 25 feet Southerly from the Northeast corner thereof, to a point on the North line of said Lot 2 distant 40 feet Westerly from the Northeast corner thereof.

24-23 JP

PARCEL 30:

That part of Lots 1, 4, 5 and 8 in Block 5 in the City of Florence (now a part of the City of Omaha) bounded as follows: On the East by the East line of said Block 5; On the West by a line parallel with and distant 30 feet Easterly, measured at right angles, from the East backwall of the 30th Street bridge; On the Northerly side by the following described line: Commencing at the Northwest corner of said Lot 1 in Block 5; thence Southerly along the West line of said Lot 1 a distance 44.82 feet to the point of beginning of said line herein described; thence South-easterly 66 degrees 11 minutes 27 second left a distance of 33.02 feet to a point of curvature; thence continuing Southeasterly on a 1,960.109 foot radius curve to the right (initial tangent of which coincides with the last described course) a distance of 111.29 feet to a point on the East line of Lot 4 in said Block 5, and there terminating; And on the Southerly side by the following described line: Commencing at the Southeast corner of Lot 8 in said Block 5; thence Northerly along the East line of said Lot 8 a distance of 45.13 feet to the point of beginning of said line herein described; thence Northwesterly 62 degrees 30 minutes 00 seconds left a distance of 100 feet and there terminating.

24-11
1P

PARCEL 31:

That part of the Southwest Quarter of the Northeast Quarter of Section 15, Township 15 North, Range 13 East of the Sixth Principal Meridian, Lots 3 through 14 in Horbachs 1st Addition to the City of Omaha, Lots 5 through 9 in Block 307 of the Original City of Omaha, and the Northerly 28 feet of the Northerly 38 feet of the vacated portion of Nicholas Street, all bounded and described as follows: Commencing at the Northwest corner of Lot 14 in Horbachs 1st Addition to the City of Omaha; thence Easterly along the North line of said Lot 14 a distance of 265 feet to the point of beginning of the parcel of land herein described, which point is 50 feet Southwesterly, measured radially from the center line of the main track of the Omaha and North Western Railroad Company (later the Chicago, St. Paul, Minneapolis and Omaha Railway Company, now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Horbachs 1st Addition; thence continuing Easterly along said North line of Lot 14 and the Easterly extension thereof, a distance of 300 feet; thence Southerly along a straight line a distance of 855 feet, more or less, to a point on the North line of Lot 9 in Block 307 of the Original Plat of the City of Omaha distant 33 feet Easterly of the Northwest corner of said Lot 9; thence Southerly along the center line of said Lot 9 a distance of 54.9 feet; thence Southeasterly along a straight line a distance of 90.96 feet, more or less, to a point on the South line of said Lot 9 distant 56 feet Easterly of the Southwest corner thereof; thence Easterly along said South line of Lot 9, and the Easterly extension thereof, a distance of 76 feet to a point on the West line of Fourteenth Street; thence Southerly along said West line of Fourteenth Street a distance of 28 feet; thence Westerly at right angles to the last described course a distance of 286 feet; thence Northerly at right angles to the last described course a distance of 332.9 feet to a point on a line distant 50 feet Southwesterly, measured radially from said main track center line as said main track center line was originally located and established over and across said Section 15; thence Northwesterly parallel with said original main track center line a distance of 705 feet, more or less, to the point of beginning.

PARCEL 32:

That part of Blocks 320, 321, 334, 354, 355 and 6, Original City of Omaha, parts of the alleys in said Blocks, and parts of IZARD, CUNNING, BURT, WEBSTER, THIRTEENTH and FOURTEENTH STREETS, all of said land situate, lying and being in the City of Omaha, Douglas County, Nebraska, and more particularly described as follows: Commencing at the Northwest corner of said Block 320; thence Easterly along the North line of said Block 320 a distance of 61.8 feet to the point of beginning of the parcel of land herein described; thence Southeasterly along a straight line which forms an angle of 76 degrees 34 minutes, measured clockwise from said North line of Block 320, a distance of 534.0 feet to a point distant 15 feet Southwesterly, measured at right angles, from the center line of the Chicago, St. Paul, Minneapolis and Omaha Railway Company's (now the Chicago and North Western Transportation Company) Spur Track I.C.C. No. 194, as said Spur Track center line was located in 1963; thence Southeasterly along a line which forms an angle of 07 degrees 11 minutes, measured counterclockwise from the Southeasterly extension of the last described line, a distance of 189.4 feet to a point on the Southerly extension of the Easterly line of said Block 321; thence Southeasterly parallel with said Spur Track I.C.C. No. 194 a distance of 60 feet, more or less, to a point on a line parallel with the center line of Fourteenth Street and distant 30 feet Westerly therefrom, measured at right angles;

thence Northerly along said line parallel with the center line of Fourteenth Street a distance of 75 feet, more or less, to a point distant 23 feet Southwesterly, measured at right angles, from the center line of Chicago and North Western Transportation Company's Track I.C.C. No. 149; thence Southeasterly parallel with the center line of Track I.C.C. No. 149 a distance of 1,250 feet, more or less, to a point on the Westerly line of 12th Street; thence Northerly along said Westerly line of 12th Street a distance of 58 feet, more or less, to a point distant 10 feet Northeasterly, measured at right angles, from the center line of Track I.C.C. No. 149; thence Northwesterly parallel with the center line of Track I.C.C. No. 149 a distance of 1,270 feet, more or less, to a point on a line parallel with the center line of Fourteenth Street and distant 30 feet Westerly therefrom, measured at right angles; thence Northerly along said line parallel with the center line of Fourteenth Street a distance of 605 feet, more or less, to a point on the Easterly extension of the North line of said Block 320; thence Westerly a distance of 222.2 feet, more or less, to the point of beginning.

ALSO:

All right, title and interest heretofore acquired by the Chicago and North Western Transportation Company (and its predecessors) to place trackage across and through all streets and alleys lying between and/or adjacent to the hereinabove described Parcels 1 through 30, and between the hereinabove described Parcels 31 and 32.

Together with all its tracks and appurtenances lying on, over, across, between and adjacent to the hereinabove described Parcels 1 through 30, inclusive, and Track I.C.C. No. 149 and appurtenances lying on, over, across, between and adjacent to the hereinabove described Parcels 31 and 32, without limiting the generality of said tracks, track and appurtenances to the extent applicable, to the following: rails, ties, tieplates, spikes, ballast, anchors, bolts, nuts, switches and other materials.

Subject to:

- (a) The terms and conditions of Agreement dated November 7, 1985 (bearing Grantee's C.D. No. 39526-17), by and between Grantor and Grantee covering operations of certain trackage located on real estate herein conveyed; and
- (b) Streets and highways, if any.

Grantor retains and reserves unto itself, its other tracks and appurtenances lying on, over, across, between and adjacent to the hereinabove described Parcels 31 and 32, together with the right to enter upon said parcels for the purpose of removing said tracks and appurtenances which right shall continue until July 31, 1987, after which said right shall be forfeited.

Pursuant to Section 4.4 of each of the Mortgages dated as of June 29, 1983 and recorded in the Office of the Register of Deeds in and for Douglas County as (i) Book 2585 of Mortgages, at Page 173, and (ii) Book 2585 of Mortgages, at Page 251, the Chicago and North Western Transportation Company hereby certifies that (a) this deed and conveyance is made pursuant to the provisions of Section 4.4 of each of said Mortgages, (b) the provisions of said Section 4.4 have been complied with and (c) the property hereby conveyed may be conveyed free from the liens of said Mortgages, and is hereby conveyed free from the liens of said Mortgages.

DATED this 12th day of December, 1985.

Signed, Sealed and Delivered in Presence of:

CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

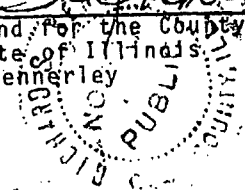
Marilyn J. Keenan
Julie J. Kuefer

By Richard B. Taylor
Richard B. Taylor, Asst. Vice President
Attest Leslie A. Cleveland
Leslie A. Cleveland, Asst. Secretary

STATE OF ILLINOIS)
) SS
COUNTY OF C O O K)

I, Richard S. Kennerley, a Notary Public duly commissioned and qualified in and for the County and State aforesaid, DO HEREBY CERTIFY that Richard B. Taylor and Leslie A. Cleveland, to me personally known and known to me to be, respectively, Assistant Vice President and Assistant Secretary of CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY, a Delaware corporation, and the identical persons whose names are subscribed to the foregoing instrument, appeared before me this day in person, and being first duly sworn by me, severally acknowledged to me that they are, respectively, Assistant Vice President and Assistant Secretary of said corporation; that as such officers they signed, sealed and delivered said instrument in behalf of said corporation by authority and order of its Board of Directors, as the free and voluntary act and deed of said corporation, and as their own free and voluntary act; that the seal affixed to said instrument is the seal of said corporation; and that said corporation executed said instrument for the uses and purposes therein set forth.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal as such Notary Public, at Chicago, Illinois, this 12th of December, 1985.

Richard S. Kennerley
Notary Public, in and for the County of Cook, in the State of Illinois.
Richard S. Kennerley


My Commission Expires: November 8, 1988

This instrument was prepared by Chicago and North Western Transportation Company, 165 North Canal Street, Chicago, Illinois 60606.

1783 262

8303 Dec 4

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GEORGE A. ...
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Book 1783
Page 262
of Dec 4

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Comped 11
MC BS

APPROVED
J.P. McKeown
FOR CHIEF ENGINEER

Approved as to form
[Signature]
General Contract Counsel

Approved as to .

[Signature]
Assistant Vice

Approved as to execution

[Signature]
Assistant Vice President

D. H. Lightwine
District Real Estate Director
306 Union Pacific Building
Omaha, Nebraska 68179

Authorization No: P-4369

DEED NO. 74108

THE GRANTOR, CHICAGO, SAINT PAUL, MINNEAPOLIS AND OMAHA RAILWAY COMPANY, a Wisconsin corporation, for the consideration of ONE THOUSAND FIVE HUNDRED and No/100 --- DOLLARS (\$ 1,500.00), conveys and quitclaims to CITY OF OMAHA, a Municipal corporation organized and existing under and by virtue of the laws of the State of Nebraska

GRANTEE, all interest in the following described real estate situated in the City of Omaha, County of Douglas, and the State of Nebraska to wit:

That part of the Southwest Quarter of the Southwest Quarter of Section 27, Township 16 North, Range 13 East of the Sixth Principal Meridian, bounded as follows: On the South by the North line of Read Street; on the West by the Easterly line of 23rd Street; and on the Southwest and Northeast by lines drawn parallel with and distant 25 feet and 50 feet, respectively, Northeasterly, measured radially, from the center line of the main track of the Chicago, Saint Paul, Minneapolis and Omaha Railway Company, as now located and established.

Subject to a license dated May 10, 1960 with City of Omaha for a 72-inch sewer.

Excepting and reserving, however, unto the Grantor, its lessees, licensees, successors and assigns, the right to maintain, operate, use, reconstruct and replace any and all existing conduits, sewers, water mains, gas lines, electric power lines, communication lines, wires and other utilities, if any, on said premises.



DATED this 19th day of April, 1967

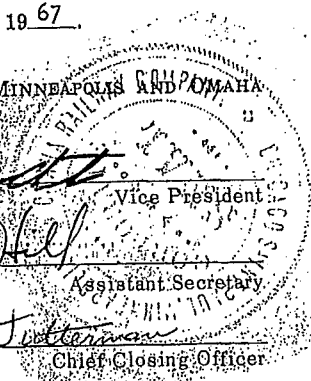
Signed, Sealed and Delivered in Presence of: V. J. Luisi, R. C. Wilson

CHICAGO, SAINT PAUL, MINNEAPOLIS AND OMAHA RAILWAY COMPANY

By T. L. Brandt, Vice President

Attest R. J. Hill, Assistant Secretary

Approved: Arvin G. Futterman, Chief Closing Officer



STATE OF ILLINOIS }
COUNTY OF COOK } ss.

I, A. S. Fleck, a Notary Public duly commissioned and qualified in and for the County and State aforesaid, DO HEREBY CERTIFY that T. L. BRANDT and R. J. HILL, to me personally known and known to me to be, respectively, Vice President and Assistant Secretary of CHICAGO, SAINT PAUL, MINNEAPOLIS AND OMAHA RAILWAY COMPANY, a Wisconsin corporation, and the identical persons whose names are subscribed to the foregoing instrument, appeared before me this day in person, and being first duly sworn by me, severally acknowledged to me that they are, respectively, Vice President and Assistant Secretary of said corporation; that as such officers they signed, sealed and delivered said instrument in behalf of said corporation by authority and order of its Board of Directors, as the free and voluntary act and deed of said corporation, and as their own free and voluntary act; that the seal affixed to said instrument is the seal of said corporation; and that said corporation executed said instrument for the uses and purposes therein set forth.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal as such Notary Public, at Chicago, Illinois, this 19th of April, 1967.

A. S. Fleck
Notary Public, in and for the County of Cook,
in the State of Illinois.
A. S. Fleck

My Commission Expires: August 23, 1970

RECEIVED

1967 AUG 28 AM 11 17

THOMAS J. O'CONNOR
REGISTER OF DEEDS
DOUGLAS COUNTY, NEBR.

THE STATE OF ILLINOIS } ss.
Notary Public, in and for the County of Cook,
in the State of Illinois.
for File of _____
Deeds Co. _____
Book 1328 deed
Page 251

By City of Chicago
M. L. Public Works
N. CPN-P.G.
Computed 27-1673 323

27-16-13

No. _____
QUIT-CLAIM DEED

CHICAGO, SAINT PAUL, MINNEAPOLIS
AND OMAHA RAILWAY COMPANY

TO _____

State of _____)
County of _____) ss.

This instrument was filed for record
in the _____
Office, in and for said County, on the
_____ day of _____
A.D. 19 _____ at _____ o'clock
and recorded _____
in _____ of _____
on page _____ thereof.

N 17

Omaha & Missouri Land Trust Co
Chicago St. Paul M. & P. Ry. Co

Know all men by these presents
That the Omaha and Missouri Land
& Trust Company in consideration of
one dollar in hand paid, by the

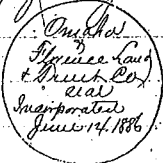
Chicago, St. Paul, Minneapolis and Omaha Railway Company, a Corporation
doing business in this State, the receipt whereof is hereby acknowledged, does
grant bargain sell convey and confirm unto the said Chicago St. Paul, Minneapolis
and Omaha Railway Company, at the following described real estate situate in the County
of Douglas and State of Nebraska to wit: That part of the undivided one half of
lot eighteen (18) Block One hundred and twenty three (123) Lots one (1) two (2) three
(3) Block one hundred and twenty two (122) Lots five (5) six (6) seven (7) eight (8)
nine (9) ten (10) and twelve (12) Block one hundred and twenty one (121) Lots one (1) two
four (4) Block one hundred and twenty (120) Lots two (2) three (3) and seven (7) Block
fifty five (55) Lot five (5) Block sixteen (16) Lot six (6) Block forty eight (48) Lots three
(3) and six (6) Block sixty one (61) Lot six (6) Block fifty six (56) Lot seven (7)
Block fifty six (56) Lots two (2) and three (3) Block twenty four (24) Lots
two (2) Block twenty nine (29) Lots three (3) five (5) and eight (8) Block eight
five (85) Lots five (5) six (6) seven (7) and eight (8) Block two hundred fifty
two (252) Lots one (1) and eight (8) Block two hundred and fifty one (251)
Lot four (4) Block two hundred and fifty (250) Lots ten (10) and twelve
(12) Block one hundred and twenty nine (129) also out lot two hundred
and seventy four (274) and two hundred and seventy five (275) the undivided
one half of Lot three (3) in Block two hundred and forty nine (249) Lying
and being within a strip one hundred feet wide, said strip being
the right of way of said grantee through said lots, and said right
of way lines are fifty feet in each side from and parallel with
the center line of the track of said grantee as located and stated
out, all as more fully shown by reference to the plat attached
hereto marked "A" and made a part of this deed.

To Have and to Hold the above described premises with the
appurtenances, unto the said Chicago, St. Paul, Minneapolis and
Omaha Railway Company, and to its successors and assigns
forever, upon condition however, that the said Railway
Company within eighteen months from the date hereof build
construct equip and maintain their roadway through and
across the property partly above described, and also build
and maintain a depot or station house on or near the
property first above described, and provided further that
in case said Railway Company does not construct its road
through or build and maintain the depot upon or near
the property above described, or said Company and its successors

or assigns shall after constructing and building the same, abandon their route through said lots above described, then the same and all thereof shall revert to and become reannexed, as said grantor its successors & assigns.

Signed this 24th day of August 1887

Attest
Milton Hendrix
Secretary
In presence of
N. M. Hunt



Omaha & Florence Land and Trust Co.
By V. J. Lantry P.

Attest Secretary

State of Nebraska)
County of Douglas)

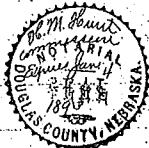
On this 24th day of August A.D. 1887 before me a Notary Public in and for said County personally came Victor G. Lantry President and Milton Hendrix Secretary of the Omaha & Florence Land & Trust Company and known to be the identical persons who signed said deed as aforesaid, as President and Secretary thereof the grantor herein, and they acknowledged the execution of the same to be the Voluntary act and deed of the said Omaha and Florence Land and Trust Company, and to be their Voluntary act and deed as President & Secretary aforesaid for the purposes above expressed.

Witness my hand and Notarial seal the date last above written



H. M. Hunt
Notary Public

The words "and Milton Hendrix Secretary" were interlined before taking said Hendrix acknowledgment.



H. M. Hunt
Notary Public

In Exhibit A
See next page
Recorder

Entered in Numerical Index }
(and) Recorded August 24th 1887 }
at 2⁴⁵ o'clock P.M. }

COMPARED K

County Clerk

Exhibit A

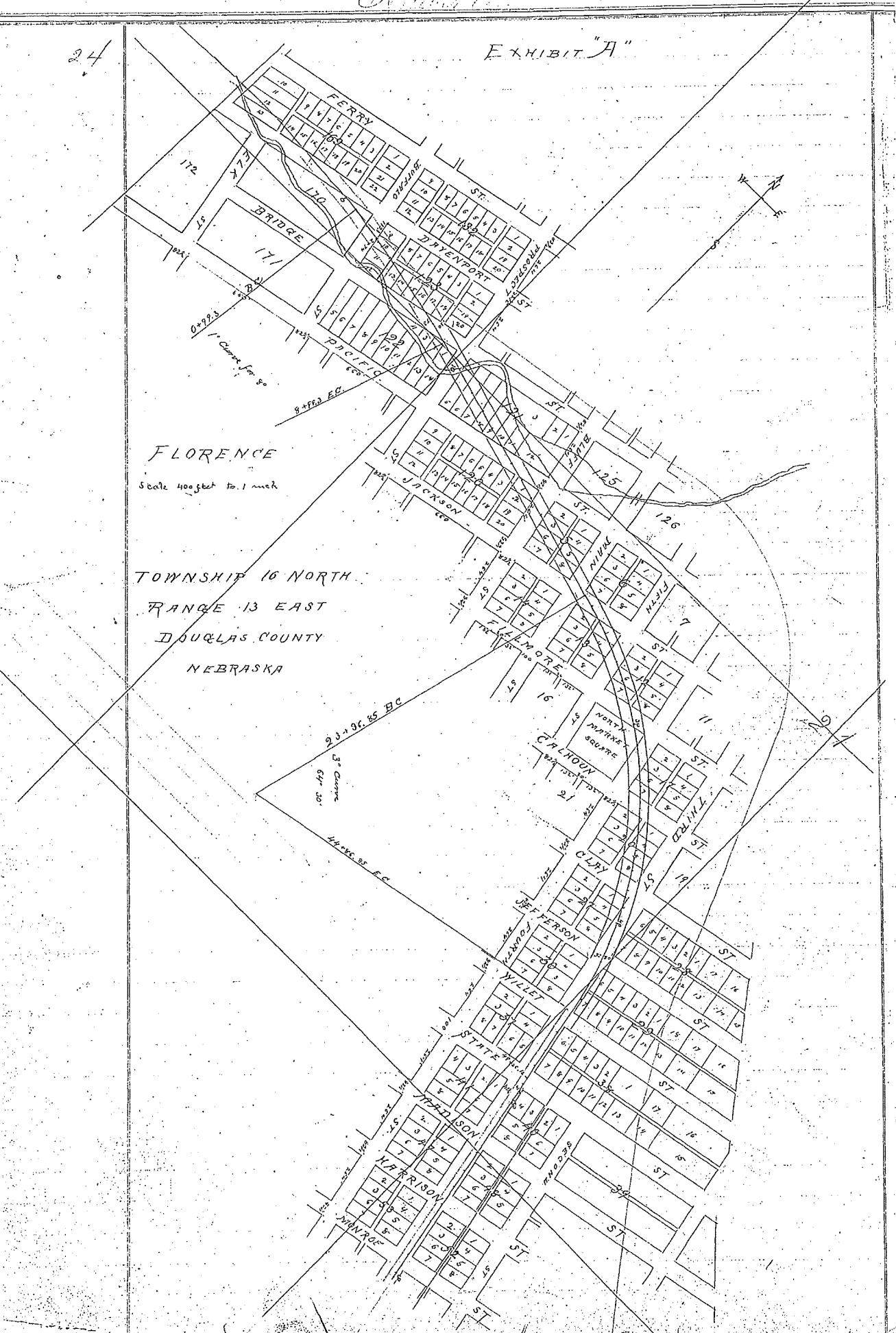
24

EXHIBIT "A"

FLORENCE

Scale 400 feet to 1 inch

TOWNSHIP 16 NORTH
RANGE 13 EAST
DOUGLAS COUNTY
NEBRASKA

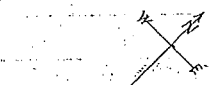


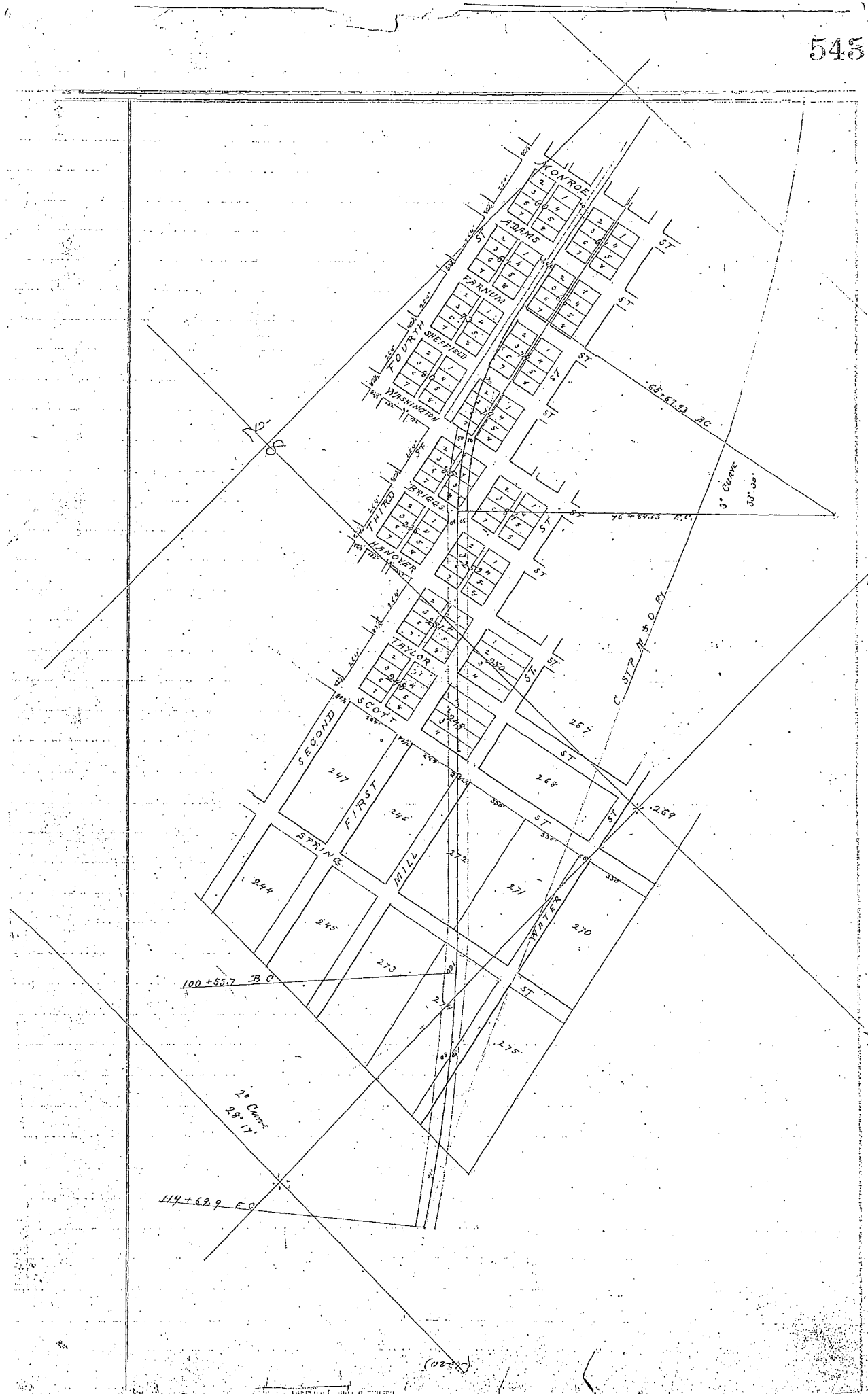
9 1/2 x 36 85 BC
3" Curve
64' 10"

14 x 36 85 BC

0+77.3
1" Curve for 80'

9 x 72 85 BC





24

274 + 275 - 7

ORDINANCE NO. 15219

An Ordinance vacating 23rd Street from the north line of Chicago, St. Paul, Minneapolis and Omaha Railway right-of-way to Plant Street in the City of Omaha.

WHEREAS, Petition representing 100% of owners of the property abutting on 23rd Street from the north line of Chicago, St. Paul, Minneapolis and Omaha Railway right-of-way, has heretofore been filed with the City of Omaha; and

WHEREAS, Said property owners have in and by said petition waived any and all damages that may be occasioned by the vacating of said 23rd Street from the north line of Chicago, St. Paul, Minneapolis and Omaha Railway right-of-way to Plant Street,

THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OMAHA:

Section 1. That 23rd Street from the north line of Chicago, St. Paul, Minneapolis and Omaha Railway right-of-way to Plant Street in the City of Omaha be, and is hereby, vacated; the vacating of the property herein described, and the reversion thereof, shall be subject to the condition and limitation that there is reserved to the City of Omaha the right to maintain, operate, repair and renew sewers now existing therein and in the future to construct, maintain, repair and renew additional or other sewers; and also the right to authorize the Metropolitan Utilities District of the City of Omaha or any other public utility to construct, maintain, repair and renew and operate now existing or hereafter installed water mains, pole lines, conduits and other similiar services or equipment above, on and below the surface of the ground for the purpose of serving the general public or abutting property; and the right so reserved shall also include such lateral connections or branch lines as may be ordered, desired or permitted by the City; and to enter upon the premises to accomplish the above purpose at any and all times.

Section 2. That this ordinance shall take effect and be in force after fifteen days from and after its passage.

INTRODUCED BY:

Harry Trustin
COMMISSIONER

APPROVED AS TO FORM:

Edward F. Noarty
CITY ATTORNEY

ATTEST:

M. J. Dinsen, Jr.
CITY CLERK

Dan E. Butler
MAYOR AND PRESIDENT OF THE CITY COUNCIL

PASSED: Oct. 31, 1944

I hereby certify that the foregoing is a true and correct copy of the original document now on file in the City Clerk's office.