

Mercantile Title
5243 Nelson
Hand
46000

134078-87

928084 SATISFACTION OF MORTGAGE

This Certifies, That a certain Mortgage executed by MERCANTILE NATIONAL BANK OF INDIANA, as Trustee under Trust Agreement dated January 9, 1985 and known as Trust Number 4594 to

MERCANTILE NATIONAL BANK OF INDIANA

on 5th day of January 19 85, calling for \$200,000.00 and recorded as Document No. 789146 and re-recorded as Document No. 780133 in Mortgage Record No. _____, page _____, County, State of Indiana, has been fully paid and satisfied, and the same is hereby released.

WITNESS _____ hand _____ and seal _____, this 3rd day of June 19 87

ATTEST:

Harry E. Deakin
Harry E. Deakin, Asst. Vice Pres.

MERCANTILE NATIONAL BANK OF INDIANA

Robert J. Anadell

Robert J. Anadell, Asst. Vice Pres.

State of Indiana, LAKE County, SS:

Before me, the undersigned, a Notary Public in and for said County, this 3rd day of June 19 87, Robert J. Anadell and Harry E. Deakin, Assistant Vice Presidents of Mercantile National Bank of Indiana acknowledged the execution of the annexed satisfaction of mortgage.

Witness my Hand and official seal.

Clara E. Polimac
Notary Public.
2-4-91

My Commission expires _____

COUNTY OF RESIDENCE: LAKE

This instrument prepared by:
Clara E. Polimac

TIGOR TITLE INSURANCE
Crown Point, Indiana

LILLIAN BLASTICK
C. RECORDS

JUL 16 02 AM 1987
STATE OF INDIANA
LAKE COUNTY

Handwritten initials and date: 9/20

LEGAL DESCRIPTION

Parcel I:

That part of the Northeast 1/4 of Section 1, Township 37 North, Range 10 West of the 2nd Principal Meridian lying between the Northeasterly 60-foot right of way line of Indianapolis Boulevard (Indianapolis Boulevard being 100 feet wide and being 60 feet wide on the Northeasterly side of the original centerline and 40 feet wide on the Southwesterly side of the original centerline) and the Pittsburgh, Fort Wayne and Chicago Railroad Co. property and having a frontage on Indianapolis Boulevard of 300 feet in the City of Hammond, North Township, Lake County, Indiana, more particularly described as follows: Beginning at a point on the Notheasterly 60-foot right of way line of Indianapolis Boulevard at the point of intersection of said Indianapolis Boulevard with the Northeasterly-Southwesterly running 100-foot Southeast property line of the Railroad, said Northeasterly-Southwesterly running 100-foot line make an angle of 90° with the Northeasterly line of Indianapolis Boulevard; said point of beginning and intersection being approximately 575 feet Southeasterly from the junction of the North line of said Section 1 and the Northeasterly line of said Indianapolis Boulevard as measured along said Northeasterly line, said point of beginning also being found by measuring Northwesterly along the original centerline of Indianapolis Boulevard from the centerline of Calumet Avenue which is the East line of said Section 1, a distance of 1997.15 feet to the centerline of Wolf River Channel; thence continuing Northwesterly along the original centerline of Indianapolis Boulevard 1698.52 feet; thence Northeasterly at right angles 60 feet to the point of beginning; thence continuing Northeasterly along the aforesaid 60-foot line a distance of 100 feet; thence Southeasterly along the South line of the Pittsburgh, Fort Wayne and Chicago Railroad right of way as sold by the Shedd Trustees to said Railroad on August 18, 1924 said South line making an interior angle of 101° measured Southwest through South to Southeast with aforesaid 100-foot line, for a distance of 305.61 feet; thence Southwesterly along a line parallel to and 300 feet distant from aforesaid 100-foot line for a distance of 158.31 feet to the Northeasterly 60-foot right of way of Indianapolis Boulevard; thence Northwesterly along said 60-foot right of way line 300 feet to the point of beginning, excepting therefrom the following tract: Beginning at the above referenced point of beginning and continuing Northeasterly on a line forming an interior angle of 90° with the Northeasterly right-of-way line of Indianapolis Boulevard, a distance of 100 feet; thence Southeasterly along the South line of the Pittsburgh, Fort Wayne and Chicago Railroad right of way as sold by the Shedd Trustees to said Railroad on August 18, 1924, said South line making an

(Continued on next page)

1.

121990-03

interior angle of 101° measured Southwest through South to Southeast with aforesaid 100-foot line, for a distance of 203.74 feet; thence Southwesterly along a line parallel to and 200 feet distance from aforesaid 100-foot line for a distance of 138.88 feet to the Northeasterly 60-foot right of way line of Indianapolis Boulevard; thence Northwesterly along said 60-foot right of way line 200 feet to the point of beginning.

Parcel II:

That part of the Northeast 1/4 of Section 1, Township 37 North, Range 10 West of the 2nd Principal Meridian, in the City of Hammond, Lake County, Indiana, lying between the Northeasterly line of 100 feet wide Indianapolis Boulevard and the Pittsburgh Fort Wayne and Chicago Railroad property, being bounded and described as follows: Commencing at a point on the Northerly line of 100 foot wide Indianapolis Boulevard approximately 575 feet Southeasterly from the junction of said Indianapolis Boulevard and the North line of said Section 1, (said point being the Northwesterly corner of the premises conveyed to Bi-Lo Stations, Inc., by Warranty Deed recorded June 9, 1969, as Document No. 19474); thence Southeasterly along the Northerly line of said Indianapolis Boulevard a distance of 300 feet to the point of beginning; thence continuing Southeasterly along the Northerly line of said Indianapolis Boulevard 820.55 feet, more or less, to a point where the Northerly line of said Indianapolis Boulevard meets a point 45 feet Westerly from the center line of the Railroad track which is leased to the Indiana Harbor Belt and Pennsylvania Railroad; thence on a curve which runs in a Northerly direction and which is at all times a distance of 45 feet Westerly from the center of the above Railroad track to a point on the Southwesterly property line of the said Pittsburgh, Fort Wayne and Chicago Railroad; thence in a Northwesterly direction along said Southwesterly property line to the most Easterly point of the premises conveyed by Document 19474 aforesaid; thence Southwesterly along the Southeasterly line of the premises conveyed by Document 19474 aforesaid to the point of beginning.

Parcel III:

Part of the West 1/2 of the Northeast 1/4 of Section 1, Township 37 North, Range 10 West of the 2nd Principal Meridian, in the City of Hammond, in Lake County, Indiana, described as follows: Beginning at the intersection of the South line of 110th Street and the East line of 5th Avenue; thence South on the East line of 5th Avenue 120 feet; thence East parallel with 110th Street 152 feet to the West line of an Alley, 20 feet in width; thence North along the West line of said alley, 120 feet to the South line of 110th Street; thence West along the South line of 110th Street, 152 feet to the place of beginning, as described in Decree rendered in Cause No. 55523 in the Hammond Superior Court on January 13, 1942 and recorded in Order Book 42 at page 94.