STATE OF Unknown COUNTY OF Douglas Project #OPW 52470 File No. 21599-16

#### TITLE CERTIFICATE

EFFECTIVE DATE: January 26, 2017, 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 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 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, in Douglas County Nebraska.

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ADDRESS: None Assigned

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, a Utah Corporation, 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 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:
	Report of Appraisers recorded February 7, 1889, in Book 121 at Page 225 of the Records of Douglas County, Nebraska.
	Subject to terms and conditions contained in Deed recorded July 18, 1986, in Book 1783 at Page 253 of the Records of Douglas County, Nebraska.

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:

General taxes assessed under Tax Key No. 1531-0002-11 for the year 2016 payable in the year 2017 are Exempt.

Special Assessments:

None

This Title Certificate certifies that TitleCore National, LLC has examined the records of Douglas County, Unknown, 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 Unknown and Register of Deeds, that may affect the title or Grantee(s), within the defined scope and parameters of this Title Certificate.

Issued: February 3, 2017

TitleCore National, LLC

Registered Abstracter

Under Certificate of Authority No. 662

Resolution dated <u>July 10, 1984 & Authorization No. P-1695</u>

NEBRASKA DOCUMENTARY DEED NO.

CHICAGO AND NORTH WESTERN TRANSPORTATION THE GRANTOR, 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 34-12-13 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: Beginn- 827/6-13 ing at a point on South line of Read Street distant 50 feet Northeasterly, 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 Southeasterly 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 Northwesterly 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.

#### 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 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.

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 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.

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# PARCEL 4:

That part of Outlots 271 and 272 in the City of 24,673,677 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

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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 Trans-//24-657 portation Company), as said main track center line was originally located and established adjacent to said Outlot

#### PARCEL 6:

That part of Block 249 in the City of Florence (now a On the part of the City of Omaha) bounded as follows: 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.

# 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 South-westerly 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) 24-661 Transportation Company), as said main track center line was originally located and established over and across said Block 250.

#### 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 34-661862 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.

# PARCEL 9:

Inat part of Lots 5 and 8 in Block 252 in the City of Florence (now a part of the City of Omaha), lying South-westerly of a line parallel with and distant 50 feet North-pheasterly, 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. That part of Lots 5 and 8 in Block 252 in the City of Block 252.

### 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

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 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 North-westerly 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 l 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. more or less, to the point of beginning.

#### 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 Northeasterly of a line parallel with and distant 50 feet South 24-2019 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 85.

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All of Lots 2, 3, 6 and 7 in Block 79 in the City of  $24471J^2$  Florence (now a part of the City of Omaha).

All of Lots 2, 3, 6 and 7 in Block 74 in the City of Spy 151 of Florence (now a part of the City of Omaha).

### PARCEL 15:

All of Lots 2, 3, 6 and 7 in Block 66 in the City of 24-1639 ce (now a part of the City of Cart Florence (now a part of the City of Omaha).

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 Chicago, St. Paul. INEXERKUM, 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. Phillins. et al. 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.

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, 24-13417Minneapolis 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.

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 July THEREFRON, those portions of said Lots heretofore conveyed 24, 124, 125 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.

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.

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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 Table) That part of Lots 6 and 7 in Block 38 in the City of Railway Company (now the Chicago and North Western Trans-portation Company), as said main track center line was originally located and established adjacent to said Block 38.

That part of Lots 6 and 7 in Block 29 in the City of 24-671 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

Resolution dated July 10, 1984 8 1984 &

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 Northeasterly 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.

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 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 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 Southeasterly 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.

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 Northeasterly of a line parallel with and distant 22 29-41 1/2 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.

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 Northeasterly 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 over and across said Block 17, and lying Southwesterly of a line parallel with Block 17, and lying Southwesterly of a line parallel with and distant 50 feet Northeasterly, measured radially, from said main track center line hereinabove described.

PARCEL 26:

That part of North Market Square 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 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.

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PARCEL 27:

That ipart 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 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.

# 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 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 Northwesterly on a 1959.859 foot radius curve to the left (initial tangent of which forms an angle of 180 degrees 00 minutes 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.

### PARCEL 30:

That part of Lots I, 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 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 Southeasterly 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.

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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 14and 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.

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;

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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.

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

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. -

December DATED this 12th day of \_\_\_ CHICAGO AND NORTH WESTERN Signed, Sealed and Delivered in TRANSPORTATION COMPANY Presence of: Richard B. Taylor, Asst. Attest Leslie A. Cleveland,

STATE OF ILLINOIS) SS COUNTY OF C 0 0 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 TATION 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 acknow-Assistant ledged to me that they are, respectively, <u>Assistant</u> Vice President and <u>Assistant</u> 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.

Notary Public, in and Por of Cook, In the State of Illinois.

My Commission Expires: November 8, 1988

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

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FOR CHIEF ENGINEER

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General Contract Counsel

Approved as to .

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Approved as to execution:

Bol C. Conday By And

D. H. Lightwine District Real Estate Director 306 Union Pacific Building Omaha, Nebraska 68179 feondenmation Proceedings by the Chicago. Dr. Paul. "minneapolis and Omoka Rachway Company, Report of Commissioners,

bue, the undersigned discutivisted free hold no. and Commissiones; residentes of Douglas coming; Mebrasia, appointed by the Country" Judge of Soul County to apparaise The damages. acoming to william J. Ray, James. M. Parker Niels Peterson, the Ouraka and Florince Land + Down Qu, Henry Johns, mitter Rogers, W. cie H. Dt. Malcaem, real and firm names inknown, Danuel and William Douper, mixen Hendrig the interior hims of John A. Milmi decised the unknown herris of Eliza IV. Mitshell , deceased, Duran M. Steele, Victor G. Laugtry, Jane Richardson, Joseph Mannein, Leonora S. Any, E. Bennett Shoebridge, Gronge W. Buck, and 213. Drippa, first and ned name unicerous George McKriney, Rose Duipson, John Stevenson Brigham Goring, Mrs P. A. Whiteach, first and real name william Bell the City of Florence, Country of Douglas, the Otate of Webras-Ica, Ellen M. Peper, Dylvia E. M. Kinney, Darah Heal. George Meximey, nachaniel le Perry, find real masser wellion, william hims, andrew J. Critchfield decessed. J. H. Brown, first and real name unicuour. Daniel G. Damon, Charles N. Thomas, Jane Thomas, Catherine E. Hall, advept Moreger, minarion heirs of James le Mitchell, deciased, Inederiel Hanzister, Hans Gunderson, Darah Helden, will wown hems. Joseph Cubley, deceased, Mino Joseph Cubley; John Dripson, Edward H. Walker, E.A. Wicewighay, first and Real name underwien. eightly first and real name incen Homer G. Fuller Olof Hansen; Alexander Thuren, John Daylor the unicuous hemo of Robertson deciased, finor and ward marie und nown, Julia & Wandercook, Min abigsil Richer, Luncusown hims M. A. Ricker, deceased, first and real name willwarm Elias Strong, A. M. Raucon, final and coul name

willrown : Sout B. Young, Mrs Flinner Q. Brown, the well wown him's of Brigham young, account, P. G. merrill, first and crack name underwown. A. le, Smith first and real name untiroung the authorin him of James le, mitchell, deceased. Ed. Willoughy. finer and mal name unknown, the country of bonglas, the state of rebrisks, by mason of the appro pristion of the following described Real Estate, taken for right of way, Dide tracks, wood and water Sta tions. Deput grounds and Railroad purposes, try Railway Company, Dituted in the Ciry of Derrince Country of Langles, and Deate of Nebrooks, as shown on the pear and propile of Said Railway as submitted to us by the agran of Said Rail. may company, and on file in the country court for Loughor comy, Nebraska towir Oser and across Lors, Eleven (11). Thirteen (1-3). Fountain (14), Fifteen (15), Dig teen (16), Diventum (17) Eighteen (18), and Twining (70) in Block one Hunand Francy thou (173), Low Thom (3) Iwo (4) and one (1); mi Black one hundred turing two. (127). Low Trace (5) Dix (6) Deven (7) eight (8) nnie (9). ten (10) Eleven (11) twelve (12) mi Block one hundred keventy one (171): Low Jour (4) think (3) one (1), and two (5), in Black one hundred tuenty (120); Lovo two (2), three (3) Dix (6) Deven (1) four (4) fine (5) and Eight (8), in block fine (5) Los seven A), in Block Dix (6): Loto one (1), Two (3) thou (3) four (4) and fine (5) in Blood thirteen (13); Lovo thru (3), Dif (6), Devin (7), and Eight (8) in block timelais(12): north Marker Aguarie, Lato six (6) and Deven (7), in Block Debienteen (17) :Javo one (1) two (4) thru (3). Law (4) piùe (5). Dix(6) Seven (7) and Eight (8) in Block twenty (50) Lovo one 11) four (4), five (5) and Eight (8) in block twenty seven (m). Laskontenalthy fram (4) fraints found Lors Dix (6) and Techtolohram Potrok thing (300) Deven (1); in Block twenty rine (org) are of Late fine (5) Dix (6) Deven (7) and Eight (8), in Block

thirty eight (38): Oll of Low. Three (3) four 4) Des

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and Eight (8), in block forty (40), all of Love Track) thru to) six (6) and Eight (8) Deven (1), in Block forty Eight (48); all of Low two (2) thour (3) Dir (6) and Deven (7), in block Tipey two (5x), all of Lovo Two (r) thou (3), Die (6) and Deven (7), in lieuxi Dixty our (61): all of Love, two (2), then (3). Dix (6) and seven (7), in Black Dixty Dix (66): all of love two (2) thou (3) Dix (6) and Deven (9) in block Deventy. four (74): all of Lous two (2) thou (3), Dir (6) and Deven (7), on Block Reventy wine 99) in over and across parts of loss one (1) two (2) thm (3) you (4) five (5) and Eight (8), in Block Eighty five (50). Jos one (1) in belock two hundred thing Dix (7 86): Low two (3), then (3), Die (6) frac (5), Deven (7) and Eghils) in Black two hundred justy two (25%) Jour one (1) four (4) frais (5) Eight (8), in block two hundred fixey one (251): Toro Thom (3) and four (4) in block two howard fifty (200): Toks one (1) two (2), thin (3) and four (4), in block two him and forey mie (rug)! Our for two hundred forty six (246)! Our Las two hundred Deveny two (272)! Our Los too hundred Diventy one (271): Our Los. teas hundred Deventy Jour Fry 4). Our Lot two hundred Deveny fine (775) I all as more fully shown by the plan hereto attached, maried A? and make a part hereof, and Dail above described property being owned by and belong. ing to the above named eparties. Clamming an enteres in Daid above described promises and poarts thereof, and the Daid discinterested free. holders and doinnissioners having been duly qualified, and having each personery exam "wed. Daid fromises by the gth day of april A.D. 1887; luceucen the hours of 10 a.m. and 5. P.m. being the day and time mentioned in the notice filed with the country Judge in Daid Country. and attached herete and made a year hereof, find the following to be the quantity of loud token from each of the above lost above described by the said Railivay Company, for the purposes about married and find the Value and the dam-

agus accoming to said owners and parties initerior ed by mason of the locating of Said Railway across said laids, and the appropriation of the same for railway purposes, as follows town: all than your and yourcel of Sor william I. Ray. 11 in Black 183 Ricy of Florence, Lougeas county Nebraska, lying and being within the South right of way live of said Railway Company which is so feel distant from the derter live of the railway track of saidreompany as Desced and and located on said ground, and all as more fully shown by the pear hereto attached, "marked "I" and more a par hereof. Neilo Peterson, Omoha & Florence Soud + Irrovico, James m Garden all those parts + parcels of John 13 and 14 m block 183, lying and being within the Douth wight of way luce of soid Railway Company, which is To feer distant from the Renter line of the raiseway track of Said company as located and Disked our through Daid lars, all as more fully shown by the plan hereto attached marked A," and made a span, hereof. Award and damages for los 13. Award and aamages for lar 14, Meils Peterson, Occioba + Florence Loud + Frust company. all those parts and parells of Lots 15, 16. 3/17 in black 123, liping within the right of way of Dail Railway Company, which is 50 feer distour on each Did of the Center line of the track of Daid railway company as located, and Starten out through Daid primises, all as more fully Ohown by the plan hearts attached marked "A" and made a spain hereof. award and damages for For 15 100,00 award and damages for Gar 16. 100,00 award and damages for Lot 17 75,00 award and damages for removal of the buildings of the said Peterson of from the Doid right of way no Queha and Florence Loud & Fruer co. Henry Johns, firer and wrise marine with all that part and parcel of Lat 18 cm

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123, lying south and within the 100 feer right of way of said Railway Rompsony, which is so year distant from the denter live of the track of said company as located and staked out through said low are as more fully shown by the pear hereto attached, "marked A", and made a parthereof. award and damages for lov. 18. Deborah malcoem + H. H. Maccolin (fires + real riome will wown), Owisha and Florence Loud & Friend, all those years and yearels of Tons one r and 3 in Block is a lying within the south right of evay live of Said Railway Company, which south right of evay live is so feer distank from the center line of the railway track of Daid company as located and Dorked our through Daid lavo, and all as more fully shown by the pear hindo attached, marked "A" aire made a foor hereof award + aamages for Lar one around and damages for Lov V A Quard and daringes for Low 3. D) and H . W. Mackolm, first and manie age that pair and parcel of Lar 1 in Beach 122, lying within the right of way of said Railway Campany, which is so feer distanvon each Dide of the Center line of the railway track of Raid Dompany as located and Decreed our through said lav, bee as more fucey Shown by the flar hereto attached, marked "A." and made a par hereage \ award and damages for Low. Chusha and Harrice Land + Irrist Co. A. Derip 100 feer wide through Lors 5 and 6, 8 and 9. in Bluck 121, lying and living within the one hundred feel right of way of Gallinay Company, which is so feer distant from the con ter Inie of the railway track of Said Dompany as located and Dtaked our Through Daid love, all as more fully shown by the plan hereto attached marked "I", and made a past hereof award and damagio for Low 5 award and damages for Sat 6.

40,00, award and damages for Lov 8. award and damages for Low q, Deborah and N. H. Malcalm + Ouroha + Harmee Land + Irus &s, a Strip of ground Through. Lot of in block 121, 100 feel winds, liquing and being within the right of way of Said Railway company, which is 50 feer distant on each side of the center live of the track of said company, as hocated and staked week through Daid lov, all as more feely shown by the plan herets attached, marked "A", and made a part hereof. Oward and Damages for Los of 40,00 Deborah and H. H. Malcolm Oinaha + Florence Land all Those parts 131 + Drust Co, Flientine Said Company, and pareels of Solo 10+11, in block 121, lying South of the north right of way live of Dai'd Railway company, and that part of for 4 in belock in lywing within said right group, which is 50 feet distant from the Coroter line of the railway track of said Company, as located and Staked out through said lat. all as more fully shown by the plan hireto attached martled "A", and made a poor heteof. award and damages for for 11- Beach 121-1500 award and damages for Sar 10 125,00 award and damages for Lar 4 Block 120 .5.0 Omaka and Florince Land & Trust Co. all than poortion of the Douth west corner of Lor 12, in block 171, lying and being within the right of way of Daid Railway Rompany, which is 50 feer distan on either Dide of the Renter line of the railrow track of Daid Company, as located and Diaced on through said las, are as more fully shown by th solar hexets attacked, marked "A", and made a pair hereof · award and damages for Low 12. Victor G. Laxley, whowen here of John a. Kline, de all that part and partel of Lov 3 min

Block 120, lying and being within the right

way of Daid Cailway Company, which is so feer distant en either Dide of the Renter luie of the Pail way track of Daid Dimpany, as located and Dtaked our through said lat, all as more fully shown by the plan herets attached "marked "", and made a part hereof, Wiward and Damages for Low 3. Unknown heris of Eliza 41, mitabell, deceased Susan n. Steele, all of Las I in belock ino, and all than prortion of Low r in black 1 ro, lying within the right of way of Daid Railway Company, which is so feer distant on each Dide of the Center Line of the railway trask of Daid Dompany, as located and Dealledon through Daid Las, all as more fully shown by the plan herito attached, marked "A," and made a painting award and damages for Lov ! award and damage for Sur V. Ouraha and Florence Fand + Trust Co, Florence Sand. sompany: A. Derip of ground over and across Los 7: in Block 5. lying aid being within the 100 feer right of way of said Railway Company, which is 50 feer distant on each Dide of the ten ter line of the track of Daid Dompany as located: and Atorced wer wn Daid low are as more fully shown by the pear hereto attached, marked "A" and made a part hereof. Uward aid amages for For 2 Omaha and Flinnse Land + Irus Cy City of Dennie a strip of ground over and across, Loto 3. 6 and of in block 5, lying and being within the 100 feer right of way of Daid Railway Company, which is 50 feel distant on lack Dide from the Center Sino of the track of Daid Dompany, as located and Marked our on Daid lar, all as more fully shown by the. plan herete attacked Marked , and made a pour kening. award and damages for Lav 3; 44,00 City of Florine, award and damages for Lov 6, . 30.00

award and damages for Lat 1.

gaie Richardson, Flormel Land Company, a strip of groung over and across Lov 4: in Black 5; lying and being within the 100 feer right of way opposed Railway Company, which is 50 feer aixans on each side from the senter line of the track of said Campany, as located and staked our on said lov. all as more fucely shown by the plan here's attacked, marked "A" and made a pare here's actacked, marked "A" and made a pare hereof.

Joseph. Mannein, a Dtrip of ground over and across. Lovis, in Block 5, lying and being within the 100 feel right of way of Daid Railway company, which is 50 feel distant on each bide of the Denter line of the track of Daid Donpony, as located and Stoked out on Daid Lot, are as more fully shown by the play hereto attacked marked "A", and made a year hereof.

Quard and damages for Lot 5; 150,00

The lenknown Heirs of John a, Kline, deceard, a strip of ground over and across For 8, in Beaches, lying a and being within the 100 feer ingher of way of said Railway Rompony, which is 50 feer distant on each side of the Denter line of the track of Said Company, as located and stated our on Said lar, all as more fully shown by the folar hereto attacked, marked "I", and made a pass hereof.

Quark and damages for Par 8,

Hamson K. Kilbour Gronge M. Buek J. P. Skippa The lenkuoun Kurs of Eliza K. mitchell, deceased. a. Otrip of ground over and across For 7, in Block 6. lying and being within the 100 feer right of way of Said Railway Dompany, which is 50 feer distant en each side of the center bird of the teach of said Ampany as located and stoked our on Said lar. all as more fully Shown by the plan hereto attached marked A! and made a past hereof.

Undervior her, Eliza K. Mitchell. George Madamay Karalan

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E. Bennett Shoebridge, Elevine S. any, John Otevenson tax title Low one + Quaha + Floringe Land + Friest en a strip of ground vuer and across Tobs 1 two and 5. Live, in Block, 13., lying and being within the 100, feel right of way of said Railway Rompany, which is so feer dis tand on each side of the center live of the track of Dail Company, as located and Draked wust on said Lows, all as enione fully shown by the plan herite attached marked "A." and made a good hereof. award and damages for Lat 1. Quirord and damajos for for 3 award and damages for For V. John Dievenson and Rose Dimpson, all of Love, in Novem. 13, award and damages for Yar 4. Unknown heris Brigham Going, deceased, mrs J. A. whiblock, Ellen M. Typer, Ouraha and Flirence Land + Irusuas, a Darip of ground wien and acraso Lors 3, 6, and J. in Block 12. lying and being within The 100 feer right of way of Daid Railway Dompany; which is so feer distant on each Dide of the Denter live of the track of said Dompany, as located and Desired out on said loss, all as more fully shown by the plar hereto attached marked "A" and made a por award and damages for Lov 3. 10.00 award and carnages for Lot 6. 60,00 Quard and damages for Gol 7. 120,00 Mrs. P. A. Mhitlain, a Dirip of ground over and across for 8. m Black 12, lying and being with in the 100 feer right of way of Daid Railway. Compacy which is 50 feer distances each side of the Denter line of the track of Said Company, as located and stated ourson Daid Lov all as more

fully shown by the pear hearts attacked, married "A," and made a year hereof. award and damages for Sor 8. City of Florince. a Strip of ground over and across month marker Aquare. City of Florince, Louigeas Market County Nebraska, lying and being within the 100 Square Jeer right of way of said Railway Company, which is 50 feer distant on each Dide of the center line of the track of Daid Rompany, as located and Daked our on said lor, all as more fully shown by the plan hereto attached marked "A" and made a parchereof award and damages for above Atrip through Dail Dquare, 100,00 Darah Nest, euricour hims andrew J. Critchfield deceased . Tat title, a Strip of ground own and. across Lov. 6. in Block 17, lying and being within the 100 feer right of way of Daid Kailway company, which is so feer distant on each side of the center live of the track of Daid Dornpany as located and Dealled ver on Doid low, all as more fully shown by the pear hereto attached, marked "A," and made a years hereof Oward and damages for For 6. 35,00 Groge McKenney, lenewown hims, andrew J. british field deceased Tot title. A. Derip of ground over aux across Tot 7, in Block 17, liping and being within the 100 feer right of way of Daid Railway company, which is so feel distant on each side of the Denter line of the track of Daid Company, as lacated and Dealled our on Daid lot all as more fully shown by the play hereto attached, marked "A" and made a spain hereof. \* award and damages for Lav 7. Nathaniel C. Verry, Danuel G. Damon, J. C. Merrile, Gunge Hagg. Mortgageilar 1. a Dtrip of ground over and across Lovo. 1. V. 3. 6 and J. m block to, lying. and being weethin the 100 feel right of evay appears

Railway Company, which is 50 feel distant on

each side of the Center live of the track of Daid Dompany, as located and Distred our in Paid lor, all as more fully shown by the pear herets. attached, marked ""," and made a gran hirrog. award and damages for for ! award and damages for Low 3. 700,00 175,00 award and damages for Got 6. 75.00 award and damages for Lav 1; 10.00 D. H. Brown, n. l. Perry, a Strip of ground war and across Louis 4,5 and 8, m" Black to, lying and being within the 100 feer right of way of David Railivay Company, which is so feer distant on each Dide of the Center live of the track of Daid company, as located and Dealled out on Daid lot, all as more fully shown by the pear hereto attack ed, marked "A" and made a pan hereof, award and damages for Lov 4. 50,00 award and armages for Gal 5. 15.00 150,00 award and damages for For 8. Leonora D. arry, A. b. Dmith, first and risk name Low I and 4, in block of lying and being within the 100 feer right of way of David Railway Company, which is 50 feer distant on each Dide of the center line of the track of Daid Company, as located and Drauch our on Daid lov, are as more fully shown by the yelov hereto attached, marked it," and made a parr hereof. award and damages for Lat 4. Crop award and damages for Lat 4. James. M. Parker. a strip of ground ver and acros Lovo 5 and 8. m Block 27. Lying and being within the 100 feel night of way of said Railway dompany, which is so feel distens on each Dide of the Denter line of the track of Daid company, as located and Draked outen Daid lot all as more fully shown by the pear herets.

attacked marked A; and make a poort hereof. award and damages for Lavis. 15,00 15.0 award and damages for Sov 8: Unicion herio of Charles N. Thomas, acciosed. Jane Thomas, a strip of ground ver and across For 6, in Black 19, lying and being within the 100 feel right of way of Said Railway company, which is 50 feer distant on each side of the center line of the track of Said company as located and staked out on said loss, all as more fully shown by the plan hereto attached, marked "A" and made a upar hereof. award and damages for For 6. Unkliven hims Catherine E. Hall, first and real name unknown, a. Otrip of ground over and across Low I in Brock rg, lying and lung within the 100 feir eright of way of Daid Railing Rompany. which is 50 feet distant on each Dide of the conter line of the track of Daid Company, as located and searce aurion Daid lor, all as more fully. shown by the pear here's attached, married "A." and made a year heriof. award and damages for Lor 7, 40,00 Charles M. Thomas, tax title, Jane Thomas; are of Tous 5, 7, and 8, m Block 38, as shown by the plan hineto attached, marked "A", and made a. por hereof. award and damages for For 5, 50,00 award and aamages for For 7 75.09 award and damages for Lor 8. 50,00 Adolph Kroeger, Charles N. Thomas: tax title; all of 38 for 6, in Black 38, as shown by the pelor herets attacked marked "1," and made a year hency, award and damages for Lov. 6; The unknown Heirs of Eliza K. Mitchell, diseased all of Toro 3 and 4. in black 40, as shown to

the pelar lineto attached; market ", and made a part hereof. award and damages for Lar 3 100,00 award and damages for Soly 4. 125,00 Unawion hims James le, Mitchell, decessed, and Hans Guiterson, Charles N. Thomas, Lax title, all of Lot 5. in Block 40, as shown by the pear hereto attacked. Marked to and made a part hereof. award and damages for Lors. James M. Parker and Hans Bunderson, Charles W. Thomas, all of Lot 8, in Block Ho, as shown by the year hereto attached marked "A" and made a parr hereof. award and armages for lov 8. 1.95:00 Hans Gunderson, J. J. Doloman first + real name Musion, Milliam Reeves, Dame, W. Lucier, all of Lovo i, and 3. in Block 48, as shown by the plan herete attackel ; marked A. and made a good hereof. award and aimages for Las V. . award and damages for Gor 3, Quaha and Florince Land & Truor es, and Hans, Guiderson. All of Sar 6. m Black 48. as Shown by the plat hereto attached marked "A" and made a part hereof. award and damages for Lov 6. Darahi Helden and Hans Gunderson, Debastian Gunjo derson; all of Lov J. in Block 48, as shown by the plan hereto attached marked "", and made a pain. award and damages for Lar J. 120% William him of James Joseph Cully, deceased. Charles n. Thomas Karaind. all of Low v. in Block. 52. as Shown by the plan hereto attached. Merked I aid made a par award and damages for Las I,

James M. Parker, all of for 3, m. Block 5-7; as shown by the plan hereto attacked, marked "I! and made a park award and damages for Les 8. 100,00 Darch Delden. all of Lovo. 6 and 1, in Black 52, as shown EV by the plan hereto attached, marced " and made a parwhered award and damages for Lov 6. 100,00 award and asmages for Jory. 125,00 James M. Parker, Henry Grebe, Bernard Knoeger, Charles Jospenson. Harne Land Some Co, all of Loin, in Block 61, as shown by the pear hereto attached, morked A. and made a par hereof. award and armages for For r. Oursha and Florince Land + Truck Co. Florince Land coupany, James M. Jarker, all of John 3 and 6. in Block 61. as shown by the yolar hereto attached, marked "A," our made a part hereof. award and damages for for 3. 100,00 award and damages for Los 6. 10000 Jahn Dimpson, all of Los 7, mi Block 61, as shown by the plan hereto attacked, marked "" and made a pass hereof. award and damages for For 7; 175,00 John Ampson, Edwin H. Walker Maregagellat & Beach (0) 66. Herber Hum. Victor B. Lantry, all of Lors & and 3, in Block 66. as shown by the plan herdo 'attached marked "I" and made a spars hereof. award aid damages for Sas & award and darnages for Lar 3, Damegis for buildings + appuntenances on Daid Salo . voo. Edward A. Willaughby; first and mal iname willwar and Oursha + Florince Land + Frust Co. Edward H. Walker, all of Lot 6, in block 66. as shown. by the plan hereto attached, Martled "A" and made a pash hereof

award and damages for Sor 6.

Edward H. Walker. Florence Land Company, Oursha + Florence Loud + Trust company. all of Got 7. m Beack 66. as shown by the pear hereto attached. marked "A" and made a pass hereof. award and downages for Law 7: 125,00 Edward It Walker, Ouisha + Floringe Land + Truss Com pany, Florince Land company, all of Lov 2 in Block 74, as shown by the pear hereto attacked, marked "" and made a year hereof. award and damages for Lov 2, 195:00 amos & Billingsley and Earned A. Willoughby "Omaka + Flores Land + Trior Co. Ed. H. Walker finer and ral names unknown. all of Gar 3, in Block 74, as shown by the plan hereto attached, married "" and made a pass hereof. award and damages for For 3. James M. Parker. all of Lovs 6 and 1. in Block. 74 as shown by the pear hereto accorded, marked "A" and made a pair hireof. award and damages for Par 6. 100,00 award and damages for For Job ? 175.00 Omaka and Florence Land & Trust co, and Olaf Hanson 131 all of far r, in Black 19, as shown by the planteres attacked marked I aid made a part hereof. award and damages for Las V. alexacider Hunter and Olaf Hansen, all of Lor 3. in block 79, as shown by the pear hireto attacked, marked it," and made a year hereaf account and damagno for Lot 3. William J. Vay, Olaf Harven, tax title, James m. Parker. all of Lov 6, in block 19, as shown by the pear hereto attacked, marked "I" and made a part hereas. award and damages for Lav 6. James M. Parker, all of Lovy, in Block 79; as shown

by the speak hereto attacked, marked "A" and made a par hereof. award and damages for Lav 7. 125,00 John Taylor aid Olaf Hansen. a. strip of ground on abd aeross for 1, in Black 85, lying and lung within the 100 feer right of way if said Pailway. company, which is 50 feel distant on each side of the senter line of the track of Said company as located and Otaked our on Said lar, all as more fully shown by the plan herite attacked, marked "A!" and made a part heriof award and damages for Far 1. Horner G. Juller Eliza K. Juller. The unknown hims of Eliza K. mitchell, deceased. A strip of ground own and across Lar r. in Block to. lying and being within the 100 feer right of way of Daid Railway company, which is 50 feer distant on each dide of the server line of the truck of Daid Company, as located and Deared wer on Daid lov, are as more fully shown by the plan herito attacked, marker "I" and made a part hereof. award and damages for For r. 95:00 Omsha and I lorence Land and Trust Company, James (6 m. Parker, Florince Land Company, a Strip of ground over and across Lot 3, in Block 85, lying and being within the 100 feer right of way of Daid Railway Company, which is 50 feer distant on each side of the dester live of the track of said company, as located and stalled our on Daid lot, all as more fully shown by the play hereto attacked marked "I" and made a part hereof. award and damages for Low 3. John Spylor and Olaf Hansen. & Strip of grand on across for 1, mi Boack 85, lying and being within the 10 of feer right of way of Daid Railway Co

which is 50 fear distant on Each Dide of the on ter line of the track of Daid Dompany, as Rocated

and stated our on Daid lar, all as more fuxey shown by the pear herets attacked, morted. "A" and made a pan herring award and domages for Dar !... James M. Varker a Strip of ground were and across Laver, in Black 85, lying and being within the 100 few right of way of Daid Railway Company, which is so feel distant on each Dide of the Lenter luce of the track of Daid Company, as located and Dealer in on Daid lak, all as more fully shown by the frear hereto attached, married A. and madea part hereof, award and damages for Lot it. William I Devery, Occasia and Florince Land + Drust es. a strip of ground verin and across Lovo & and 8, in Block So, lying, and being within the 100 feer night of way of Daid Railway company, which is so feer distant on each Didnig of the center live of the Lrack of Daid Compainer, as located and Deaked but on Daid lake all as more fully shown by the pear hereto attached married "!" and made a pass heriog. award and damages for For 5. 5000 ਰੋਹਾਂ. 0 व · · Olaf Hansen, Henry M. Jonesy, Astrip of ground worr and agross Lar 1, in Block 186, Zeno Hunand totherty six; lying and being within the 100 fred right of way of Daid Railway Company Which is 50 fett distant on lack Did of the Center line of The track of Daid Company, as located and Staked out in Daid lot, all as more fully shown by the play hereto attached, marked A, and made a year hereog: award and damage for Sal 1. William J. Ray and Olof Hausen, a Strip of ground own and across Lot 2. in Block 252, lying and

being exection the 100 feel right of way of Daid Rail way sompany, which is 50 feel distant on each

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side of the center line of the track of said sompany. as located and staked our on said lov, all as more fully shown by the plan hereto attached, marile "A" and made a part heriof. award and damages for Low r. alexander Huiter and Olof Hansen, a strip of ground over and across Lov 3, in Beach 757, lying and being within the 10. feer right of way of said Rail. way lompany, which is so feer distant on each side of the center live of the track of said company, as Located and Draked weeven said lab, all as more fully shown by the plan herets attached marked "A" and made a past hereof. award and damages for For 3, 75,00 Omoha and Flirence Land & Trust en, and Olaf. Hansen. a strip of ground over and across Top 5. 6. 7 and 8. in Brock 252, lying and being within the 100 feer right of way of Daid Railway company, which is so feel distant on each side of the Denter luce of the Erack of Daid Company, as located, and Deered our on Daid lovs, all as more fully shown by the folor hereto attached, marked "A", and made a pass hereof. award and damages for Tors. 5:00 award and damages for Lot 6. 75.00 award and damages for Lar 1. 40,00 award and damages for Fat 8, 10,00 Florence Land Company, Oursha and Florence Land & Drust Cs, and Olaf Stanson, all of Fat 1. mi Black NOI, as shown by the plan hereto attached, marked "I" and made a pass hing, award and damages for Lot 1.

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James M. Parker. a strip of ground over and across Lov 4, in Block 751, lying and being within the 100 feet right of way of Daid Railway Company, which is 50 feet distant on each Dide of the Century line of the track of Daid Company, as located and Statute

our on soid lar, all as more filly shown by the pelar heneto attached, marked it and made a france hereof. award and damages for Lobot.

Victor & Lawing + Olof Hansen, The encurion hims of John a. Kline: a Attrip of ground ever and across Lov 5. m. Block Not, lying and being within the 100 feer right of way of Doid Railway company, which is 50 feer distant on each Ride of the center line of the track of Daid Company, as located and Draked out on Daid lot, are as more friely shown by the play hereto attached market "H" and made a par hereof.

award and damages for Lar 5.

Ouraha and Florence Land + Trust en and Olaf Hansen, Oursha + Florince Land + Fruer Co, & Olaf Hansen, tax lette; a Strip of ground over and across Las 8. in block 201. lying and being within the 100 feer right of way of Daid Raisway company, which is so feer distant on each sid of the center line of the track of Dail Company, as located and some was said lot, all as more fully shown by the plant hereto attached, marie a 4: and made a years hereof,

award and daringes for Lav 8.

10,00

Victor B. Lawry, The uncuason hims of John a. Kline and Olaf Hansen, A very of ground over and across Lot 3. in black roo ligang and being within the 100 feer right of way of Daid Railway Company, which is so few distant on each side of the Dentis line of the track of Daid Company, as located and Stated our on Daid lot, all as more fully shown by the felar hereto attached, Marked "A" and made a your hereof 5,00

award and damages for Got 3.

Omaha and Florence Sand + Irus la Olog Stansen. Florence Land Dompany, a Strip of ground won and across for it. in block 750. also, low thru to

block 149, lying and being within the 100 feer might of way of said Railway company, which is 50 feel distant on each side of the center line of the track of said campany, as located and staked our on said lar, all as more fully shown by the plan here to attached, marked "t" and made a your hereof.

Quord and damages for Lov 4, 20,00

James M. Jarker. a Derip of ground weer and across fars I and the in Block NHQ, lying and being within the 100 feer right of way of said Railway company, which is 50 feer distant on each side of the center line of the track of Soid Company, as located and stack our on said love, are as more fully shown by the pear herito attacked, marked "t," and made a poor hereof.

award and damages for Lov I.

50.00

Julia E. Yaudercool, William and Jane Recoed morrgages, a Strip of ground iver and across Gov 4, in Block vig, lying and being within the 100 feel right of way of Daid Railway company which is 50 feel distant on each Dide of the center line of the track of Daid Company, as located and stated out on Daid lot, all as more fully Shown by the play herets attached marked to, and made a part hereof.

award and damages for Lut 4,

50,00

James M. Parker, a Derip of ground war and across.

our lar v46. lying and bring within the 100 feer right of way of said Railway Company, which is 50 feer dictary on each side of the Center line of the track of Said Company, as located and Stalled aw on Said lar, all as more fully shown by the play herets attached, Marked "4," and made a part king award and damages for Lot v46. 10,00

John Taylor, and N. H. Rieden Abigail Reeder, a Dory

240

of ground over and across our Lor 37 %; lying and leing within the 100 peer right of way of said Railway Dompany, which is 50 feer ais taw on each side of the senter line of the track our of said Dompany, as located and Staked our on said lar, all as more fully shown by the plan hereof. Awarded "A" and made apan hereof. Award and damages for lab 79%, 100.00

John J. Potter. Richard Weasne, Friderick Hunzisen Quaha Davings Bank hoeds mortgage, A. Dorigo of ground over and across our Los 171. lying and being within the 100 feel right of way of Daid Railway Company, which is 50 feel discours on each Dide of the Center line of the trash of Daid Company, as located and Decker our on Daid lot, all as more fully shown by the pear herets. attacked, Marked "I," and made a years hereof.

Award and damages for Lot 291, 5000.

James Mi Parken, Elias Strong, and and and.

Thorence Land & Trust as, a strip of ground.

over and across and Lor right of evay of Said

being within the 100 feer right of evay of Said

Railway Company, which is 50 feer distant

on each side of the Center line of the track of

Daid Company, as located and Stared wer

on Said lot all as more fully shown by the

plas herito attacked, marked "I", and made a

part hereof.

Acrand and damages for Jos

194. to Clias Strong and James M. Parker.

35:00

20 Omaka and Florence Tand + Frust Co.

Victor G. Lautry Jacob B. Houng, A. M. Bushin Ransim and moloy, fine and trat rames unknown, and the Ouroha and Ilonnee Loud + Irus an a Dirip of ground worrand across our Lov 795, lying and being within the 100 few rights of way of baid Paid way launpany, which is 50 feel distant on each Dide of the Center line of the track of Daid Company, as located and Dealed out on Daid lots all as more

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fully shown by the plan hereto attacked, marked "A," and made a pair himse award and damages for Low 275, and we, the said commissioners, as hereby accord. rugly award and appearso The damages to The Said vioners and parties interested aliane married . The said sums as found above for each lat. and parts of lovo appropriated for railway purposes by the said railway sompain all of said above described lors, parts of loss and lands being within the city of Florence. Country of Douglas, and State of Nebraska. In Textimory whereof. we have hereunts Der our hands this 18th any of april AD 1881 and the City of Florence Nebraska, E. H. Walker. J. M. Kring M. C. Hamilton Jacob Weber Mitchell Chapman Charles L. Thomas, State of Nebrasica Louglas County, 83 D. J. H. M. Custoch G. M. Shields, · Dounty Judge in and for Said county. do hereby derify that the above is the original oriport of the commissioners appointed to assess the damages Sustained by The vivier of the real Estate in Daid report described as and I do further Centify therein specified, that the Daid Chicago Dr. Paul Minneapolis and Oursha Railway Dompany has deposited twith me for the Daid burners the Dung of a Dallans, the total amount of the above appraisement. witness my hand and Official Deal this 7th day of February 1889. G. N. Shireds County Judge. Contexed in Neumerical Index and Recorded Febry J. th. D. JA Megesth Register of Dards 1889 av 430 O'Clark O'M.