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NR-181(2) 9.01 A

Recorded JAN 18 1967 at Salt Lake City, Utah

Request of STATE ROAD COMMISSION

Fee Paid HAZEL TAGGART CHASE

Recorder Salt Lake County, Utah

NOFEE By *Wm. Jones* Deputy

Ref.

2185401

QUITCLAIM DEED

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY, a Delaware corporation, party of the first part, hereby QUITCLAIMS to STATE ROAD COMMISSION OF UTAH, party of the second part, for the sum of TEN DOLLARS (\$10.00) and other good and valuable considerations, the following described tracts or parcels of land, situate, lying and being in the County of Salt Lake, and State of Utah, to-wit:

Eight tracts or parcels of land in Salt Lake County, State of Utah, more fully described as follows:

PARCEL A

That part of the right of way of The Denver and Rio Grande Western Railroad Company which is 50.0 feet wide, 25.0 feet on each side of the center line of said railroad, in the NW $\frac{1}{4}$ of Section 21, T1S, R1E, S.L.M. Said center line is described as follows:

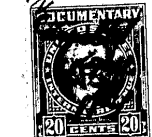
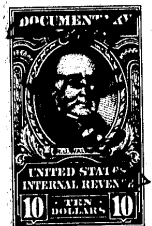
Beginning at I.C.C. Engineer's Station 168 + 25, at Mile Post 3 plus 927 feet, of the Sugar House Spur (formerly the Park City Branch of said railroad), which point is approximately 1230 feet south and 930 feet east from the NW corner of said Section 21; thence Westerly 932.5 feet, along said center line of railroad to the west line of said Section 21, at Railroad Station 158 + 92.5, which point is 1173 feet south from said NW corner of Section 21, containing 46,625 square feet, or 1.070 acres.

PARCEL B

That part of the right of way of said railroad which is 66.0 feet wide, 33.0 feet on each side of the center line of said railroad, in the NE $\frac{1}{4}$ of Section 20, T1S, R1E, S.L.M. Said center line is described as follows:

Beginning at I.C.C. Engineer's Station 158 + 92.5, at Mile Post 3 minus 4.5 feet, which point is 1173 feet south from the NE corner of said Section 20; thence North 89° 52' West, 305.5 feet, along said center line of railroad to I.C.C. Engineer's Station 155 + 87, containing 20,163 square feet, or 0.463 acre.

This deed is subject to an easement to Salt Lake City for 4,356 square feet over and across 13th East Street.



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PARCEL C

That part of the right of way of said railroad which is 50.0 feet wide, 25.0 feet on each side of the center line of said railroad, known as the Industrial Spur, situated in the NW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 21, T1S, R1E, S.L.M. Said center line of railroad is described as follows:

Beginning at a point on the northerly right of way line of the Park City Branch of said railroad, which is 25 feet distant northerly at right angles from the center line of said Park City Branch, said point being approximately 1155 feet south and 270 feet east from the NW corner of said Section 21; thence extending northwesterly and northerly along the arc of a 14° 00' curve to the right, 390 feet; thence North 16° 22' West, 48 feet, more or less, to the west boundary line of said Section 21, at a point approximately 832 feet south from said NW corner of Section 21, containing 23,500 square feet, or 0.539 acre, more or less.

PARCEL D

That part of the right of way of said railroad known as the Penitentiary Spur which is described as follows:

Beginning on the west boundary line of Section 21, T1S, R1E, at a point approximately 660 feet south from the NW corner of said Section 21, said point being 25.0 feet distant northwesterly at right angles from the center line of said spur track; thence Northeasterly 405 feet, more or less, along the arc of a 336.1 foot radius curve, to the right (Note: Tangent to said curve at the point of beginning bears approximately North 19° 00' East); thence South 1° 30' East, 50 feet; thence Westerly 486 feet, more or less, along the arc of a 286.1 foot radius curve to the left (Note: Tangent to last mentioned curve bears South 88° 30' West); thence Southeasterly 69 feet, more or less, along a 655 foot, more or less, radius curve to the left, to a point on the easterly boundary line of the present industrial track right of way; thence Northwesterly along said boundary line 160 feet, more or less, to the west line of said Section 21; thence North 80 feet, more or less, to the point of beginning, containing 23,000 square feet, or 0.528 acre, more or less.

PARCEL E

That part of the right of way of said Railroad known as the Penitentiary Spur described as follows:

Beginning on the east boundary line of Section 20, T1S, R1E, S.L.M. at a point approximately 660 feet south from the NE corner of said Section 20, said point is 25 feet northwesterly at right angles from the center line of said spur track; thence Southwesterly 60 feet, more or less, parallel to the center line of said track, along a 336.1 foot radius curve to the left, tangent to said curve bears approximately South 19° 00' West, to a point in the easterly boundary line of present industrial track right of way; thence Southeasterly along said boundary line 30 feet, more or less, to the east line of said Section 20; thence North 80 feet, more or less, to the point of beginning, containing 760 square feet, or 0.017 acre, more or less.

PARCEL F

That part of the right of way of said railroad which is 50.0 feet wide, 25.0 feet on each side of the center line of said railroad, in the NE $\frac{1}{4}$ of Section 20, T1S, R1E, S.L.M. Said center line is described as follows:

Beginning at a point on the east boundary line of said Section 20, approximately 832 feet south from the NE corner of said Section 20; thence North 16° 22' West, 7 feet; thence Northwesterly along the arc of a 14° 00' curve to the left, 348 feet, more or less, to a point approximately 565 feet south and 227 feet west from said NE corner of Section 20, containing 17,250 square feet, or 0.396 acre, more or less.

PARCEL G

A triangular tract of land in the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 20, T1S, R1E, S.L.M., being described as follows:

Beginning on the south boundary line of the right of way of the original main line of the Utah Central Railway Company at a point 33 feet south from center line of said main track, said point being approximately 558 feet south and 227 feet west from the NE corner of said Section 20; thence West along said right of way approximately 90 feet to a point 25 feet southwesterly at right angles from center line of said Railroad Company's track connecting its Park City Branch railroad track with said original main line of the Utah Central Railway Company; thence Southeasterly on a curve to the right with a radius of 385 feet parallel with and 25 feet from the center line of said connecting track approximately 95 feet to a point 34 feet south from the point of beginning; thence North 34 feet, to the point

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of beginning, containing 1530 square feet, or 0.035 acre, more or less.

PARCEL H

That part of the right of way of said railroad, known as the original main line of the Utah Central Railway, described as follows:

Beginning at a point 563 feet south and 66 feet west from the NE corner of Section 20, T1S, R1E, S.L.M., said point being also 33 feet south of the center line of said railroad; thence Westerly 235 feet along a line parallel to and 33 feet distant south from said center line; thence Northerly 54 feet at right angles to said center line; thence Easterly 45 feet, more or less, along a line parallel to and 21 feet distant north from said center line of track to a point on the west right of way line of 13th East Street; thence North 12 feet along said west line of 13th East Street; thence Easterly 190 feet along a line parallel to and 33 feet distant north from said center line of track; thence South 66 feet to the point of beginning, containing 14,904 square feet, or 0.342 acre, more or less.

This deed is subject to an easement to Salt Lake City for 4,356 square feet over and across 13th East Street.

IN WITNESS WHEREOF, The said party of the first part has caused its corporate name to be hereunto subscribed and its corporate seal to be hereunto affixed by its officers thereunto duly authorized this 1st day of April, 1966.

THE DENVER AND RIO GRANDE WESTERN
RAILROAD COMPANY

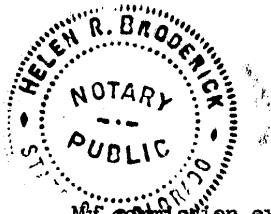
By [Signature]
President



[Signature]
Secretary

STATE OF COLORADO)
CITY AND COUNTY OF DENVER) ss

On the 1st day of April, 1966, personally appeared before me G. B. AYDELOTT, who, being by me duly sworn, did say that he is the President of THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY, a Delaware corporation, and that said instrument was signed in behalf of said corporation by authority of a resolution of its Board of Directors, and said G. B. AYDELOTT acknowledged to me that said corporation executed the same.



Helen R. Broderick
Notary Public
Residing at Denver, Colorado

My commission expires:
June 13, 1966