

1379915

JUL 8 - 1954

at 9:12 a.m.

Recorded Request of Union Pacific Railroad Co. C. D. No. 40627

Fee Paid. Hazel Taggart Chase, LAND & TAX DEPT. O. S. L.—DEED

Recorder, Salt Lake County; Utah 10 So. MAIN ST. L. & T. No. 8168

\$ 490 By Schumser Deputy M. F. MILLER General 1224 AUDIT

Book 1103 Page 76 Ref. WARRANTY DEED & Tax Agent

OREGON SHORT LINE RAILROAD COMPANY, a corporation of the State of Utah, GRANTOR, hereby CONVEYS and WARRANTS to UNION PACIFIC RAILROAD COMPANY, a corporation of the State of Utah, GRANTEE, for the sum of ONE AND NO/100 DOLLARS (\$1.00), the receipt whereof is hereby acknowledged, the following described parcel of land in Salt Lake County, State of Utah:

An irregular parcel of land situated in the East Half (E $\frac{1}{2}$) of Section Twenty-three (23), Township One (1) North, Range One (1) West of the Salt Lake Meridian, in Salt Lake City, Salt Lake County, Utah, described as follows:

Commencing at the east quarter-corner of said Section Twenty-three (23);

thence southwesterly along a straight line which forms an angle of Eighty-nine degrees Thirty-four minutes Ten seconds (89°34'10") from northwest to northeast with the city monument line along the original center line of Beck Street a distance of one thousand four hundred sixty-one and forty-six hundredths (1461.46) feet to a city monument in said original center line of Beck Street;

thence northwesterly along said city monument line which is also the original center line of Beck Street, a distance of six hundred thirty-five and eighty-five hundredths (635.85) feet to a point thereon;

thence northeasterly at right angles a distance of eighty-seven (87) feet to a point eight and five tenths (8.5) feet distant northwesterly, measured at right angles, from the center line of Spur Track No. 82 of the Oregon Short Line Railroad Company as now constructed and operated, which is the true point of beginning of the parcel of land hereby described;



thence northwesterly along a straight line parallel with and eighty-seven (87) feet distant northeasterly, measured at right angles, from said city monument line in Beck Street, a distance of twelve (12) feet, more or less, to a point nine and five tenths (9.5) feet distant southeasterly, measured radially, from the center line of Spur Track No. 83 of said Railroad Company as now constructed and operated;

thence northeasterly along a curve to the left, having a radius of 324.99 feet, and which is tangent at its point of beginning to a straight line forming an angle of Eighty-one degrees Fifty-eight minutes and Thirty seconds ($81^{\circ}58'30''$) from northwest to northeast with the last described line produced northwesterly, a distance of one hundred ten and eight hundredths (110.08) feet;

thence northeasterly along a straight line tangent to the end of the last described curve and which is also parallel with and thirteen (13) feet distant southeasterly, measured at right angles, from the center line of the tangent portion of said Track No. 83 a distance of two hundred thirty-four and fifty-five hundredths (234.55) feet;

thence northeasterly along a curve to the right, having a radius of 315.56 feet and which is tangent at its point of beginning to the last described line a distance of two hundred one and eighty-three hundredths (201.83) feet;

thence northeasterly along a straight line tangent to the end of the last described curve and which is parallel with and twenty-one (21) feet distant southeasterly, measured at right angles, from the center line of the tangent portion of Spur Track No. 350 of said Railroad Company as now constructed and operated, a distance of two hundred forty-two and six tenths (242.6) feet;

thence northeasterly along a straight line which forms an angle of seven degrees Sixteen minutes ($7^{\circ}16'$) from northeast to east with the last described line produced, a distance of eighty and fifty-three hundredths (80.53) feet;

thence southeasterly along a straight line which forms an angle of Eighty-two degrees Eight minutes and Thirty seconds ($82^{\circ}08'30''$) from north-east to southeast with the last described line

produced, a distance of two hundred ten and eighteen hundredths (210.18) feet, more or less, to a point eight and five tenths (8.5) feet distant northwesterly, measured at right angles, from the center line of Spur Track No. 85 of said Railroad Company as now constructed and operated;

thence southwesterly along a straight line parallel with and eight and five tenths (8.5) feet distant northwesterly, measured at right angles, from said center line of Track No. 85, which is a straight line forming an angle of Eighty-seven degrees Forty-three minutes and Thirty seconds ($87^{\circ}43'30''$) from northwest to southwest with the last described line a distance of fourteen and seventy-eight hundredths (14.78) feet;

thence southwesterly along a curve to the left, having a radius of 759.43 feet, tangent at its point of beginning to the last described line and which is concentric with and eight and five tenths (8.5) feet distant northwesterly, measured radially, from the center line of said Track No. 85, a distance of one hundred thirty-four and sixty-six hundredths (134.66) feet;

thence southwesterly along a straight line tangent to the end of the last described curve and which is parallel with and eight and five tenths (8.5) feet distant northwesterly, measured at right angles, from said center line of Track No. 85, a distance of one hundred fifty-nine and thirty-eight hundredths (159.38) feet;

thence southwesterly along a curve to the right, having a radius of 900.4 feet, tangent at its point of beginning to the last described line and which is parallel with and eight and five tenths (8.5) feet distant northwesterly, measured radially, from said center line of Track No. 85 and from the center line of said Spur Track No. 82 of said Railroad Company as now constructed and operated, a distance of one hundred twenty-four and sixty-one hundredths (124.61) feet;

thence southwesterly along a straight line tangent to the end of the last described curve and which is parallel with and eight and five tenths (8.5) feet distant northwesterly, measured at right angles, from said center line of Track No. 82 a distance of three hundred sixty-six and fifty-four hundredths (366.54) feet, more or less, to the point of beginning.

Containing an area of three and thirty-nine hundredths (3.39) acres, more or less.

Together with a right of ingress and egress from and to Beck Street over the westerly boundary line of the property herein above described extending northwesterly twelve (12) feet from the aforesaid true point of beginning.

EXCEPTING from this grant and reserving unto the Grantor, its successors and assigns forever, all minerals and all mineral rights of every kind and character now known to exist or hereafter discovered, including, without limiting the generality of the foregoing, oil and gas and rights thereto, together with the sole, exclusive and perpetual right to explore for, remove and dispose of said minerals by any means or methods suitable to the Grantor, its successors and assigns, but without entering upon or using the surface of the lands hereby conveyed, and in such manner as not to damage the surface of said lands, or to interfere with the use thereof by the Grantee, its successors or assigns.

IN WITNESS WHEREOF, the said Grantor has caused these presents to be executed by its _____ President and Assistant Secretary, thereunto duly authorized, on the 24th day of May, 1954.

OREGON SHORT LINE RAILROAD COMPANY

By *W. L. Starnes*
President



L. B. Bachman
Assistant Secretary

STATE OF NEBRASKA)
) ss
County of Douglas)

On the 24th day of May, 1954,
before me, a Notary Public in and for said County, personally appeared A. E. Stoddard, to me personally known to be the _____ President of OREGON SHORT LINE RAILROAD COMPANY, who being duly sworn did say that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed, sealed and executed in behalf of said corporation by authority duly conferred by its By-Laws, and acknowledged to me said instrument to be the free act and deed of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first in this, my certificate, written.

Louis Schoen
Notary Public
Residing at Omaha, Nebraska

My Commission Expires:
May 10, 1960

APPROVED AS TO FORM & EXECUTION
Raymond P. Linn
General Solicitor



