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NOT-TAXABLE NO GROSS INCOME TAX IS DUE ON THIS TRANSACTION

MAY 9 1991

[Signature]
For Grantor

Ann N. Ant... LIMITED WARRANTY DEED
AUDITOR LAKE COUNTY

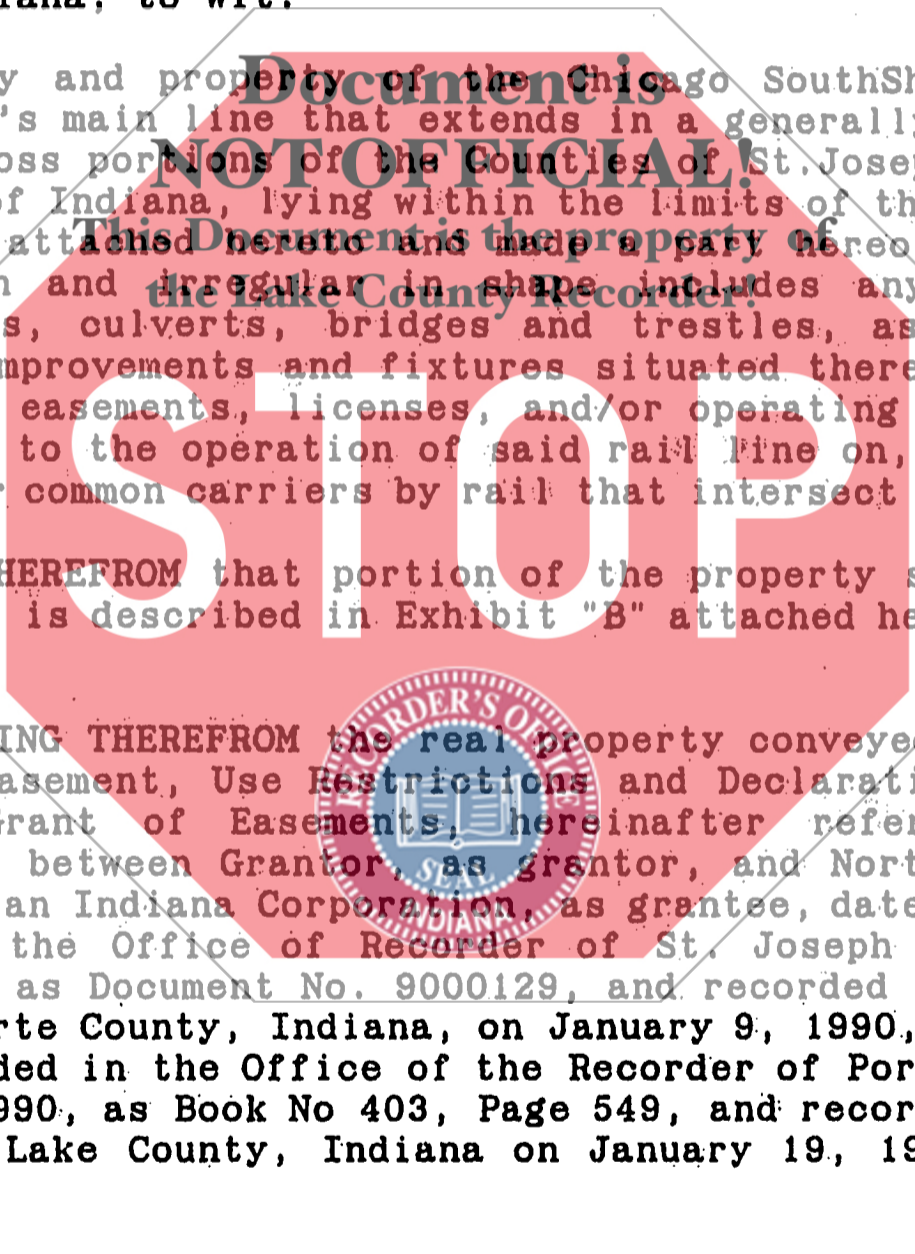
THE GRANTOR, CHICAGO SOUTHSHORE & SOUTH BEND RAILROAD CO., an Indiana general partnership of North Carroll Avenue, Michigan City, Indiana 46360, for a consideration of TEN DOLLARS (\$10.00) and other good and valuable consideration in hand paid, hereby CONVEYS to THE GRANTEE, NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT, an Indiana municipal corporation, of 33 East U.S. Highway 12, Chesterton, Indiana 46304, the following described Real Estate situated in the Counties of St. Joseph, LaPorte, Porter, and Lake, and the State of Indiana, to wit:

The right of way and property of the Chicago SouthShore and South Bend Railroad Company's main line that extends in a generally westerly direction on, over and across portions of the Counties of St. Joseph, LaPorte, Porter, and Lake, State of Indiana, lying within the limits of the property described in Exhibit "A", attached hereto and made a part hereof said right of way varying in width and irregular in shape includes any and all trackage, buildings, fences, culverts, bridges and trestles, as well as all other railroad owned improvements and fixtures situated thereon, and any and all property rights, easements, licenses, and/or operating rights that Grantor has with respect to the operation of said rail line on, over and across any public streets or common carriers by rail that intersect Grantor's main line.

EXCEPTING THEREFROM that portion of the property set forth in Exhibit "A", if any, that is described in Exhibit "B" attached hereto and made a part hereof.

ALSO EXCEPTING THEREFROM the real property conveyed by Quitclaim Deed, Reservation of Easement, Use Restrictions and Declaration of Covenants and Memorandum of Grant of Easements, hereinafter referred to as "NIPSCO Document" by and between Grantor, as grantor, and Northern Indiana Public Service Company, an Indiana Corporation, as grantee, dated December 29, 1989, and recorded in the Office of Recorder of St. Joseph County, Indiana, on January 2, 1990, as Document No. 9000129, and recorded in the Office of Recorder of LaPorte County, Indiana, on January 9, 1990, as Document No. 00430, and recorded in the Office of the Recorder of Porter County, Indiana, on January 16, 1990, as Book No 403, Page 549, and recorded in the Office of the Recorder of Lake County, Indiana on January 19, 1990, as Document 080209.

THE FOREGOING CONVEYANCE IS SUBJECT TO a perpetual easement for the exclusive installation, operation, maintenance, repairs, reinstallation, replacement and removal of electrical, steam, gas or other pipe or transmission lines, and related property, upon and subject to the terms and conditions of a certain Easement Agreement, by and between Grantor and Grantee, as grantors, and Northern Indiana Public Service Company, an Indiana corporation, as grantee, dated December 29, 1989 (the "NIPSCO Easement"), a memorandum of which was included in the aforesaid "NIPSCO Document."



STATE OF INDIANA / S.S. NO. 11-15-91
FILED FOR RECORDER
RELAND

State Title Sec. Inc.
1327 4 Street Ste 200 K
Terre Haute, IN 47601

00593

MC

GRANTEE, BY THE ACCEPTANCE AND RECORDING OF THIS INSTRUMENT, accepts the premises hereinabove conveyed subject to the NIPSCO Easement and acknowledges that the NIPSCO Easement contains covenants that "run with the land" binding the owner of the premises impressed with said NIPSCO Easement from time to time, and Grantee covenants and agrees to assume all of the obligations of the Grantor under the NIPSCO Easement as same pertain to, or are impressed on, the premises hereinabove conveyed and that arise from and after the date of this instrument. This covenant shall be binding upon Grantee, its successors and assigns and shall run with the land hereinabove conveyed.

AND FURTHER SUBJECT TO the conditions, covenants and restrictions of record, easements and other exceptions to title set forth on Exhibit "C", attached hereto and made a part hereof (which, together with the NIPSCO Easement, are herein referred to as "Permitted Exceptions").


GRANTOR, for itself and its successors and assigns, does hereby covenant, promise and agree, to and with Grantee and Grantee's successors and assigns, that it has not done or suffered to be done anything whereby the premises conveyed hereinabove are encumbered or charged, except as set forth in this instrument, and that Grantor will warrant and defend Grantee and Grantee's successors and assigns against all persons claiming by, through or under Grantor, subject to the Permitted Exceptions.

AND FURTHER, GRANTOR hereby QUITCLAIMS to Grantee the right, title and interest, if any, of Grantor in and to the perpetual easement over, across, upon, under and through the aforesaid air rights and subsurface parcels of real estate reserved under Grantor and Grantor's successor's and assigns in the aforesaid "NIPSCO Document" excepting therefrom any and all right, title and interest reserved by Grantor over, across, upon, under and through the Property described in Exhibit "B".

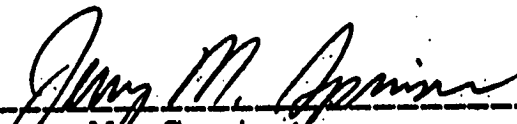
IN WITNESS WHEREOF, the Grantor has hereunto caused its name to be signed to these presents this 28th day of December, 1990.

GRANTOR: CHICAGO SOUTHSORE AND SOUTH BEND RAILROAD COMPANY,
an Indiana general partnership.


BY: SOUTHSORE CORPORATION,
as General Partner


H. Terry Hearst, President

BY: JOF TRANSPORTATION COMPANY
as General Partner


Jerry M. Springer,
Vice President

ATTEST:


Harold Parmly
Secretary

ATTEST:


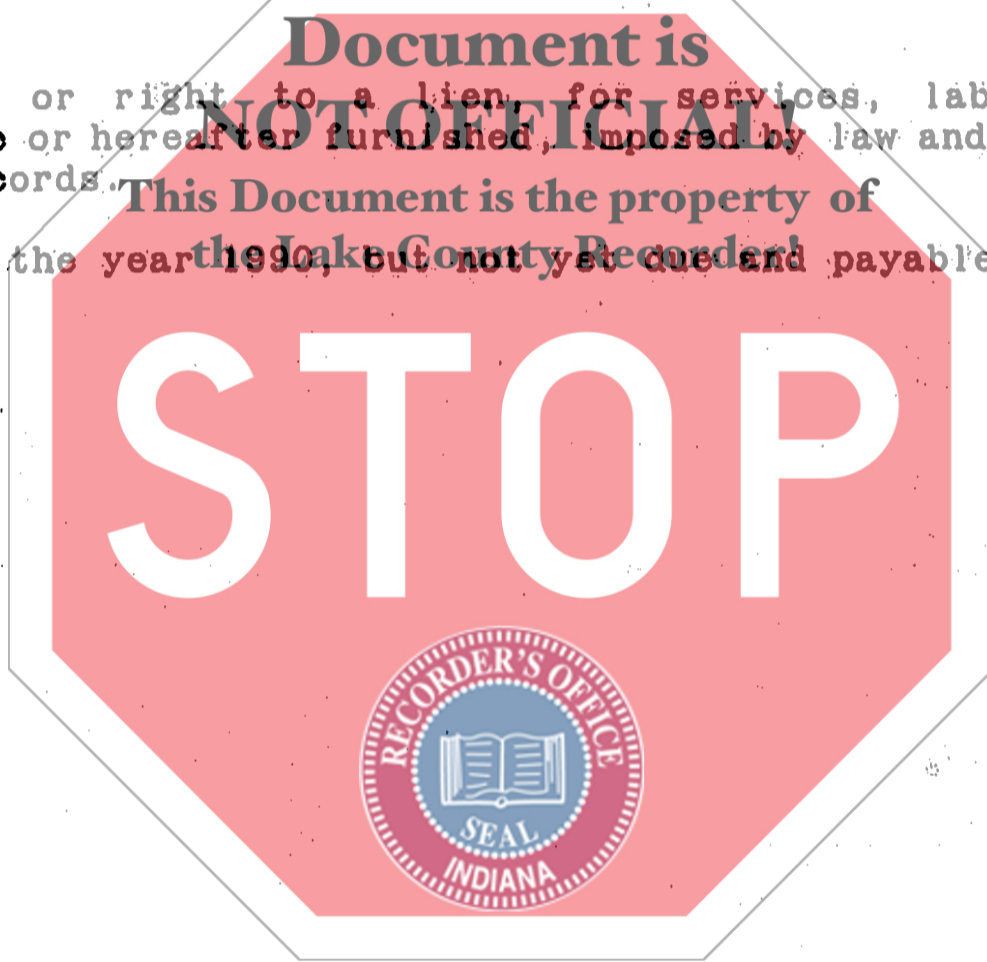

Francis P. Girot, Jr.
Secretary

Exhibit "C"

1. Rights or claims of parties in possession not shown by the public records.
2. Easements, or claims of easements, not shown by the public records.
3. Encroachments, overlaps, boundary line disputes, or other matters which would be disclosed by an accurate survey or inspection of the premises.
4. Any lien, or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the public records.
5. Taxes for the year 1990, but not yet due and payable.



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EXHIBIT A
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EXHIBIT A

St. Joseph County, Indiana



Exhibit A

St. Joseph County, Indiana

Township 37 North, Range 2 East of the Second Principal Meridian

Section 10

A parcel of land 66 feet wide, bounded on the West by the East line of Meade Street, on the North by the South line of Washington Street, on the East by the West line of Olive Street, and on the South by the North line of Consolidated Rail Corporation right of way.

Also

All that part of Grantor's operating right of way, located in the North Half of the Northwest Quarter of said Section, bounded on the East by the West line of Meade Street, on the Southwest by the North line of Consolidated Railroad Corporation right of way; on the North by the North line of said North Half of the Northwest Quarter and on the Northeast by the following described line: Beginning at the point of intersection of the North line of said North Half of the Northwestern Quarter and a line that lies parallel with and 15 feet northeasterly from the centerline of Grantor's main track; thence, southeasterly along said parallel line, 790 feet, more or less, to a line that lies parallel with and 10 feet northeasterly from the centerline of Grantor's northern most track; thence, southeasterly along the last said parallel line 420 feet, more or less, to the west line of Meade Street.

Section 3

All that part of Grantor's operating right of way, in the Southwest Quarter of the Southwest Quarter of said Section, bounded on the West by the West line of said Southwest Quarter of the Southwest Quarter; on the northeast by a line that lies parallel with and 15 feet northeasterly from the center line of Grantor's main track; on the South by the South line of said Southwest Quarter of the Southwest Quarter, and on the Southwest by the Northeast line of Consolidated Rail Corporation right of way.

Section 4

All that part of Grantor's operating right of way in the South Half of said Section, bounded on the North by a line that lies parallel with and 15 feet northerly from the centerline of Grantor's main track; on the South by the North line of Consolidated Rail Corporation right of way; on the East by the East line of said South Half and on the West by the West line of the East 300 feet of the West Half of said Section; thence, continuing westerly, said right of way 99 feet wide and lying northerly of the North line of said Consolidated Rail Corporation right of way, a distance of 2,350 feet, more or less, to the West line of said Section 4.

Also

All of Lot 32 and that part of Lots 7 and 8 as shown on plat of Grand View (recorded in Book 9, page 98), lying southeasterly of a line that lies parallel with and 25 feet northwesterly from the centerline of Grantor's Airport District Lead Track.

Also

Beginning at a point on the South line of 50 foot wide Westmoor Street, 251 feet East of the West line of the Northeast Quarter of the Southwest Quarter of said Section; thence, southwesterly on an angle of 23 degrees from South line of Westmoor Street, a distance of 162 feet; thence, southwesterly along a line on an angle of 32-03 degrees from said South line, a distance of 120 feet, more or less, to a point on the West line of said Northeast Quarter of the Southwest Quarter; thence, North along said West line 55.5 feet; thence, northeasterly along a curve to the right, having a radius of 566.19 feet, a distance of 221 feet to a point on the South line of Westmoor Street; thence, East 57 feet to the point of beginning.

All that part of Grantor's Airport District Lead Track right of way situated in the South Half of Section 4 and the West Half of Section 3, Township 37 North, Range 2 East and the West Half of Section 34, Township 28 North, Range 2 East, Second Principal Meridian, lying southerly of a line parallel with and 115 feet South from the North line of the Southwest Quarter of the Northwest Quarter of said Section 34.

Section 5

All of Grantor's operating right of way, 99 feet wide extending westerly across said section, from the East line to the West line of said Section 5, and lying northerly of the North line of Consolidated Railroad Company's right of way.

Section 6

All of Grantor's operating right of way, 99 feet wide, extending across the South Half of the North Half of said Section, from the East line to the West line of said Section 6, and lying northerly of the North line of the Consolidated Railroad Corporation right of way.

Less and except that part of said 99 foot wide right of way, lying northerly of a line that lies parallel with and 15 feet northerly from the centerline of Grantor's main track and westerly of the North-South centerline of said Section 6.

Township 37 North, Range 1 East of the Second Principal Meridian

Section 1

All of Grantor's operating right of way, 99 feet wide extending across the East Half of the Northeast Quarter of said Section, from the East line to the West line of said East Half of the Northeast Quarter of said Section 1, and lying northerly of the North line of Consolidated Railroad Corporation right of way.

Also

All of Grantor's operating right of way 91 feet wide extending across the West Half of the Northeast Quarter of said Section from the East line to the West line of said West Half of the Northeast Quarter of said Section 1, and lying northerly of the North line of Consolidated Railroad Corporation right of way.

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All of Grantor's operating right of way 49.5 feet wide extending across the Northwest Quarter of said Section from the East line to the West line of said Northwest Quarter of said Section 1 and lying northerly of the North line of Consolidated Railroad Corporation right of way.

Section 2

All of Grantor's operating right of way 49.5 feet wide, extending across the Northeast Quarter of the Northeast Quarter of said Section, from the East line to the West line of said Northeast Quarter of the Northeast Quarter and lying northerly of the North line of the Consolidated Railroad Corporation right of way.

Also

That part of Grantor's operating right of way, being a strip of land 49.5 feet wide, extending across the Northwest Quarter of the Northeast Quarter of said Section 2, from the East line of the Northwest Quarter of the Northeast Quarter of said Section 2 to the West line of said Northwest Quarter of the Northeast Quarter, and lying North of the northerly line of the Consolidated Railroad Corporation right of way.

Also

All that part of Grantor's operating right of way, extending across the West three-quarters of said Section 2 from the East line of the Northwest Quarter of the Northeast Quarter to the West line of the Northwest Quarter of the Northwest Quarter, and bounded on the South by the North line of the Consolidated Railroad Corporation right of way and bounded on the North by the following described line:

Beginning at the point of intersection of the East line of said West Three-quarter and a line that lies parallel with and 18 feet northerly from the centerline of Grantor's main track;

Thence westerly along said parallel line 1335 feet, more or less, to the North-South centerline of said Section 2;

Thence North along the last said centerline to a point 358 feet South of the North Quarter corner of said Section 2;

Thence westerly parallel with the main track of said Consolidated Railroad Corporation, 843 feet, more or less, to the East line of Lot 25, Lindley's First Addition to Lindley;

Thence North along said East line 15 feet; thence, West 60.65 feet to a point on the West line of said Lot 25, a distance of 187.3 feet South from the Northwest corner of said Lot 25;

Thence South 15 feet;

Thence westerly parallel the last said main track, 113 feet, more or less, to the East line of Lot 28 said Addition;

Thence North along said East line 15 feet;

Thence westerly 111.2 feet to a point on the West line of Lot 29 said Addition, a distance of 154.5 feet South from the Northwest corner of said Lot 29;

Thence westerly 160.50 feet to a point on the West line of Lot 30 said Addition, a distance of 18 feet South from the Northwest corner of said Lot 30;

Thence westerly 440 feet, more or less, to a point on the West line of Lot 36, a distance of 104.5 feet South from the Northwest corner of said Lot 36;

Thence westerly 38 feet, more or less, to a point on the West line of Railroad, said point being the Northeast corner of property conveyed to Grantor by Claude S. Lindsey and wife by deed dated May 15, 1930, and recorded in Book 230, page 573;

Thence, westerly along the North line of said Lindsey property 872 feet, more or less, to the West line of said Section 2, a distance of 37 feet South from the Northwest corner of said Section 2.

Section 3

All of Grantor's operating right of way in the Northeast Quarter of the Northeast Quarter of said Section, lying northerly of the North line of Consolidated Railroad Corporation right of way.

Township 38 North, Range 1 East of the Second Principal Meridian

Section 34

All of Grantor's operating right of way extending across the South Half of the South Half of said Section, from the East line to the West line of said South Half of the South Half, said Section 34, and bounded on the South by the North line of Consolidated Railroad Company's right of way and bounded on the North by the following described line: Beginning at a point of intersection of the East line of said Section 34 and a line that lies parallel with



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and 149.5 feet northerly from Grantor's South property line; thence, westerly along said parallel line 1320 feet, more or less, to the West line of the East Half of the East Half said section; thence, North along said East line 80 feet, more or less, to the Northeast corner of property (Parcel No. 15) conveyed by Northern Indiana Railway, Inc. to Grantor by deed dated April 17, 1936 and recorded in Book 288, page 518; thence, westerly along the North line of said property, 2670 feet, more or less, to the Northwest corner of said property; thence, continuing westerly along said North line (Parcel No. 16) a distance of 1260 feet, more or less, to the West line of said Section 34.

Section 33

All of Grantor's operating right of way, 100 feet wide, extending westerly across the South Half of said Section, from the East line to the West line of said Section 34 and lying northerly of the North line of Consolidated Railroad Corporation right of way.

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All that part of the Southeast Quarter of the Southwest Quarter of said Section, lying North of the above described 100 foot wide right of way.

Section 32

All of Grantor's operating right of way 99.5 feet wide, extending westerly across the South Half of said Section, from the East line to the West line of said Section 32, and lying North of the North line Consolidated Railroad Corporation right of way.

Section 31

All that part of Grantor's operating right of way 70 feet, more or less wide, lying southerly of a line, that lies parallel with and 30 feet northerly from the centerline of Grantor's main track, and extending westerly from the East line of said Section to the East line of the West 56 feet of the East Half of the East Half of said Section 31; thence, continuing westerly, said right of way 99.5 feet wide, to the West line of said Section 31, and lying northerly of the North line of Consolidated Railroad Corporation right of way.

Township 38 North, Range 1 West of the Second Principal Meridian

Section 36

All of Grantor's operating right of way 99.5 feet wide extending across the East Half of the East Half of said Section, from the East line to the West line of said East Half of the East Half of Section 36. Also, a triangular parcel of land (Parcel 29) conveyed to Grantor by Northern Indiana Railway, Inc. by deed dated April 17, 1936 and recorded in Book 288, page 523.

Also

Beginning at a point on the East line of the West Half of the East Half of said Section, a distance of 100.6 feet North of the North line of Consolidated Railroad Corporation right of way; thence, North 73 degrees West 613.1 feet to a point 110 feet North of the Northeast corner of said "Conrail" station grounds; thence, northwesterly parallel with the North line of said station grounds, 847 feet to the West line of said West Half of the South Half, thence, South along said West line 110 feet, more or less, to the North line of said station grounds; thence, easterly along said station grounds; thence, easterly along said North line 840 feet, more or less, to the Northeast corner thereof; thence South to a line that lies parallel with and 15 feet southerly from the centerline of Grantor's main track; thence, southeasterly along said parallel line 620 feet, more or less, to the East line of said West Half of the East Half, thence North 64 feet, more or less, to the point of beginning.

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All that triangular parcel of land (Parcel No. 31) conveyed to Grantor by Northern Indiana Railway, Inc., by deed dated April 17, 1936 and recorded in Book 288, page 524.

Also

All that part of Grantor's operating right of way in the West Half of said Section, extending westerly from the East line to the West line of said West Half of said Section 36, lying North of the North line of Consolidated Railroad Corporation right of way and South of the North line Parcels 32 and 33 described in the deed to Grantor from Northern Indiana Ry., Inc., dated April 17, 1936 and recorded in Book 288, page 524-525.

LESS AND EXCEPT FROM THE PROPERTY IN SECTION 36 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS ST. JOSEPH COUNTY FREIGHT DEFAULT PARCEL NO. 6 IN EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

Section 35

All of Grantor's operating right of way 99.5 feet wide, extending across the Northeast Quarter of said Section, from the East line to the West line of said Northeast Quarter of said Section 35 and lying North of the North line of Consolidated Railroad Corporation right of way.

Also

All that part of Grantor's operating right of way in the East Half of the Northwest Quarter of said Section described as follows:

Beginning at the point of intersection of the East line of said East Half of the Northwest Quarter and the North line of Consolidated Railroad Corporation present right of way; thence, northwesterly along said North line 1049 feet; thence, North 140 feet, more or less, to Grantor's North property line; thence, southeasterly along said North line 1070 feet, more or less, to the East line of said East Half of the Northwest Quarter; thence, South 100 feet to the point of beginning.

Beginning on the North line of said "Conrail" North right of way 1049 feet westerly from the East line said East Half of the Northwest Quarter; thence, North 255 feet, more or less, to the centerline of Michigan Street (vacated); thence, westerly along said centerline 570 feet, more or less, to the North line of said "Conrail" right of way; thence, easterly 605 feet, more or less, to the point of beginning.

Also

All of Grantor's operating right of way 75 feet, more or less wide, extending westerly across the West Half of the Northwest Quarter of said Section, from the centerline of Michigan Street (vacated) to the West line of said West Half of the Northwest Quarter, lying North of the North line of Consolidated Railroad Corporation present right of way and South of the North line of property conveyed to Chicago and Indiana Air Line Ry. Co. by Arvilla Carpenter and husband by deed dated April 28, 1903 and recorded in Book 125, page 33.

Also

That part of the North Half of vacated Michigan Street lying adjacent to and easterly of a 50 foot wide strip of land conveyed by the Northern Indiana Railway Inc. to the Chicago South Shore and South Bend Railroad by deed dated April 17, 1936, recorded in Volume 288, page 526.

Section 34

All of Grantor's operating right of way in the Northeast Quarter of said Section, bounded on the South by the North line of Consolidated Railroad Corporation right of way and bounded on the North by the following described line:

Beginning at the intersection of East line of said Northeast Quarter and a line that lies parallel with and 50 feet northerly from the South line of Lot 1 in Zigler's Addition to the Town of New Carlisle, as measured along the East line of said Lot 1; thence, northwesterly along said parallel line to the East line of Lot 2 said Addition; thence, South along the last said East line 20 feet; thence, northwesterly parallel with the South line of Lots 2, 3 and 4 of said Addition, to the East line of Lot 5 of said Addition; thence, South along the last said East line 7 feet, more or less, to a point on a line that lies parallel with and 10 feet northerly from the centerline of Grantor's main track; thence, northwesterly along said parallel line, 214 feet, more or less, to the West line of said Lot 7; thence, northwesterly to the Northeast corner of Lot 8, said Addition; thence northwesterly to a point on the North line of Zigler Street, 9 feet West of the West line of Zigler Addition; thence, northwesterly to a point of intersection of the North line of said Northeast Quarter and the North extension of the West line of Filbert Street; thence westerly along the North line of said Northeast Quarter, a distance of 310 feet, more or less, to a point on the North line of the Consolidated Railroad Corporation right of way.

Section 27

All of Grantor's operating right of way, extending westerly across the Southeast Quarter of said Section, lying North of the North line of Consolidated Railroad Corporation right of way and lying South of the North line of property described in deed from Chicago South Bend Northern Indiana Ry. Co. to Chicago, Lake Shore and South Bend Ry. Co., dated August, 1910 and recorded in Book 147, page 348-349.

All of Grantor's operating right of way extending across the East Half of the West Half of said Section, lying North of the North line of Consolidated Railroad Corporation right of way and lying South of the North line of property described in deed from William H. Stites and wife to Chicago and Indiana Airline Ry. Co., dated June 11, 1903 and recorded in Book 138, page 77.

Also

All of Grantor's right of way 66 feet wide extending westerly across the West Half of the West Half of said Section.

EXHIBIT A

La Porte County, Indiana

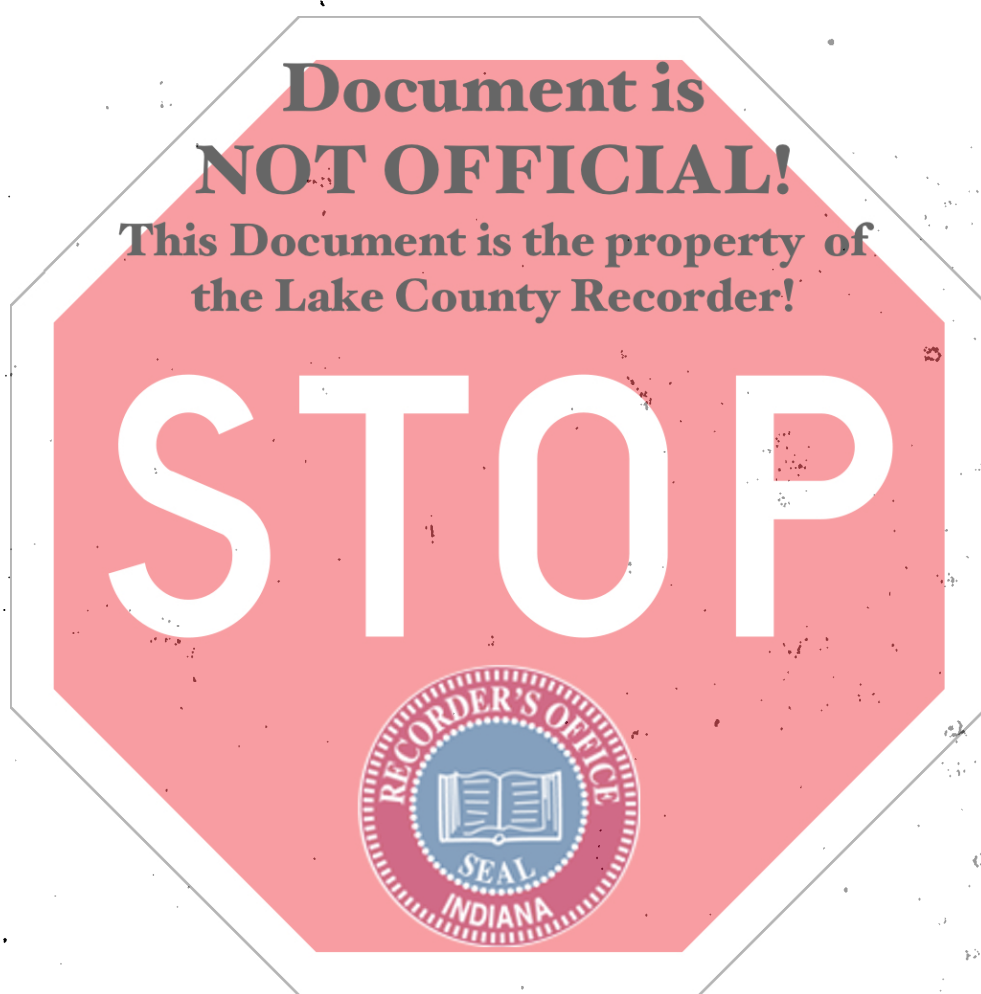


EXHIBIT A

LaPorte County, Indiana

Township 38 North, Range 1 West of the Second Principal Meridian

Section 28

All of Grantor's operating right of way, 66 feet wide, extending westerly across the S1/2 S1/2, a distance of 2,000 feet more or less, from the east line of said S1/2 S1/2 to the centerline of Harrison Street in the Village of Hudson;

Thence continuing westerly, said right of way 50 feet wide, a distance of 1,320 feet more or less to the northerly line of Lots No. 13 and 15 in the Village of Hudson;

All that part of lots 13, 14 and 15 in the Village of Hudson, lying northerly of a line that lies parallel with and 10 feet southerly from the centerline of Grantor's main track;

Beginning at the point of intersection of the west line of Front Street in the Village of Hudson and a line that lies parallel with and 32 feet southerly from the centerline of Grantor's main track;

Thence westerly along said parallel line, 200 feet; thence south 8 feet to a point on a line that lies parallel with and 40 feet southerly from the centerline of said main track;

Thence westerly along the last said parallel line, 1,550 feet more or less to the west line of Section 32;

Thence north along said west line, 270 feet more or less to the southerly shore line of Hudson Lake;

Thence easterly along said shore line to the south line of the north 40 feet of lot not numbered, opposite Lot No. 13 in said Village of Hudson;

Thence southeasterly along the last said south line 250 feet more or less to west line of Front Street;

Thence southwesterly along said west line to the point of beginning.

Section 29

All of Grantor's operating right of way 73 feet wide, being 33 feet to the North and 40 feet to the South of the centerline of Grantor's main track and extending westerly 669 feet, as measured along said centerline;

Thence continuing westerly, said right of way 66 feet wide, being 26 feet to the north and 40 feet to the South of the centerline of said main track a distance of 1,092 feet more or less to the East line of the West 901.5 feet of the E1/2 said Section 29;

Thence continuing westerly said right of way 80 feet wide, being 35 feet to the north and 45 feet to the south of said centerline, a distance of 902 feet more or less to the north-south centerline of said Section;

Thence continuing westerly said right of way 66 feet wide being 26 feet to the north and 40 feet to the south of said centerline, a distance of 2,640 feet more or less to the west line of said Section 29.

Section 30

All of Grantor's operating right of way, 66 feet wide, being 26 feet to the north and 40 feet to the south of the centerline of Grantor's main track and extending westerly 2,025 feet more or less, as measured along said main track centerline, from east line of said Section to the southerly line of parcel of land conveyed by James C. Bean and Mary E. Bean to Chicago Lake Shore & South Bend Ry. Co. by deed dated 9-20-1906 and recorded in Book 101, Page 50;

Also

All of said "Bean" property described as follows: Beginning at a point on the north-south centerline of said Section, 1,329 feet north of the south quarter corner;

Thence south 117 feet;

Thence east 946 feet;

Thence northwesterly in a straight line 949.0 feet to the point of beginning.

Also

All of the Grantor's operating right of way 66 feet wide, being 26 feet to the north and 40 feet to the south of said centerline and extending westerly from the east line of the SW1/4 said Section to the west line thereof;

Also

A parcel of land about 68 feet wide and 420 feet long, lying northerly of and adjoining said 66 foot wide right of way and described as follows: Beginning at the south corner of property conveyed to S. C. Switzer by deed dated 5-8-1911 and recorded in Book 111, Page 496;

Thence northwesterly along the northerly line and the northwesterly extension thereof of said property 420 feet more or less to property corner;

Thence south 70 feet more or less to the northerly line of said 66 foot wide right of way;

Thence southeasterly along said northerly right of way line 420 feet more or less to property corner;

Thence north 70 feet more or less to the point of beginning.

Township 38 North, Range 2 West of the Second Principal Meridian

Section 25

All of Grantor's operating right of way 66 feet wide, extending westerly 3,960 feet more or less, from the east line of said Section to the east line of W1/2 W1/2 of said Section 25.

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All of Grantor's operating right of way 86 feet wide, lying northerly of a line that lies parallel with and 33 feet southerly from the centerline of Grantor's main track and extending westerly from the east line of the W1/2 W1/2 of said Section, to the west line thereof;

Less and Except:

The west 120 feet of the last described parcel, lying northerly of a line that lies parallel with and 10 feet northerly from the centerline of Grantor's main track. (See Exhibit B, LaPorte County NICTD Parcel No. 4).

Section 25

That part of the Northwest Quarter of the Southwest Quarter of said Section 25 described as follows:

Begin at a point 183 feet perpendicularly distant southerly from the centerline of the Grantor's main track and 22 feet perpendicularly distant easterly from the West line of said Northwest Quarter of the Southwest Quarter, and run easterly parallel with said main track centerline a distance of 1,200 feet to a point and corner;

Thence northerly at right angles to the last described course a distance of 110 feet, more or less, to a line parallel with and 73 feet normally distant southerly from said main track centerline;

Thence easterly along last said parallel line a distance of 771.0 feet;

Thence North parallel to the West line of said Section 25 a distance of 40 feet, more or less, to a point on a line parallel with and 33 feet normally distant southerly from said main track centerline;

Thence westerly along the last said parallel, a distance of 1,971 feet, more or less, to a point 22 feet perpendicularly distant easterly from the aforesaid West line of the Northwest Quarter of the Southwest Quarter;

Thence southerly in a straight line a distance of 150 feet, more or less, to the point of beginning.

Section 26

All of Grantor's operating right of way, 66 feet wide, extending westerly 1,314 feet more or less from the east line of said Section, to the west line of the E1/2 E1/2 said Section 26.

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Beginning at the center of said Section;

Thence south 50 feet;

Thence east, parallel with the east-west centerline, 1,333 feet to the east line of the W1/2 E1/2, said Section;

Thence North 89.5 feet;

Thence westerly 1,333 feet more or less to the north-south centerline of said Section, 87 feet north from the point of beginning;

Thence south 87 feet to the point of beginning.

Beginning at the center of said Section;

Thence west along the east-west centerline, 1,337.5 feet to the west line of the E1/2 W1/2 of said Section;

Thence North 163.2 feet;

Thence easterly 1,338 feet more or less to a point on the east line of said E1/2 W1/2 a distance of 114 feet North from the point of beginning;

Thence south 114 feet to the point of beginning.

Also

All of Grantor's operating right of way 66 feet wide, being 26 feet to the north and 40 feet to the south of the centerline of said main track, and extending westerly from the east line of the W1/2 W1/2 of said Section, to the west line thereof.

Section 27

All of Grantor's operating right of way 66 feet wide, being 26 feet to the north and 40 feet to the south of the centerline of Grantor's main track, and extending westerly 1,423.5 feet from the east line of the SE1/4 SE1/4 to the west line thereof;

Thence continuing westerly, said right of way 80 feet being 33 feet to the north and 47 feet to the south of said centerline, a distance of 1,320 feet to the north-south centerline of said Section;

Thence continuing westerly, said right of way 120 feet wide, being 53 feet to the north and 67 feet to the south of said centerline, a distance of 2,652 feet to west line of said Section 27.

Section 28

All of Grantor's operating right of way 120 feet wide, being 53 feet to the north and 67 feet to the south of the centerline of Grantor's main track, and extends westerly 3,831 feet, as measured along said centerline;

Thence continuing westerly said right of way 90 feet wide, being 43 feet to the north and 47 feet to the south of the centerline of said main track, a distance of 1,411 feet more or less to the west line of said Section 28.

Section 29

All of Grantor's operating right of way 80 feet wide, being 33 feet to the north and 47 feet to the south of the centerline of Grantor's main track, and extends across the S1/2 N1/2 of said Section, from the east line to the west line of said Section 29.

Also

A triangular parcel of land in the SW1/4 NE1/4 said Section, located on the north and south sides of said 80 foot wide right of way, and described as follows:

Beginning at the intersection of the LaPorte and Caleb Davis Roads;

Thence northeast along said LaPorte Road 19 rods;

Thence west 21 rods to Davis Road;

Thence southeast along said Davis Road;



Thence southeast along said Davis Road 21 rods and 2 feet to the point of beginning.

Being all that property conveyed by Benjamin F. Smith and wife to the Chicago, Lake Shore & South Bend Ry. Co. by deed dated 10-6-1906, and recorded in Book 101, Page 136.

Section 30

All of Grantor's operating right of way 80 feet wide, being 33 feet to the north and 47 feet to the south of the centerline of Grantor's main track, and extending across the N1/2 of said Section, from the east line to the west line of said Section 30.

Also

A strip of land 20 feet wide, lying northerly of and adjacent to the northerly line of said 80 foot wide right of way, and extends westerly 1,500 feet from the north-south centerline of said Section 30.

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Township 38 North, Range 3 West of the Second Principal Meridian

Section 25

All of Grantor's operating right of way 120 feet wide, being 55 feet to the north and 65 feet to the south of the centerline of Grantor's main track and extending westerly across the N1/2 of said Section, from the east line to the west line of said Section 25;

LESS AND EXCEPT FROM THE PROPERTY IN SECTION 25 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS LA PORTE COUNTY NICTD PARCEL NO. 5 IN EXHIBIT B ATTACHED HERETO AND MADE A PART HEREOF.

Section 26

All of Grantor's operating right of way 120 feet wide, being 55 feet to the north and 65 feet to the south of the centerline of Grantor's main track and extending across the N1/2 of said Section, from the east line to the west line of said Section 26.

Section 27

All of Grantor's operating right of way 120 feet wide being 55 feet to the north and 65 feet to the south of the centerline of Grantor's main track, and extending across the N1/2 of said Section, from the east line of said Section 27 to the west line of said Section 27;

Section 28

All of Grantor's operating right of way 120 feet wide, being 55 feet to the north and 65 feet to the south of the centerline of Grantor's main track and extending westerly across the N1/2 of said Section, from the east line of said Section 28 to the north and south centerline of said Section 28;

Thence continuing westerly said right of way, 80 feet wide, being 33 feet to the north and 47 feet to the south of the centerline of said main track, a distance of 2,640 feet more or less to the west line of said Section 28.

Section 29

All of Grantor's operating right of way 80 feet wide, being 33 feet to the north and 47 feet to the south of the centerline of Grantor's main track and extending across the N1/2 of said Section, from the east line to the west line of said Section 29.

Section 30

All of Grantor's operating right of way 80 feet wide, being 33 feet to the north and 47 feet to the south of the centerline of Grantor's main track, and extending across the N1/2 of said Section, from the east line to the west line of said Section 30.

Township 38 North, Range 4 West of the Second Principal Meridian

Section 25

All of Grantor's operating right of way 80 feet wide, being 33 feet to the north and 47 feet to the south of the centerline of Grantor's main track, and extending westerly across said Section, from the east line to the west line of said Section 25;

Less and Except:

That part of the South Half of the Northeast Quarter and that part of the North Half of the Southeast Quarter of said Section 25, described as follows:

Beginning at the point where a line that lies parallel with and 47 feet normally distant southerly from the centerline of Grantor's main track intersects the east line of U.S. Highway No. 212, said east line being parallel with and 110 feet normally distant easterly from the north and south centerline of said Section 25, and run easterly along a line that lies parallel with the centerline of said main track, a distance of 2,000 feet;

Thence northerly at right angles to the last described course, a distance of 37 feet, more or less, to a point 10 feet perpendicularly distant southerly from said main track centerline;

Thence westerly parallel with said main track centerline, a distance of 1,980 feet, more or less, to the aforesaid east line of Highway 212 extended;

Thence southerly along the last said east line, a distance of 38 feet, more or less, to return to the point of beginning.

Section 26

All of Grantor's operating right of way 80 feet wide, being 33 feet to the north and 47 feet to the south of the centerline of Grantor's main track, and extending across the S1/2 of said Section, from the east line to the west line of said Section 26;

Less and Except:

The 200 foot wide property of CSX Transport, intersection said 80 foot wide right of way in the SW1/4 SW1/4 said Section 26.

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A strip of land 50 feet wide lying westerly of and adjacent to the westerly line of the 200 foot wide property of CSX Transport and extending northerly from the north line of said 80 foot wide right of way, 200 feet more or less to a creek all located in the SW1/4 SW1/4 said Section 26, being a portion of that property conveyed by Henry Joers, etux, to the Chicago, Lake Shore & South Bend Railway Company, predecessor of the Grantor, by deed dated December 28, 1906, and recorded on Book 101, page 471.

Section 27

All that part of Grantor's operating right of way of varying width, in the SE1/4 of said Section, described as follows:

Beginning at the point of intersection of the West line of the Southeast Quarter of said Section 27 and a line that lies parallel with and 10 feet normally distant northerly from the centerline of Grantor's track #CY-1;

Thence easterly along the last said parallel line and its easterly straight line extension a distance of 2,625 feet more or less to the East line of said Southeast Quarter;

Thence South along said East line, 85 feet more or less to the south line of said 85 foot wide right of way;

Thence westerly along said South line 560 feet more or less to the centerline of Trail Creek;

Thence southerly along the last said centerline to a line that lies parallel with and 107 feet southerly from the centerline of Grantor's main track;

Thence westerly along the last said parallel line 625 feet more or less to a point on a line parallel with and 1,425 feet normally distant easterly from the West line of the Southeast Quarter of said Section 27;

Thence northerly along last said parallel line a distance of 84 feet, more or less, to a point on a line equidistant between the centerline of Grantor's track #3201 and centerline of Grantor's Track #3202, the aforesaid tracks being adjacent to and southerly of the centerline of Grantor's main track;

Thence westerly along last said equidistant line a distance of 1,425 feet, more or less, to a point on the West line of the Southeast Quarter of said Section 27;

Thence North along last said West line a distance of 50 feet, more or less, to the point of beginning.

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All that part of Grantor's right of way of varying width, in the SW1/4 of said Section, described as follows:

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Beginning at the point of intersection of the east line of said Southwest Quarter and a line that lies equidistant between the centerline of Grantor's main track and the centerline of Grantor's track #CY-1;

Thence westerly along said equidistant line 940 feet, more or less, to the northerly line of the 100 foot wide property of the original Lake Erie & Western Railroad;

Thence southeasterly along said northerly line 42 feet more or less to a line that lies parallel with and 10 feet southerly from the centerline of said main track;

Thence easterly along the last said parallel line 190 feet more or less to a point opposite a point of switch;

Thence continuing easterly along a line that lies parallel with and 10 feet southerly from the centerline of Grantor's southernmost track a distance of 720 feet more or less to the east line of said SW1/4;

Thence north along said east line 53 feet more or less to the point of beginning.

Also

All of Grantor's operating right of way and property bounded on the East by the northeasterly line of the 100 foot wide property of the original Lake Erie & Western Railroad, on the South by the North line of Holiday Street, on the West by the East line of Carroll Avenue, and on the North by a line parallel with and 25 feet normally distant northerly from the centerline of Grantor's main track;

Also

All of Grantor's operating right of way, 50 feet wide, bounded on the East by the West line of Carroll Avenue, on the South by the North line of Holliday Street, as now located, on the West by the centerline of Woodland Avenue, and on the North by Grantor's northerly right of way line.

Section 28

All of Grantor's operating right of way 35 feet wide lying north of the north line of Holliday Street, and extending westerly across the N1/2 SE1/4 of said Section, a distance of 915 feet more or less from the east line of said N1/2 SE1/4 to the west line of Camp Anderson's Addition to Michigan City;

A strip of land 15 feet wide lying northerly from and adjacent to the north line of said 35 foot wide right of way and extending easterly 135 feet more or less from the west line of said Camp Anderson's Addition to the centerline of Grace Street;

All of Grantor's operating right of way 66 feet wide, lying northerly from and adjacent to the south line of the N1/2 SE1/4 said Section, and extending easterly from the east line of School Street to the west line of said Camp Anderson's Addition.

A parcel of land in the S1/2 SE1/4 said Section, described as follows:

Beginning at the point of intersection of the north line of said S1/2 SE1/4 and the east line of School Street, 40 feet wide;

Thence south along said east line, 25 feet more or less to a line that lies parallel with and 25 feet southerly from the centerline of Grantor's main track;

Thence easterly along said parallel line 125 feet more or less to a line that lies parallel with and 124 feet east from the east line of said School Street;

Thence north along the last said parallel line 5 feet more or less to north line of said S1/2 SE1/4;

Thence west 124 feet to the point of beginning.

Also

All of Grantor's operating right of way 50 feet wide, more or less, in the S1/2 SE1/4 of said Section, lying southerly from and adjacent to the south line of Holliday Street and extends westerly from the west line of 40 foot wide School Street, to the east line of Lot 12 in Lambka's Addition to Michigan City.

Also

Beginning at the northeast corner of Lot 12 in Lambka's Addition to Michigan City;

Thence southerly along the east line of Lots 12 and 11 of said Addition, a distance of 110 feet more or less to the property corner;

Thence northwesterly along the southerly property line 88 feet more or less to a line that lies parallel with and 15 feet southerly from the centerline of Grantor's main track;

Thence westerly along the east line of Lot 2 of said Addition;

Thence northeasterly along said east line 32 feet more or less to a line that lies parallel with and 15 feet northerly from the centerline of said main track;

Thence northeasterly along the last said parallel line 20 feet more or less to the west line of said Lot 11;

Thence northerly along the west line of said Lots 11 and 12, a distance of 35 feet more or less to the northwest corner of said lot 12;

Thence east to the point of beginning.

Also

A strip of land 50 feet wide being 25 feet in width on either side of the centerline of Grantor's main track and extends across lots 2, 3 and 4 in Lambka's Addition to Michigan City.

Also

All Lots 1 and 2, Block 3, Case & Walker's Addition to Michigan City;

Also

That part of Lot 3, Block 3, Case and Walker's Addition to Michigan City, that lies southerly of a line that lies parallel with and 25 feet northerly from the centerline of Grantor's main track.

Section 32

Lot 4 in Block 136 in DeWolfe's South Addition to Michigan City.

Also

All that part of Lot 1 in Block "D" of DeWolfe's South Addition to Michigan City, lying northeasterly of a line, that lies parallel with and 20 feet southwesterly from the centerline of Grantor's main track.

Also

All that part of Lots 1, 2 and 3 in Block "A" in DeWolfe's South Addition to Michigan City, lying southerly of a line described in deed from Sybil Williamson et al., to the Chicago, Lake Shore & South Bend Ry. Co. dated 8-12 and 13, 1907, and recorded in Book 103, Page 376, and lying northerly of a line that lies parallel with and 25 feet southerly from the centerline of Grantor's main track.

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Section 31

All of Grantor's operating of right of way 66 feet wide extending westerly and southwesterly from the west line of Sheridan Avenue to the west line of said Section 31; being a part of that property conveyed by Isidore I. Spiro and John S. Field by deed dated 1-28-1907 and recorded in Book 101, Page 581;

LESS AND EXCEPT FROM THE PROPERTY IN SECTION 31 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS LA PORTE COUNTY FREIGHT DEFAULT PARCEL NO. 6.



EXHIBIT A

Porter County, Indiana



EXHIBIT A

Porter County, Indiana

Township 38 North, Range 5 West of the Second Principal Meridian

Section 36

All of Grantor's operating right of way, 66 feet wide, lying 26 feet normally distant northerly of and 40 feet normally distant southerly of the center line of the Grantor's main track, as now located, and extending westerly from the Porter/La Porte County line, through the Southeast Quarter of Section 36, Township 38 North, Range 5 West, a distance of approximately 1,970 feet, as measured along said main track center line, to the South line of said Section 36.

Township 37 North, Range 5 West of the Second Principal Meridian

Section 1

All of Grantor's operating right of way, 66 feet wide, lying 26 feet normally distant northerly and 40 feet normally distant southerly of the centerline of Grantor's main track, as now located, and extending westerly from the North line of Section 1, Township 37 North, Range 5 West, approximately 4710 feet, as measured along said main track centerline, to the West line of said Section 1.

Section 2

All of Grantor's operating right of way, 66 feet wide, lying 26 feet normally distant northerly of and 40 feet normally distant southerly of the center line of Grantor's main track, as now located, and extending westerly from the East line of Section 2, Township 37 North, Range 5 West approximately 1,580 feet, as measured along said main track centerline, to the West line of the Northeast Quarter of the Southwest Quarter of said Section 2.

Also

Section 2 and Section 11

All of Grantor's operating right of way, 80 feet wide, lying 33 feet normally distant northerly of and 47 feet normally distant

southerly of the center line of Grantor's main track, as now located, and extending westerly from the East line of the Northeast Quarter of the Southeast Quarter of Section 2, Township 37 North, Range 5 West, approximately 4,550 feet, as measured along said main track center line, through the Northwest Quarter of the Southeast Quarter, Southwest Quarter of the Southeast Quarter, Southeast Quarter of the Southwest Quarter, and the Southwest Quarter of the Southwest Quarter of said Section 2, and the Northwest Quarter of the Northwest Quarter of Section 11, Township 37 North, Range 5 West to the West line of the Northwest Quarter of the Northwest Quarter of said Section 11.

Also

Section 10

All of Grantor's operating right of way, 80 feet wide, lying 33 feet normally distant northerly of and 47 feet normally distant southerly of the center line of Grantor's main track, so now located and extending westerly from the East line of the Northeast Quarter of the Northeast Quarter of Section 10, Township 37 North, Range 5 West, approximately 3,040 feet, as measured along said main track centerline, through the Northeast Quarter of the Northeast Quarter, Northwest Quarter of the Northeast Quarter, Southeast Quarter of the Northwest Quarter, Northeast Quarter of the Southwest Quarter and Northwest Quarter of the Southwest Quarter of said Section 10 to the West line of the Northwest Quarter of the Southwest Quarter of said Section 10.

LESS AND EXCEPT FROM THE PROPERTY IN SECTION 10 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS PORTER COUNTY, NICTD, PARCEL NO. 8, IN EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.



Section 10

Block "A" in Frederick H. Bartlett's Beverly Shores Unit "A" being a subdivision of part of fractional Section Three, part of fractional East Half of Section Four, part of the North Half of the Northeast Quarter of Section Nine, part of the Northwest Quarter and part of the Southwest Quarter of Section 10, all in Township 37 North, Range 5 West of the Second Principal Meridian, more particularly described as follows, to-wit:

Beginning at the intersection of the northerly right-of-way line of the Northern Indiana Public Service Company and the

easterly line of Broadway as located in Beverly Shores Subdivision, thence, in a northerly direction along the east line of Broadway thirty and thirteen hundredths (30.13) feet to a point; thence, northeasterly along a line parallel to and thirty feet (30) north of the north right-of-way line of the Northern Indiana Public Service Company, a distance of three hundred thirty-seven and seventy-nine hundredths (337.79) feet to a point on said line, thence, continuing in a northeasterly direction, one hundred sixty-nine and sixty-four hundredths (169.64) feet to a point on the north right-of-way line of the Northern Indiana Public Service Company, thence, in a southwesterly direction five hundred seven and sixty-one hundredths (507.61) feet to the place of beginning, containing 12,681 square feet, or .291 acres more or less.

Section 9

All of Grantor's operating right of way, 80 feet wide, lying 33 normally distant northerly of and 147 feet normally distant southerly of the centerline of Grantor's main track, as now located, and extending westerly from the East line of the Southeast Quarter of Section 9, Township 37 North, Range 5 West a distance of approximately 3,940 feet, as measured along said main track centerline, through the Southeast Quarter and the Southeast Quarter of the Southwest Quarter of said Section 9 to the South line of said Southeast Quarter Southwest Quarter, as measured along said main track center line.

Section 16

All of Grantor's operating right of way, 80 feet wide, lying 33 feet normally distant northerly of and 47 feet normally distant southerly of the centerline of Grantor's main track, as now located, and extending westerly from the North line of Section 16, Township 37 North, Range 5 West approximately 2,000 feet, as measured along said main track centerline, through the Northeast Quarter of the Northwest Quarter and the Northwest Quarter of the Northwest Quarter of said Section 16 to the West line of the Northwest Quarter of the Northwest Quarter of said Section 16.

Also

Section 17

All of Grantor's operating right of way, 80 feet wide, lying

33 feet normally distant northerly of and 47 feet normally distant southerly of the center line of Grantor's main track, as now located, and extending westerly from the East line of Section 17, Township 37 North, Range 5 West approximately 5,830 feet, as measured along said main track centerline, through the Northeast Quarter, the Southeast Quarter of the Northwest Quarter and the North Half of the Southwest Quarter of said Section 17 to the West line of the Northwest Quarter of the Southwest Quarter of said Section 17.

Also

Section 18

All of Grantor's operating right of way, 80 feet wide, lying 33 feet normally distant northerly of and 47 feet normally distant southerly of the centerline of Grantor's main track, as now located, and extending westerly from the East line of Section 18, Township 37 North, Range 5 West, a distance of approximately 4,190 feet, as measured along said main track centerline, through the Northeast Quarter of the Southeast Quarter, Southeast Quarter of the Southeast Quarter, Southwest Quarter of the Southeast Quarter and the Southeast Quarter of the Southwest Quarter of said Section 18 to the South line of said Section 18.

Also

Section 19

All of Grantor's operating right of way, 80 feet wide, lying 33 feet normally distant northerly of and 47 feet normally distant southerly of the centerline of Grantor's main track, as now located, and extending westerly from the North line of Section 19, Township 37 North, Range 5 West approximately 1,460 feet, as measured along said main track centerline, through the Northeast Quarter of the Northwest Quarter and the Northwest Quarter of the Northwest Quarter of said Section 19 to the West line of the Northwest Quarter of the Northwest Quarter of said Section 19.

Also

Township 37 North, Range 6 West of the Second Principal Meridian

Section 24

All of Grantor's operating right of way, 80 feet wide, lying 33 feet normally distant northerly of and 47 feet normally distant southerly of the center line of Grantor's main track, as now

located, and extending westerly from the East line of Section 24, Township 37 North, Range 6 West, approximately 5,780 feet, as measured along said main track, through the Northeast Quarter of the Northeast Quarter, Southeast Quarter of the Northeast Quarter, the Northwest Quarter of the Northeast Quarter, Southwest Quarter of the Northeast Quarter, Southeast Quarter of the Northwest Quarter, Southwest Quarter of the Northwest Quarter and the Northwest Quarter of the Southwest Quarter of said Section 24 to the West line of the Northwest Quarter of the Southwest Quarter of said Section 24.

LESS AND EXCEPT FROM THE PROPERTY IN SECTION 24 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS PORTER COUNTY, NICTD, PARCEL NO. 9, IN EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

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Section 23

All of Grantor's right of way, 80 feet wide, lying 33 feet normally distant northerly of and 47 feet normally distant southerly of the center line of Grantor's main track, as now located, and extending westerly from the East line of Section 23, Township 37 North, Range 6 West, approximately 5,440 feet, as measured along said main track center line, through the Northeast Quarter of the Southeast Quarter, Northwest Quarter of the Southeast Quarter, Southwest Quarter of the Southeast Quarter, Southeast Quarter of the Southwest Quarter and the Southwest Quarter of the Southwest Quarter of said Section 23 to the South line of the Southwest Quarter of the Southwest Quarter of said Section 23.

LESS AND EXCEPT FROM THE PROPERTY IN SECTION 23 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS PORTER COUNTY, FREIGHT DEFAULT, PARCEL NO. 1, IN EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

Also

Section 26

All of Grantor's right of way, 80 feet wide, being 33 feet normally distant, northerly of and 47 feet normally distant southerly of the center line of Grantor's main track, as now located, and extending westerly from the North line of the Northwest Quarter of the Northwest Quarter of Section 26, Township 37 North, Range 6 West approximately 270 feet, as measured along said main track centerline, to the West line of said Northwest Quarter of the Northwest Quarter.

LESS AND EXCEPT FROM THE PROPERTY IN SECTION 26 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS PORTER COUNTY, FREIGHT DEFAULT, PARCEL NO. 1, IN EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

Also

Section 27

All of Grantor's right of way, 80 feet wide, being 33 feet normally distant northerly of and 47 feet normally distant southerly of the center line of Grantor's main track, as now located, and extending westerly from the East line of Section 27, Township 37 North, Range 6 West, approximately 5,620 feet as measured along said main track center line, through the Northeast Quarter of the Northeast Quarter, Northwest Quarter of the Northeast Quarter, Northeast Quarter of the Northwest Quarter, Southeast Quarter of the Northwest Quarter and Southwest Quarter of the Northwest Quarter of said Section 27 to the West line of the Southwest Quarter of the Northwest Quarter of said Section 27.

LESS AND EXCEPT FROM THE PROPERTY IN SECTION 27 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS PORTER COUNTY, FREIGHT DEFAULT, PARCEL NO. 1; FREIGHT DEFAULT, PARCEL NO. 2; AND NICTD. PARCEL NO. 10, IN EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

Also

Section 28

All of Grantor's operating right of way, 80 feet wide, lying 33 feet normally distant northerly of and 47 feet normally distant southerly of the center line of Grantor's main track, as now located, and extending westerly from the East line of Section 28, Township 37 North, Range 6 West, approximately 3,120 feet, as measured along said main track center line, through the Southeast Quarter of the Northeast Quarter, Northeast Quarter of the Southeast Quarter and Southwest Quarter of the Southeast Quarter of said Section 28 to the West line of the Northwest Quarter of the Southeast Quarter of said Section 28.

LESS AND EXCEPT FROM THE PROPERTY IN SECTION 28 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS PORTER COUNTY, FREIGHT DEFAULT, PARCEL NO. 2, IN EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

Also

Section 28

A parcel of land in the Northeast Quarter (NE1/4) of Section 28, Township 37 North, Range 6 West of the Second Principal Meridian in Porter County, Indiana bounded and described as follows: Commencing at the Southeast (SE) corner of said Northeast Quarter (NE1/4), thence, North Zero (0) degrees Two (02) minutes Eleven (11) seconds East along the East line of said Northeast Quarter (NE1/4) Two hundred forty-two and thirteen hundredths (242.13) feet to the point of beginning for said parcel, thence, North Zero (0) degrees Two (02) minutes Eleven (11) seconds East along said East line Seventy-eight (78.0) feet to the Southerly Right of Way line of the Chicago South Shore and South Bend Railroad, thence, South Sixty-seven (67) degrees Forty-two (42) minutes Twenty-one (21) seconds West Two hundred sixty-nine and eighty-three hundredths (269.83) feet along said Southerly Right of Way line, thence, continuing along a curve to the left with a radius of Five thousand six hundred eighty-two and sixty-five hundredths (5682.65) feet a chord distance of Five hundred five and fifteen hundredths (505.15) feet and a chord bearing of South Sixty-five (65) degrees Nine (09) minutes Thirty (30) seconds West to the South line of said Northeast Quarter (NE1/4), thence, South Eighty-nine (89) degrees Thirty-three (33) minutes East along the South line of said Northeast Quarter (NE1/4) Ninety-one and forty-nine hundredths (91.49) feet, thence, Northeasterly along a curve to the right with a radius of Five thousand six hundred seventy-nine and sixty-five hundredths (5679.65) feet a chord distance of Six hundred sixty and sixty-two hundredths (660.62) feet and a chord bearing a North Sixty-eight (68) degrees Fifty-seven (57) minutes East to the Point of beginning.

Section 28

All of Grantor's operating right of way, 80 feet wide, lying 33 feet normally distant northerly and 47 feet normally distant southerly of the centerline of Grantor's main track, as now located, and extending westerly from the East line of the Southwest Quarter of Section 28, Township 37 North, Range 6 West, approximately 2,310 feet, as measured along said main track centerline, through the Northeast Quarter of the Southwest Quarter, Southeast Quarter of the Southwest Quarter and the Southwest Quarter of the Southwest Quarter of said Section 28 to the South line of said Southwest Quarter of the Southwest Quarter. **LESS AND EXCEPT** a 7' x 400' parcel of land as excepted and reserved in a deed of conveyance from Swan J. Johnson and Mary Johnson to

Chicago, Lake Shore and South Bend Railway Company by deed dated April 12, 1907 and recorded in Book 68 at page 188.

Also

Section 33

All of Grantor's operating right of way, 100 feet wide, being 43 feet normally distant northerly of and 57 feet normally distant southerly of the centerline of Grantor's main track, as now located, and extending westerly from the North line of the Northwest Quarter of the Northwest Quarter of Section 33, Township 37 North, Range 6 West, approximately 990 feet, as measured along said main track centerline, to the West line of said Northwest Quarter of the Northwest Quarter.

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Section 32

All of Grantor's operating right of way, 80 feet wide, being 33 feet normally distant northerly of and 47 feet normally distant southerly of the center line of Grantor's main track, as now located and extending westerly from the East line of Section 32, Township 37 North, Range 6 West, approximately 4,850 feet, as measured along said main track centerline, through Northeast Quarter of the Northeast Quarter, Southeast Quarter of the Northeast Quarter, Southwest Quarter of the Northeast Quarter, Southeast Quarter of the Northwest Quarter, and the Southwest Quarter of the Northwest Quarter of said Section 32 to the West line of land granted to Chicago, Lake Shore and South Bend Railway Company by S. August Samuelson by deed dated March 5, 1907 and recorded in Deed Record Book 68 on page 107.

Also

Section 32

All of Grantor's operating right of way, 73 feet wide, being 26 feet normally distant northerly of and 47 feet normally distant southerly of the center line of Grantor's main track, as now located, and extending westerly from the West line of land granted to Chicago, Lake Shore and South Bend Railway Company by S. August Samuelson by deed dated March 5, 1907 and recorded in Deed Record Book 68 on page 107, approximately 653 feet, as measured along said main track centerline, through the West Half of the Northwest Quarter of Section 32, Township 37 North, Range 6 West, to the West line of said Section 32.

Also

Section 31

All of Grantor's operating right of way, 73 feet wide, being 26 feet normally distant northerly of and 47 feet normally distant southerly of the center line of Grantor's main track, as now located, and extending westerly from the East line of Section 31, Township 37 North, Range 6 West, approximately 5,300 feet, as measured along said main track center line, through the North Half of the Northeast and the North Half of the Northwest Quarter of said Section 31 to the West line of said Section 31.

~~LESS AND EXCEPT FROM THE PROPERTY IN SECTION 31 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS PORTER COUNTY, FREIGHT DEFAULT, PARCEL NO. 3, IN EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.~~

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~~Township 37 North, Range 6 West~~ County Recorder!

Section 36

All of Grantor's operating right of way of various widths, lying north of Dunes Highway (U.S. Highway 12), and south of the south right of way of Consolidated Rail Corp., and extending westerly from the East line of Section 36, Township 37 North, Range 7 West to the West line of said Section 36.

~~LESS AND EXCEPT FROM THE PROPERTY IN SECTION 36 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS PORTER COUNTY, FREIGHT DEFAULT, PARCEL NO. 4, IN EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.~~



Also

Section 35

All of Grantor's operating right of way, 66 feet wide, being 26 feet normally distant northerly of and 40 feet normally distant southerly of the centerline of Grantor's main track, as now located, and extending westerly from the East line of Section 35, Township 37 North, Range 7 West, approximately 5,440 feet, as measured along said main track centerline, through the Northeast Quarter and the Northwest Quarter of said Section 35, to the West line of said Section 35.

LESS AND EXCEPT FROM THE PROPERTY IN SECTION 35 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS PORTER COUNTY, NICTD PARCEL NO. 11, IN EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

Also

Section 35

A strip and parcel of land located in the West Half (W1/2) of the Northeast Quarter (NE1/4) of Section 35 Township 37 North, Range 7 West of the Second Principal Meridian, in Porter County, Indiana, more particularly described as follows:

Beginning at the intersection point of the South right of way line of the Lake Shore and Michigan Southern Railroad (now known as the main line of Consolidated Rail Corp.) and the center line of Section 35, said point of beginning being 202.5 feet South of the intersection of the center line of Section 35, and the Indian boundary line; thence, easterly along the South right of way line of the Lake Shore and Michigan Southern Railroad (now known as the main line of Consolidated Rail Corp.) 1039.14 feet to the intersection of said South right of way line of said Lake Shore and Michigan South Railroad (now known as the main line of Consolidated Rail Corp.) and Indiana boundary line; thence, easterly along the said Indian boundary line 258.56 feet to the intersection of the said Indian boundary line and the North right of way line of the Chicago South Shore and South Bend Railroad; thence, in a westerly direction along the North right of way line of the Chicago South Shore and South Bend Railroad 1302.86 feet to the intersection of the North right of way line of the Chicago South Shore and South Bend Railroad and the center of Section 35; thence, North along the center line of Section 35, 51.44 feet to the place of beginning. Being all that property conveyed by Indiana Industrial Land Company of Chicago South Shore and South Bend Railroad predecessor of Grantor by deed dated October 22, 1929, and recorded in Book 95, page 402.

Also

Section 34

All of Grantor's operating right of way, 66 feet wide, being 26 feet normally distant northerly of and 40 feet normally distant southerly of the centerline of Grantor's main track, as now located, and extending westerly from the East line of Section 34, Township 37 North, Range 7 West approximately 5,620 feet, as measured along said main track centerline, through the North Half of the Southeast Quarter, Northeast Quarter of the Southwest Quarter, Northwest Quarter of the Southwest Quarter and the Southwest Quarter of the Southwest Quarter of said Section 34 to the West line of said Section 34.

EXHIBIT A

Lake County, Indiana



EXHIBIT A

Lake County, Indiana

Township 37 North, Range 7 West of the Second Principal Meridian

Section 33

All of Grantor's operating right of way 66 feet wide, being 26 feet on the North side and 40 feet on the South side of the center line of Grantor's main track and extending westerly across the South Half of said Section, from the East line of said South Half to the South line thereof.

Township 36 North, Range 7 West of the Second Principal Meridian

Section 4

All of Grantor's operating right of way 66 feet wide, being 26 feet on the North side and 40 feet on the South side of the center line of Grantor's main track and extending westerly across the Northwest Quarter of said Section, from the North side of said Northwest Quarter to the West line thereof.

Section 5

All of Grantor's operating right of way 66 feet wide, being 26 feet on the North side and 40 feet on the South side of the center line of Grantor's main track and extending westerly across the North Half of said Section 5, from the East line of the North Half of said Section 5 to the South line of said North Half.

All of Grantor's operating right of way 100 feet wide, being 43 feet on the North side and 57 feet on the South side of the center line of Grantor's main track and extending southwesterly from the North line of the Southwest Quarter of said Section, to the East line Hobart Road;

Also

All of Grantor's operating right of way 115 feet wide, being 58 feet on the North side and 57 feet wide on the South side of the center line of Grantor's main track and extending southwesterly from the West line of Hobart Road to the West line of said Section 5.

Less and Except the original 100 foot wide right of way of the former B & O Railroad.

Section 6

All that part of Grantor's operating right of way lying northerly of Dunes Highway (U.S. No. 12), and lying southerly of the following described line: Beginning at the intersection of the East line of Lake Street in the Town of Miller and a line that lies equidistant between the center of Grantor's main track and the center of "B & O Railroad connecting track # 5155; thence easterly along said equidistant line, a distance of 420 feet, more or less, to a point on a line parallel with and 10 feet normally distant southerly from the center line of said connecting track # 5155; thence northeasterly along the last said parallel line 1050 feet, more or less, to the South line of the original 100 foot wide right of way of the former B & O Railroad, and extending westerly from the South line of last said 100 foot wide right of way to the East line of Lake Street.

~~LESS AND EXCEPT FROM THE PROPERTY IN SECTION 6 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS LAKE COUNTY NICTD PARCEL NO. 12.~~

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~~All that part of Grantor's operating right of way extending westerly from the West line of Lake Street, a distance of 1080.4 feet, more or less, to the East line of 60 foot wide Gibson Street, and lying northerly of a line that lies parallel with and 10 feet southerly from the center line of Grantor's main track and southerly of the following described line:~~

~~Beginning at the intersection of the West line of Lake Street and a line that lies equidistant between the center of Grantor's main track and "B & O Railroad connecting track # 5155"; thence westerly along said equidistant line and its westerly straight line extension, 1080.4 feet, more or less, to the East line of Gibson Street.~~

~~All of Grantor's operating right of way lying southerly of present Gleason Road and lying northerly of present Dunes Highway (U.S. 12), and extends westerly across the Southwest Quarter of said Section from the West line of Gibson Street to the West line of said Section 6.~~

Township 36 North, Range 8 West of the Second Principal Meridian

Section 1

A parcel of land in the Southeast Quarter of said Section described as follows:

Beginning at a point on the East line of said Southeast Quarter, a distance of 799.02 feet North of Southeast corner of said Southeast Quarter; thence southwesterly at an angle of 72 degrees 43 minutes 30 seconds with said East line, 700.00 feet; thence southwesterly at an angle of 27 degrees, 20 minutes West to South with the last said course a distance of 270 feet, more or less, to a point on the North line of Dunes Highway (U.S. Hwy 12); thence easterly along last said North line, a distance of 873.06 feet, more or less, to the East line of said Southeast Quarter; thence North 111.53 feet to the point of beginning, being a portion of that property conveyed by The Aetna Powder Company to the Chicago, Lake Shore & South Bend Railway Company by deed dated July 16, 1907 and recorded in Book 132, page 453. Subject to the rights of the public for Clay Street.

Also

All that part of Grantor's operating right of way lying southerly of 7th Avenue (Gleason Road) and northerly of Dunes Highway (U.S. No. 12), and extending across the South Half of said Section from the West line of the above described parcel to the center line of 7th Avenue (Gleason Road); thence westerly said right of way lying northerly of Dunes Highway and southerly of a line that lies equidistant between the center of Grantor's main track and center of Goff side track No. 6055 and the easterly straight line extension (said extension being parallel with the center line of said main track) a distance of 1800 feet, more or less, to the West line of said South Half of Section 1. Subject to the rights of the public to 7th Avenue and Gleason Road.

Section 2

All that part of Grantor's operating right of way described as follows:

Beginning at the point of intersection of the East line of Taylor Road and the North line of Dunes Highway (U.S. Hwy 12); thence southeasterly along said North line 590 feet to Grantor's property corner; thence easterly parallel with and 100 feet southerly from the South of Grantor's original 66 foot wide right of way 957.69 feet to property corner; thence northerly at right angle 100 feet to the South line of said 66 foot right of way, said South line being parallel with and 39 feet normally distant southerly from the centerline of Grantor's main track; thence easterly along said parallel line 906 feet, more or less, to the East line of said Section; thence North along said East line 48 feet, more or less, to a line that lies equidistant between the center of Grantor's main track and the center of Goff side track No. 6055; thence westerly along said equidistant line and the westerly straight line extension (said extension being parallel with the center line of said main track), a distance of 2,208 feet more or less, to the East line of the Indiana Toll Road; thence northwesterly along last said East line a distance of 95 feet, more

or less, to the South right of way line of the E J & E Railway Company; thence westerly along last said South right of way line a distance of 150 feet, more or less, to the East line of Taylor Street; thence southerly 118 feet, more or less, the point of beginning.

Also

All that part of Grantor's operating right of way, described as follows:

Beginning at the intersection of the West line of Taylor Road and a line that lies equidistant between the center of Grantor's main track and the center of side track No. 6003 and the easterly and westerly extension thereof (said extension being parallel with the said main track); thence westerly along said equidistant line, 1,670 feet, more or less, to a line that lies parallel with and 25 feet normally distant easterly from the center of a spur track of the E.J. & E. Railway; thence northwesterly along said parallel line 22 feet, more or less, to a line that lies parallel with and 25 feet northerly from the center line of Grantor's main track; thence westerly along the last said parallel line 100 feet, more or less, to a line that lies parallel with and 25 feet normally distant westerly from the center line of said spur track; thence northwesterly along said parallel line, 100 feet, more or less, to the North line of Grantor's 100 foot wide right of way; thence westerly along said North line 90 feet, more or less, to the West right of way line of the Indiana Harbor Belt Railroad Company; thence southerly along said West right of way, line 55 feet, more or less, to a point on a line that lies parallel with and 25 feet normally distant northerly of the center line of Grantor's main track; thence westerly along said parallel line, 1,120 feet, more or less, to the West line of said Section 2; thence South along said West line 50 feet, more or less, to the North line of Dunes Highway (U.S. No. 12); thence easterly along said North line 3,065 feet, more or less, to the point of beginning.

Section 3

All that part of Grantor's operating right of way lying southerly of a line that lies parallel with and 25 feet northerly from the center line of Grantor's main track (also southerly of the southerly right of way line of the Indiana Toll Road at the Northwest corner), and lying northerly of Dunes Highway (U.S. No.12), and extending westerly from the East line of said Section 3 to the center line of Virginia Street; thence continuing westerly said right of way lying southerly of the southerly right of way line of the Indiana Toll Road, and northerly of Dunes Highway and the North line of Gateway Park to the West line of said Section 3. Subject to the rights of the public for Ohio Street, Tennessee Street, Virginia Street, and Broadway Street.

Section 4

All of Grantor's operating right of way lying southerly of the Indiana Toll Road and northerly of the following described line:

Beginning at the intersection of the West line of Monroe Street and the South line of Grantor's right of way; thence easterly along said South line 500 feet, more or less, to the Northeast corner of NIPSCO substation; thence South along the East line of said substation 150 feet, more or less, to the Southeast corner thereof; thence easterly at right angle 450 feet, more or less, to property corner; thence southeasterly along Grantor's property line 770 feet, more or less, to the East line of said Section 4. Said right of way bounded on the East by the East line of said Section 4 and bounded on the West by the West line of Monroe Street.

Also

All of Grantor's operating right of way 66 feet wide extending westerly from the West line of Monroe Street to the West line of said Section 4.

Section 5

All of Grantor's operating right of way 66 feet wide extending westerly from the East line of the North Half of said Section to the West line thereof. Subject to the rights of the public for Grant Street, Taft Street, Rutledge Street, and Bridge Street.

~~LESS AND EXCEPT FROM THE PROPERTY IN SECTION 5 HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBED AS LAKE COUNTY NICTD PARCEL NO. 13~~

Section 6

All that part of Grantor's operating right of way 66 feet wide extending westerly across the North Half of said Section 6, from the East line of said North Half, a distance of 78 feet, more or less, to the West line of the Re-subdivision of Gary Land Company's Sixth Subdivision; thence continuing westerly 958 feet, more or less, as measured along the centerline of Grantor's main track, to the Northeast line of the original 100 foot wide right of way of the former Norfolk and Western Railroad (now Norfolk Southern RR), and lying North of a line that lies parallel with and 77 feet southerly from the center line of Grantor's main track and lying South of a line that lies parallel with and 10 feet southerly from the center line of Grantor's most southerly Joint Interchange Track.

Also

All of Grantor's operating right of way 176 feet wide being 99 feet on the North side and 77 feet on the South side of the center line of Grantor's main track and extending westerly 337 feet, more or less, from the West line of Pennsylvania Railroad's (now Consolidated Rail Corp.) original right of way, to the East line Industrial Highway (Chase Street); thence continuing westerly said right of way 115.5 feet wide being 66 feet on the North side and 49.5 feet on the South side of the center line of said main track to the West line of said Industrial Highway; thence continuing westerly said right of way 236 feet wide being 99 feet on the North side and 137 feet on the South side of the center line of said main track and extending westerly to the East line of U.S. Highway 12; thence continuing westerly said right of way 176 feet wide being 99 feet on the North side and 77 feet on the South side of the centerline of said main track and extending westerly to the West line of said Section 6. Subject to the rights of the public to U.S. Highway 12.

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A triangular parcel of land lying south of the first said 176 foot wide right of way and westerly of said Pennsylvania Railroad's (now Consolidated Rail Corp.) original right of way, being all that property conveyed to Grantor by Marbon Corporation by deed dated December 9, 1946, and recorded in Book 772, page 265.

Township 36 North, Range 9 West of the Second Principal Meridian

Section 1

All that part of Grantor's operating right of way 100 feet wide extending westerly across the Southeast Quarter of said Section, from the East line of said Southeast Quarter to the East line of Durbin Street.

LESS AND EXCEPT FROM THE PROPERTY IN SECTION 1. HEREINABOVE DESCRIBED THAT PARCEL OF LAND DESCRIBE AS LAKE COUNTY NICTD PARCEL NO. 14

Also

All that part of Grantor's operating right of way 58 feet wide, lying southerly of a line that lies parallel with and 25 feet northerly from the centerline of Grantor's northernmost main track and northerly of South Bend Avenue and extending westerly from the West line of Durbin Street to the West line of said Section 1.

Section 2

All that part of Grantor's operating right of way in the Northeast Quarter of said Section 2, extending westerly from the East line of said Northeast Quarter to the West line of Alley 67 West, and lying southerly of a line parallel with and 25 feet normally distant southerly from the centerline of Grantor's northernmost main track and northerly of a line that lies parallel with and 33 feet normally distant southerly from the centerline of Grantor's southernmost main track.

Also

All that part of Grantor's operating right of way in the Northeast Quarter of said Section 2, extending westerly from the northerly straight line extension of the West line of Alley 67 West to the North and South centerline of said Section 2, and lying southerly of the Indiana Toll Road and northerly of a line that lies parallel with and 33 feet normally distant southerly from the centerline of Grantor's southernmost main track.

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All that part of Grantor's operating right of way in the Northwest Quarter of said Section 2, bounded on the East by the West line E.J. & E. Railroad Company's 100 foot wide right of way, on the Northeast by the southerly line of Indiana Toll Road, on the North by the North line of said Northwest Quarter and on the South by the following described line:

Beginning at the intersection of said West line of E.J. & E. Railroad and the South line of Lot 1, Block 1 of Oak Ridge on the Grand Calumet in the City of Gary; thence West along said South line 248 feet, more or less; thence North along the West line of said Lot 2, a distance of 106 feet, more or less, to the Northwest corner of said Lot 2; thence westerly along the North line of Lots 3, 4, 5, 6, 7, 8 and 9 of said Block 1 to the Northwest corner of Lot 10, said Block 1; thence westerly 80 feet, more or less, to a point on the West line of Lot 11, said Block 1, a distance of 75 feet southerly, as measured at right angle, from the centerline of Grantor's main track; thence westerly 641 feet, more or less, to the East line of Blain Street, a distance of 62 feet, more or less, southerly, as measured at right angle, from the centerline of said main track; thence South along said East line 65 feet, more or less, to a property corner; thence westerly 575 feet, more or less, to the North line of said Northwest Quarter, a distance of 52 feet, more or less, southerly, as measured at right angle, from the centerline of said main track.

Section 3

All that part of the Northwest Quarter of the Northwest Quarter of said Section 3, described as follows:

Beginning at point on the North line said Northwest Quarter of the Northwest Quarter, a distance of 314.53 feet, East of the Northwest corner of said Northwest Quarter of the Northwest Quarter; thence South 25 degrees, 54 minutes West, 97.34 feet to the North line of Michigan Street; thence northwesterly along last said North line, 210 feet, more or less, to the North line of said Section 3; thence easterly along last said North line 225 feet, more or less to the point of beginning.

Township 37 North, Range 9 West of the Second Principal Meridian

Section 35

All that part of Grantor's operating right of way in the Southwest Quarter of said Section 35, bounded on the North by the South line of said Section 35, bounded on the West by the West line of said Southwest Quarter; on the North by the Indiana Toll Road; on the South and East by the following property line:

Beginning at the Southwest corner of said Southwest Quarter; thence East along the South line of said Southwest Quarter a distance of 125 feet, more or less, to property corner; thence northerly 57 feet, more or less, to property corner; thence easterly along the South line of Grantor's right of way 600 feet, more or less, to a point on the South line of said Section 35; thence easterly along said South line a distance of 1,020 feet, more or less, to a point on the South line of the Indiana Toll Road.

Section 34

All that part of Grantor's operating right of way, 60 feet, more or less, extending westerly across the South Half of the South Half said Section 34, from the East line of Said South Half of the South Half to the West line thereof, and lying South of the Indiana Toll Road and lying North of a line that lies parallel with and 30 feet southerly from the center line of Grantor's southernmost main track.

Also

All that part of the Southwest Quarter of the Southwest Quarter of said Section 34, described as follows:

Beginning a point on the South line of said Southwest Quarter of the Southwest Quarter, a distance of 315 feet, more or less, East of the Southwest corner of said Southwest Quarter of the Southwest Quarter, said point being the Northeast corner of Grantor's Carroll Substation; thence West along said South line of the Southwest Quarter of the Southwest Quarter, a distance of 230

feet, more or less, to the North line of Michigan Street; thence northwesterly along the last said North line, 88 feet, more or less, to the West line of said Southwest Quarter of the Southwest Quarter; thence North along said West line, 52 feet, more or less, to a point, 25 feet southwesterly from the centerline of Grantor's Track No. 6703, as measured at right angle; thence southeasterly on a straight line, 318 feet, more or less, to the point of beginning.

Section 33

All of Grantor's operating right of way, 36 feet wide, extending westerly across the South Half of the South Half of said Section 33, from the East line to the West line of said South Half of the South Half of said Section 33.

Also

A strip of land 5 feet, more or less, north to south, by 115 feet, more or less, east to west, lying adjacent to and northerly of Grantor's 36 foot wide operating right of way and extending easterly from the West line of Penn Central Railroad (now Consolidated Rail Corporation) right of way.

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A strip of land 4 feet, more or less, north to south, by 300 feet, more or less, east to west, lying adjacent to and southerly of Grantor's 36 ft. wide operating right of way and extending westerly from the East line of Kennedy Avenue.

Section 32

All that part of Grantor's operating property in the South Half of the Southeast Quarter of said Section 32, described as follows:

A strip of land, 36 feet wide, extending westerly 1,255 feet, more or less, from the East line of said South Half of the Southeast Quarter to the East line of vacated Railroad Avenue; thence continuing westerly, said strip 100 feet wide, a distance of 430 feet, more or less, to the West line of vacated 60 foot wide Tod Place; thence continuing westerly, said strip 55 feet wide, more or less, lying northerly of a line that lies parallel with and 10 feet southerly from the centerline of Grantor's southernmost main track, a distance of 1,035 feet, more or less, to the East line of Indianapolis Boulevard. All above lying southerly of the Indiana Toll Road.

Also

All of Grantor's operating right of way, 113 feet wide, more or less, in the West Half of said Section 32, extending northwesterly, 2,430 feet, more or less, from the West line of Indianapolis Boulevard to the South line of Roxana Drive; thence

continuing northwesterly, said right of way, 55 feet wide, more or less, a distance 1,300 feet, more or less, to the West line of said Section 32. All above lying southerly of the Indiana Toll Road.

Section 31

All of Grantor's operating right of way, varying in width, in the East Half of the Northeast Quarter of said Section 31, extending northerly 2,230 feet, more or less, from the East line of said East Half of the Northeast Quarter of said Section 31 to the North line thereof; and lying westerly of the Indiana Toll Road and easterly of NIPSCO right of way.

Section 30

All of Grantor's operating right of way, varying in width, in the Southeast Quarter of said Section 30, extending northwesterly approximately 2,750 feet from the South line of the Southeast Quarter of said Section 30 to the East line of Columbia Avenue; and lying westerly of the Indiana Toll Road and easterly of the NIPSCO right of way.

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A triangular shaped parcel of land described as follows:

Beginning at the point of intersection of the South line of Hudson Street and the West line of Columbia Avenue; thence southerly along last said West line, a distance of 110 feet, more or less; thence northwesterly in a straight line, a distance of 240 feet, more or less, to a point on the South line of Hudson Street; thence easterly along last said South line a distance of 210 feet, more or less, to the point of beginning.

A part of Blocks 14 and 15 in Towle and Avery's Addition to the City of Hammond, described as follows:

Beginning at the point of intersection of the West line of Elm Street and the North line of the B & O CT Railroad right of way; thence westerly along last said North line, 300 feet, more or less, to the centerline of located Hickory Avenue; thence northerly along last said centerline, 25 feet, more or less, to the easterly extension of the South line of the North 16 feet 8 inches of Lot 22 in said Block 14; thence westerly along last said South line 170 feet, more or less, to the center line of the North and South alley through said Block 14; thence northerly along last said center line 55 feet, more or less; thence northwesterly in a straight line 66 feet, more or less, to a point the South line of Lot 30 in said Block 14; thence westerly along last said South line a distance of 75 feet, more or less, to a point on the East line of Ash Avenue; thence northerly along last said East line, a distance of 120 feet, more or less, to a point on a line parallel with and 12.5 feet normally southerly from the centerline of the

"CSS & S.B. Railroad/B & O CT. Railroad interchange track # 6801"; thence easterly along last said parallel line, a distance of 255 feet, more or less, to a point on the South line of NIPCO's right of way; thence southeasterly along last said South line, a distance of 85 feet, more or less, to a point on Grantor's North right of way line, said North right of way line being parallel with and approximately 10 feet northerly from the centerline of Grantor's northernmost main track; thence continuing southeasterly along last said North line, a distance of 290 feet, more or less, to a point on the West line of Elm Street; thence southerly along last said West line, a distance of 45 feet, more or less, to the point of beginning.

Also

Lots 13, 14, 15, 16, 17, 31, 32, 33, 34, 35 and 36 and the North Half of Lots 18 and 30 in Block 13 in Towle and Avery's Addition to the City of Hammond, together with that part of the located North and South alley lying adjacent to the Lots hereinabove described.

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Lots 13 through 17, inclusive, and Lots 32 through 36 inclusive, and the North Half of Lot 18 in Block 12 of Towle & Avery's Addition to the City of Hammond, together with that part of the vacated North and South alley lying adjacent to the Lots hereinabove described.

Also

Lots 13 through 16, inclusive, and Lots 33 through 36, inclusive, in Block 11, in Towle & Avery's Addition to the City of Hammond, together with that part of the vacated North and South alley lying adjacent to the Lots hereinabove described.

Lots 15, 16, 33, 34 and 35 in Block 10, in Towle & Avery's Addition to the City of Hammond, together with that part of the vacated North and South alley lying adjacent to the lots hereinabove described.

Township 37 North, Range 10 West of the Second Principal Meridian
Section 25

Certain property situated in the Southwest Quarter of Section 25, Township 37 North, Range 10 West of the Second Principal Meridian at Hammond, Lake County, Indiana described as follows:

Lots 15, 16, 33, 34, the South 6 feet of Lots 35 and the South 6 feet of that part of Lot 14, lying North and East of the right of way deeded to Chicago Calumet Terminal Railway Company on August 31, 1887 (recorded in Deed Record 42, pages 217 and 218), all in Block 11 of Hoffman's Third Addition to the City of Hammond.

Also

Lots 15, 16, 33 and 34 and the South 8 feet of Lot 35, in Block 10 of Hoffman's Third Addition to the City of Hammond.

Also

Certain property situated in the Northwest Quarter of the Southeast Quarter of Section 25, Township 37 North, Range 10 West of the Second Principal Meridian at Hammond, in Lake County, Indiana, and more particularly described as follows:

All that part of Lots 14, 15, 34 and 35, in Block 9, Hoffman's Third Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Also

All that part of Lots 16 and 33, Block 9, Hoffman's Third Addition to the City of Hammond, lying northerly of and adjacent to a line that lies parallel with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

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Also

All that part of Lots 14, 15, 34 and 35, in Block 8, Hoffman's Third Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Also

All that part of Lots 16 and 33, in Block 8, Hoffman's Third Addition to the City of Hammond, lying northerly of and adjacent to a line that lies parallel with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Also

All that part of Lots 14, 15, 34 and 35, Block 14, North Side Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Also

All that part of Lots 16 and 33, Block 14, East part of the North Side Addition to the City of Hammond, lying northerly of and adjacent to a line that lies parallel with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Also

All that part of Lots 14, 15, 34 and 35, in Block 15, North Side to the City of Hammond lying southerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Also

All that part of Lots 16 and 33, in Block 15, Re-subdivision of the East Part of the North Side Addition to the City of Hammond, lying northerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Also

All that part of Lots 13, 14, 34 and 35, in Block 16, Subdivision of the East Part of the North Side Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

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Also

All that part of Lots 15, 16, 33, and 34 in Block 16, Subdivision of the East Part of the North Side Addition to the City of Hammond, lying northerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Also

All that part of Lots 11, 12, 36 and 37, in Block 17, Re-subdivision of the East Part of the North Side Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Also

All that part of Lots 12, 13, 14, 35 and 36, in Block 17, Re-Subdivision of the East Part of the North Side Addition to the City of Hammond, lying northerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Also

Lots 9, 10, 11, 12, 13, 15 and 16 in Block 5, in the North Side Addition to the City of Hammond.

Also

Lots A, B and C in J.W. Eschenburg's State Line Addition to the City of Hammond, in Lake County, Indiana.

Also

Lots 1 through 17, inclusive in Bridges' Brunswick Street Addition to the City of Hammond, Lake County, Indiana.

Also

Lots 4 through 13 inclusive, in Block 6, North Side Addition to the City of Hammond, in Lake County, Indiana.

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Also
All that part of Lots 13, 14, 15 and 16 in Eschenburg's State Line Addition to the City of Hammond, which lies southerly of Grantor's North right of way line, said North right of way line being parallel and/or concentric with and 35 feet, more or less, normally distant northerly from the center line of Grantor's northernmost main track.

Also

All that part of Lots 17 through 27, inclusive, Eschenburg's State Line Addition to the City of Hammond, together with that portion of vacated Gostlin Street and LaSalle Street, lying southwesterly of and adjacent to a line that lies parallel and/or concentric with and 15 feet normally distant northeasterly from the center line of the Grantor's northernmost main track.



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STOP



EXHIBIT B

St. Joseph County, Indiana



EXHIBIT B

St. Joseph County, Indiana

St. Joseph County Miscellaneous Parcel No. 1

All that part of Lot Seven (7) and Lot Eight (8) as shown on the recorded plat of Grand View, which said plat is dated September 1, 1908, and recorded October 28, 1908 in Plat Book 9, at Page 98 of the Records of the Office of the Recorder of St. Joseph County, a subdivision of the West Half of the Southwest Quarter of Section 4, Township 37 North, Range 2 East, lying northerly and easterly of a line parallel and/or concentric with and 25 feet normally distant northerly from the center of Chicago SouthShore and South Bend Railroad Company's (CSS&SB RR) Airport District Lead Track.

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St. Joseph County Miscellaneous Parcel No. 2

A parcel of land located in the East Half of the East Half of Section 31, Township 38 North, Range 1 East, more particularly described as follows;

Beginning at a point that is located South 00 degrees 02 minutes West along the East line of Section 31 a distance of 1212.23 feet and West 1230.20 feet from the Northeast corner of Section 31, Township 38 North, Range 1 East of the Second Principal Meridian, St. Joseph County, State of Indiana;

Thence South 00 degrees 03 minutes East 1048.76 feet to the point of curve;

Thence Southeasterly along the length of curve 660.89 feet, South 40 degrees 20 minutes East on a long chord 607.77 feet, with a radius of 470.00 feet, with central angle of 80 degrees 34 minutes, with a degree of curve of 12 degrees 12 minutes 30 seconds, with a tangent of 398.35 feet and middle ordinate of 111.45 feet to the point of tangent, said point being on the northerly line of the 99.5 foot wide right of way of the Chicago SouthShore and South Bend Railroad Company (CSS);

Thence easterly along last said northerly right of way line a distance of 250 feet, more or less, to a point on a line parallel with and 600 feet normally distant westerly from the East line of said Section 31;

Thence South along last said parallel line a distance of 35 feet, more or less, to a point on a line parallel with and 30 feet normally distant northerly from centerline of the main track of CSS;

Thence westerly along last said parallel line a distance of 689 feet, more or less, to a point on a line parallel with and 56 feet normally distant easterly from the West line of the East Half of the East Half of said Section 31;

Thence North along last said parallel line a distance of 35 feet, more or less, to a point on the northerly line of the 99.5 foot wide right of way of CSS;

Thence North 00 degrees 03 minutes West 1440.37 feet;

Thence East 40.00 feet to the point of beginning.

Being that property conveyed by Carborundum Company to the Chicago South Shore and South Bend Railroad by deed dated September 13, 1971 and recorded in Book 743 at Page 326, St. Joseph County, Indiana and a portion of that property conveyed by the Northern Indiana Railway, Inc. to the Chicago South Shore and South Bend Railroad Company by deed dated April 17, 1936 and recorded in Volume 288 at Page 522.

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St. Joseph County Freight Default Parcel No. 1

A tract of land situated in the North Half of the Northwest Quarter of Section 10, Township 37 North, Range 2 East of the Second Principal Meridian at South Bend, in St. Joseph County, Indiana and more particularly described as follows:

Commence at the point of intersection of the South line of the North 50 feet of the aforesaid North Half of the Northwest Quarter of Section 10 and the East line of 80 foot wide Bendix Drive;

Thence southerly along last said East line a distance of 56 feet., more or less, to a point on a line parallel and/or concentric with and 10 feet normally distant northerly from the centerline of Chicago South Shore and South Bend Railroad Company's (CSS&SB RR) northerly most track (Track No. 0105), being the POINT OF BEGINNING;

Thence southeasterly along last said parallel and/or concentric line, a distance of 400 feet, more or less, to its point of intersection with a line parallel and/or concentric with and 15 feet normally distant northerly from Chicago South Shore and South Bend Railroad Company's (CSS&SB RR) main track;

Thence westerly along last said parallel and/or concentric line a distance of 400 feet, more or less, to a point on the aforesaid East line of Bendix Drive;

Thence northerly along last said East line a distance of 87 feet, more or less to the point of beginning.

St. Joseph County Freight Default Parcel No. 2

A track of land situated in the North Half of the Northwest Quarter of Section 10, the South Half of the Southwest Quarter of Section 3, and the South Half of Section 4, Township 37 North, Range 2 East of the Second Principal Meridian at South Bend, in St. Joseph County, Indiana, and more particularly described as follows:

Beginning at the point of intersection of the West line of 80 feet wide Bendix Drive and the North property line of the Chicago SouthShore and South Bend Railroad Company (CSS&SB RR), said point also being 48.03 feet southwesterly from the North line of said Section 10 as measured along the West line of Bendix Drive.

Thence southwesterly along the aforesaid West line of Bendix Drive a distance of 110 feet, more or less, to a point on a line parallel and/or concentric with and 15 feet normally distant northerly from the center of Chicago SouthShore and South Bend Railroad Company's (CSS&SB RR) main track;

Thence westerly along last said parallel and/or concentric line a distance of 315 feet, more or less, to a point on the North line of aforesaid Section 10;

Thence continuing westerly along last said parallel and/or concentric line a distance of 825 feet, more or less, to a point on the West line of aforesaid Section 3;

Thence westerly along last said parallel and/or concentric line a distance of 3,110 feet, more or less, to a point on a line parallel with and 300 feet normally distant westerly from the North and South centerline of said Section 4;

Thence northerly along last said parallel line a distance of 50 feet, more or less, to the northerly right of way line of the former Northern Indiana Railway, Inc., predecessor of the Chicago SouthShore and South Bend Railroad Company (CSS&SB RR), as defined in deed recorded in Deed Book 240, at Page 572-5 in the records of the Office of the Recorder of Deeds of St. Joseph County;

Thence southeasterly along the northerlymost right of way and property line of the Chicago SouthShore and South Bend Railroad Company (CSS&SB RR) as defined in deeds recorded in Deed Book 240, Page 572-5; Deed Book (Order Book 45), Page 352; Deed Book (Order Book 29), Page 380; Deed Book (Order Book 31), Page 394, a distance of 3,950 feet, more or less, to a point 193 feet westerly from the West line of Kaley's Second Addition to the City of South bend, as measured along the aforesaid northerlymost right of way line;

Thence easterly a distance of 330 feet, more or less, to the point of beginning.

St. Joseph County Freight Default Parcel No. 3

All that part of the Chicago SouthShore and South Bend Railroad Company's (CSS&SB RR) Airport District Lead Track right of way situated in the West Half of the Northwest Quarter of Section 34, the Southwest Quarter of the Southwest Quarter of Section 27, and the East Half of Section 28, Township 38 North, Range 2 East of the Second Principal Meridian, St. Joseph County, Indiana, lying northerly of a line parallel to and 115 feet south from the North line of the Southwest Quarter of the Northwest Quarter of Said Section 34.

St. Joseph County Freight Default Parcel No. 3A

All that part of the Chicago SouthShore and South Bend Railroad Company's Airport Industrial Track right of way situated in the North Half of the Southeast Quarter and the South Half of the Northeast Quarter of Section 33, Township 38 North, Range 2 East of the Second Principal Meridian and extending westerly from the West line of Bendix Drive.

St. Joseph County Freight Default Parcel No. 4

A tract of land situated in the Northwest Quarter of Section 6, Township 37 North, Range 2 East of the Second Principal Meridian, St. Joseph County, Indiana, described as follows:

Beginning at the point of intersection of the West line of the Northwest Quarter of said Section 6 (centerline of Pine Road) and a line parallel with and 15 feet normally distant northerly from the centerline of the Chicago SouthShore and South Bend Railroad Company's (CSS&SB RR) main track;

Thence easterly along last said parallel line a distance of 2670 feet, more or less, to a point on the North and South centerline of said Section 6;

Thence north along last said centerline a distance of 50 feet, more or less, to the North right of way and property line of the former Northern Indiana Railway, Inc. predecessor of the Chicago SouthShore and South Bend Railroad Company (CSS&SB RR) as defined in deed dated April 17, 1936 and recorded in Deed Book 288 at Page 513, St. Joseph County, Indiana;

Thence westerly along last said north right of way and property line a distance of 2670 feet, more or less, to a point on the West line of the Northwest Quarter of said Section 6;

Thence south along last said West line a distance of 50 feet, more or less, to the point of beginning.

St. Joseph County Freight Default Parcel No. 5

A parcel of land situated in the East Half of the East Half of Section 31, Township 38 North, Range 1 East of the Second Principal Meridian, St. Joseph County, Indiana, described as follows:

Beginning at the point of intersection of the East line of said Section 31 and a line parallel with and 30 feet normally distant northerly from the centerline of the main track of the Chicago SouthShore and South Bend Railroad Company (CSS);

Thence westerly along last said parallel line a distance of 600 feet, more or less, to a point on a line parallel with and 600 feet normally distant westerly from the East line of said Section 31;

Thence northerly along last said parallel line a distance of 35 feet, more or less, to a point on the North line of the 99.5 foot wide right of way of the CSS;

Thence easterly along last said North line a distance of 600 feet, more or less, to the point on the East line of said Section 31;

Thence South along last said East line a distance of 35 feet, more or less, to the point of beginning.

St. Joseph County Freight Default Parcel No. 6

A tract of land situated in the East Half of the Northwest Quarter of Section 36, Township 38 North, Range 1 West, St. Joseph County, Indiana, described as follows:

Beginning at the point of intersection of the North and South centerline of said Section 36 and the southerly right of way and property line of the Chicago SouthShore and South Bend Railroad Company as defined in deed from William Inwood and Wife, dated May 4, 1903 and recorded in Deed Book 125, Page 34, St. Joseph County;

Thence northwesterly along last said Southerly line a distance of 700 feet;

Thence northeasterly at a right angle to the last described line a distance of 40 feet, more or less, to a point on a line parallel and/or concentric with and 15 feet normally distant southerly from the centerline of the Chicago SouthShore and South Bend Railroad Company's (CSS&SB RR) main track;

Thence easterly along last said parallel line a distance of 685 feet, more or less, to a point on the North and South centerline of said Section 36;

Thence southerly along last said centerline a distance of 110 feet, more or less, to the point of beginning.

Subject to the rights of the public for that portion of Walnut Street lying within the eastern boundary of the above described property.

St. Joseph County Freight Default Parcel No. 6A

A tract of land situated in the West Half of the Quarter of Section 36, Township 38 North, Range 1 West of the Second Principal Meridian, St. Joseph County, Indiana, described as follows:

Beginning at the point of intersection of the East line of the West Half of the Northeast Quarter of said Section 36 and the South right of way and property line of the Chicago SouthShore and South Bend Railroad Company (CSS&SB RR);

Thence northwesterly along last said South line a distance of 616 feet to a property corner;

Thence northeasterly at a right angle to the last described course a distance of 95 feet, more or less, to a point on a line parallel and/or concentric with and 15 feet normally distant southerly from the centerline of the main track of the Chicago SouthShore and South Bend Railroad Company (CSS&SB RR);

Thence southeasterly along last said parallel line a distance of 620 feet, more or less, to a point on the East line of the West Half of the Northeast Quarter of said Section 36;

Thence south along last said East line a distance of 30 feet, more or less, to the point of beginning.

St. Joseph County, NICTD, Parcel No. 1

A tract of land situated in the North Half of the Northwest Quarter of Section 10, Township 37 North, Range 2 East of the Second Principal Meridian at South Bend, in St. Joseph County, Indiana, and more particularly described as follows:

Commence at the point where the north line of vacated 66 foot wide Merry Avenue, said north line being common with the south line of 66 foot wide Washington Avenue, intersects the west line of 50 foot wide Olive Street, and run northwesterly along said north line of vacated Merry Avenue and along the northwesterly straight line extension thereof, a distance of 880 feet more or less to the Point of Beginning at the intersection of said north line of vacated Merry Avenue with the West line of 60 foot wide Meade Street; Thence continue northwesterly along the straight line extension of the last described course, being along the aforesaid north line of vacated Merry Avenue, a distance of 88 feet more or less to a property corner at the intersection of the last said north line with the southeasterly extension of the south line of 80 foot wide Washington Avenue; Thence northwesterly along said south line of 80 foot wide Washington Avenue, a distance of 580 feet more or less

to the south line of the North 50 feet of the aforesaid North Half of the Northwest Quarter of Section 10; Thence westerly along the last said south line, a distance of 170 feet more or less to the east line of 80 foot wide Bendix Drive; Thence southerly along said east line of Bendix Drive, a distance of 56 feet more or less to a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's northernmost track; Thence southeasterly along said parallel and/or concentric line, a distance of 830 feet more or less to the aforesaid west line of Meade Street; Thence northerly along said west line of Meade Street, a distance of 50 feet more or less to return to the point of beginning.

Also, all right, title and interest, if any, that the Grantor may have to the west half of Meade Street lying east of and adjacent to the east line of the above described parcel, and to the east half of Bendix Drive lying west of and adjacent to the west line of the above described parcel.

St. Joseph County, NICTD, Parcel 2

Certain property situated in the Northeast Quarter of the Northeast Quarter of Section 34, Township 38 North, Range 1 West of the Second Principal Meridian at New Carlisle, St. Joseph County, Indiana, and more particularly described as follows:

All that part of Lots 5, 6, and 7 in Zigler's Addition to the Town of New Carlisle, lying northerly of and adjacent to a line that lies parallel with and 10 feet normally distant northeasterly from the center of Grantor's main track.



EXHIBIT B

La Porte County, Indiana



EXHIBIT B

LaPorte County, Indiana

LaPorte County Miscellaneous Parcel No. 1

All that property situated in the Southwest Quarter of the Southwest Quarter of Section 28, and in the Southeast Quarter of the Southeast Quarter of Section 29, all in Township 38 North, Range 1 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Commencing at the point where the centerline of the main track of the Chicago SouthShore and South Bend Railroad (CSS) intersects the East line of said Southeast Quarter of the Southeast Quarter of said Section 29, and run westerly along said main track centerline, 669 feet;

Thence run southerly parallel with said East line of the Southeast Quarter of the Southeast Quarter of said Section 29, 41 feet, more or less, to a point 40 feet perpendicularly distant southerly from said main track centerline, being the POINT OF BEGINNING;

Thence continue southerly along said parallel line, 162 feet, more or less, to a line that lies parallel with and 200 feet normally distant southerly from said main track centerline;

Thence easterly along the last said parallel line 1,345 feet to a point and corner;

Thence northerly at a right angle to the last described course, 160 feet to a line that lies parallel with and 40 feet normally distant southerly from said main track centerline;

Thence westerly along the last said parallel line, 1,370 feet, more or less, to the point of beginning.

LaPorte County Miscellaneous Parcel No. 2

All that property situated in the East Half of the Southeast Quarter of Section 29, Township 38 North, Range 1 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Commence at the point where the centerline of the main track of the Chicago SouthShore and South Bend Railroad intersects the East line of said Southeast Quarter of the Southeast Quarter and run westerly along said main track centerline, 669 feet;

Thence northerly parallel with said East line, 34 feet, more or less, to a point 33 feet perpendicularly distant northerly from said main track centerline, being the POINT OF BEGINNING;

Thence continue northerly parallel with said East line, to the South shore of Hudson Lake;

Thence easterly along the meandering of said South shore line of Hudson Lake, 675 feet, more or less, to the aforesaid East line of the Southeast Quarter of the Southeast Quarter;

Thence southerly along said East line to a line that lies parallel with and 33 feet normally distant northerly from said main track centerline;

Thence westerly along the last said parallel line, 669 feet to return to the point of beginning.

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That part of the Southeast Quarter of Section 29, Township 38 North, Range 1 West of the Second Principal Meridian, LaPorte County, Indiana, described as:

All of Lot "A" lying North of and adjacent to a line that lies parallel with and 26 feet normally distant northerly from the centerline of the main track of the Chicago SouthShore and South Bend Railroad.

LaPorte County Miscellaneous Parcel No. 4

That part of the West Half of the East Half of Section 29, Township 38 North, Range 1 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Begin on the West line of said West Half of the East Half of Section 29 at a point 20 feet North of the Southwest corner of said West Half of the East Half, and run easterly parallel with the South line of said Section 29, 901.5 feet to a point and corner;

Thence northerly parallel with the aforesaid West line of the West Half of the East Half, 630 feet, more or less, to a line that lies parallel with and 45 feet normally distant southerly from the centerline of the main track of the Chicago SouthShore and South Bend Railroad Company;

Thence westerly along the last said parallel line, 902 feet, more or less, to said West line of the West Half of the East Half;

Thence southerly along the last said West line, 780 feet, more or less, to the point of beginning.

LaPorte County Miscellaneous Parcel No. 5

That part of the West Half of the East Half of Section 29, Township 38 North, Range 1 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Commence on the West line of said West Half of the East Half of said Section 29 at a point 20 feet North of the Southwest corner of said West Half of the East Half, and run easterly parallel with the South line of said Section 29, 901.5 feet to a point and corner;

Thence northerly, parallel with the aforesaid West line of the West Half of the East Half, 710 feet, more or less, to a point 35 feet perpendicularly distant northerly from the centerline of the main track of the Chicago South Shore and South Bend Railroad, being the POINT OF BEGINNING;

Thence continuing northerly along the straight line extension of the last described course, to the South shore line of Hudson Lake;

Thence northwesterly along the meandering of said South shore line of Hudson Lake, to the aforesaid West line of the West Half of the East Half of Section 29;

Thence southerly along the last West line, to a line that lies parallel with and 35 feet normally distant northerly from said main track centerline;

Thence easterly along the last said parallel line, a distance of 902 feet, more or less, to return to the point of beginning.

LaPorte County Miscellaneous Parcel No. 6

All of the South 49.5 feet of the North 65.5 feet of the Southwest Quarter of Section 29, Township 38 North, Range 3 West of the Second Principal Meridian, LaPorte County, Indiana.

Also

All of the South 49.5 feet of the North 65.5 feet of the Southeast Quarter of Section 30, Township 38 North, Range 3 West of the Second Principal Meridian, LaPorte County, Indiana.

Also

All of the North 49.5 feet of the East Half of the Southwest Quarter

of Section 30, Township 38 North, Range 3 West of the Second Principal Meridian, LaPorte County, Indiana.

Also

All of the North 50 feet of the West Half of the Southwest Quarter of Section 30, Township 38 North, Range 3 West of the Second Principal Meridian, LaPorte County, Indiana.

LaPorte County Miscellaneous Parcel No. 7

That part of the West Half of the East Half of Section 25, Township 38 North, Range 4 West of the Second Principal Meridian, Laporte County, Indiana, that is described as follows:

Commence at the Northwest corner of the South 990 feet of said West Half of the East Half of Section 25, and run South 89 degrees 19 minutes East, a distance of 697.12 feet;

Thence North 0 degrees 46 minutes West, a distance of 50 feet to the Point of Beginning;

Thence continuing North 0 degrees 46 minutes West, a distance of 230.44 feet to a point of curve;

Thence northeasterly on a curve to the left having a radius of 435.28 feet (the long chord of which lies North 27 degrees 4 minutes 57.5 seconds East 406.90 feet), a distance of 432.11 feet;

Thence North 0 degrees 46 minutes West, 420.00 feet to a point of curve;

Thence northeasterly on a curve to the right having a radius of 453.34 feet (the long chord of which lies North 17 degrees 52 minutes 50.5 seconds East 289.90 feet), a distance of 295.09 feet;

Thence South 89 degrees 19 minutes East, 342.03 feet to the east line of the West Half of the Southeast Quarter of said section;

Thence northerly along the last said east line a distance of 200 feet, more or less, to a line parallel with and 47 feet normally distant southerly from the center of the main track of the Chicago SouthShore and South Bend Railroad;

Thence westerly along the last said parallel line, a distance of 1,290 feet, more or less, to a point 110 feet normally distant easterly from the center of U. S. Highway No. 212;

Thence southerly parallel with said Highway center, a distance of 402.12 feet;

Thence westerly at a right angle, 30 feet;

Thence southerly parallel with said Highway centerline, a distance of 200.49 feet;

Thence westerly at a right angle, a distance of 30 feet;

Thence southerly parallel with said Highway centerline, a distance of 216.55 feet, more or less, to a point and property corner;

Thence South 89 degrees, 19 minutes East, 360 feet;

Thence South 1 degree, 23 minutes East, 250 feet;

Thence easterly in a straight line, a distance of 287 feet, more or less, to return to the point of beginning

LaPorte County Miscellaneous Parcel No. 8

That part of the Southeast Quarter of Section 27, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, described as a 60 foot wide parcel of land lying southerly of and adjacent to a line that lies parallel and/or concentric with and 47 feet normally distant southerly from the center of the main track of the Chicago, South Shore and South Bend Railroad, and extending easterly a distance of 1,425 feet, more or less, as measured along the North line of said 60 foot strip from the West line of the Southeast Quarter of said Section 27 to a line that is parallel with and 1,425 feet normally distant easterly from West line of the Southeast Quarter of said Section 27.

LaPorte County Miscellaneous Parcel No. 9

That part of the Southeast Quarter of Section 27, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Beginning at the Northwest corner of the South Half of the Northeast Quarter of the Southeast Quarter of said Section 27;

Thence southwesterly in a straight line, a distance of 680 feet, more or less, to the point where the northerly extension of the West face of an existing car wash building intersects a line that lies parallel with and 200 feet normally distant northerly from the center of Grantor's Track CY-1;

Thence easterly along said parallel line and along the easterly straight line of extension thereof, a distance 1,325 feet, more or less, to the center of Trail Creek;

Thence southerly along the meandering of said center of Trail Creek, a distance of 195 feet, more or less, to the easterly straight line extension of a line that lies parallel with and 10 feet normally distant northerly from the center of aforesaid track CY-1;

Thence easterly along the last said parallel line and its easterly straight line extension, a distance of 515 feet, more or less, to the East line of said Southeast Quarter of Section 27;

Thence northerly along said East line of the Southeast Quarter, a distance of 860 feet, more or less, to the North line of said South Half of the Northeast Quarter of the Southeast Quarter of Section 27;

Thence westerly along said North line, a distance of 1,320 feet, more or less, to return to the point of beginning.

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LaPorte County Miscellaneous Parcel No. 10

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That part of the Southwest Quarter of Section 27, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

STOP
Beginning at the intersection of the easterly extension of the South line of the 25 foot wide portion of Holliday Street and the East line of the aforesaid Southwest Quarter of Section 27;

Thence run southerly along said East line, being along the center of 50 foot wide Roeske Avenue, a distance of 99 feet to a point;

Thence westerly at a right angle to the 1st described course, a distance of 200 feet to a corner of that 1.62 acre tract of land acquired by the Chicago, South Shore and South Bend Railroad from C.H. Terry by deed dated August 26, 1955 (recorded Deed Book 253, page 465);

Thence northerly at a right angle to the last described course, a distance 99 feet, more or less, to the aforesaid South line of Holliday Street;

Thence westerly along said South line of Holliday Street, a distance of 235 feet to a point;

Thence northerly at a right angle to the least described course, a distance of 170 feet, more or less, to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's track #3201, said track #3201 being adjacent to and immediately South of Grantor's main track;

Thence easterly along last said parallel line a distance of 250 feet, more or less, to a point on a line parallel and/or concentric with and 10 feet normally distant southerly from the centerline of Grantor's track #3202;

Thence easterly along last said parallel and/or concentric line a distance of 185 feet, more or less, to a point on the East line of the Southwest Quarter of said Section 27;

Thence southerly along the last said East line, a distance of 130 feet, more or less, to return to the point of beginning.

LaPorte County Miscellaneous Parcel No. 11

That part of Lot 4, Block 14, Ridgeland Addition to the City of Michigan City, lying South of the South line of Holliday Street as described in Document No. 79-00209;

That part of Lot 4, Block 13, Ridgeland Addition to the City of Michigan City, lying South of the South line of Holliday Street as described aforesaid;

That part of Lot 4, Block 12, Ridgeland Addition to the City of Michigan City, lying South of the South line of Holliday Street as described aforesaid; and,

That part of Lot 4, Block 11, Ridgeland Addition to the City of Michigan City lying South of the South line of Holliday Street as described aforesaid; all being situated in the Southwest Quarter of Section 27, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana.

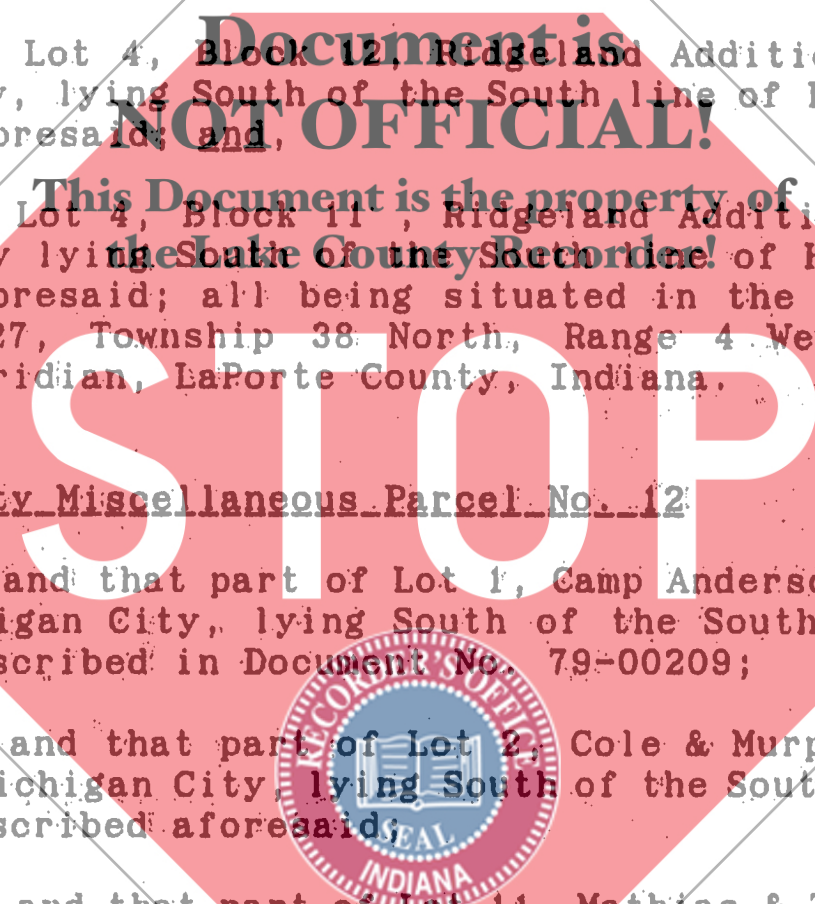
LaPorte County Miscellaneous Parcel No. 12

All of Lot 4 and that part of Lot 1, Camp Anderson Addition to the City of Michigan City, lying South of the South line of Holliday Street as described in Document No. 79-00209;

All of Lot 3 and that part of Lot 2, Cole & Murphey's Addition to the City of Michigan City, lying South of the South line of Holliday Street as described aforesaid;

All of Lot 10 and that part of Lot 11, Mathias & Ziegler's Addition to the City of Michigan City, lying South of the South line of Holliday Street as described aforesaid; and,

All of Lot 15 and that part of Lot 16, Schofield's Addition to the City of Michigan City, lying South of the South line of Holliday Street as described aforesaid; all being situated in the Southeast Quarter of Section 28, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana.



LaPorte County Miscellaneous Parcel No. 13

All of a 100 foot wide parcel of land lying South of and adjacent to a line that lies parallel with and 66 feet normally distant southerly from the South line of 40 foot wide Holliday Street, said parcel situated in the Southeast Quarter of Section 28, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, extends westerly, a distance of 368 feet, more or less, from the West line of 40 foot wide Dickson Street, to the East line of a 15 foot wide alley.

LaPorte County Miscellaneous Parcel No. 14

That part of the Southeast Quarter of Section 28, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Beginning at a point on the East line of 40 foot wide School Street, 146 feet South of the westerly extension of the South line of 40 foot wide Holliday Street, and run easterly a distance of 124 feet, more or less, to the West line of a 15 foot wide alley;

Thence northerly along said West line, a distance of 70 feet, more or less, to a line that lies parallel and/or concentric with and 25 feet normally distant southerly from the center of the main track of the Chicago, SouthShore and South Bend Railroad;

Thence westerly along said parallel and/or concentric line a distance of 125 feet, more or less, to said East line of School Street;

Thence southerly along said East line of School Street, a distance of 58 feet, more or less, to return to point of beginning.

LaPorte County Miscellaneous Parcel No. 15

All that part of Lots 2 and 3, Lambka's Addition to the City of Michigan City, lying North of a line that lies parallel and/or concentric with and 25 feet normally distant northerly from the center of the main track of the Chicago, SouthShore and South Bend Railroad;

All that part of Lots 3 and 4, Lambka's Addition to the City of Michigan City, lying South of a line that lies parallel and/or concentric with and 25 feet normally distant southerly from said main track center;

All that part of Lots 1, 2 and 3, Block 8, Burr's Addition to the City of Michigan City, lying South of the South line of relocated and widened Eleventh Street; all being situated in the South Half of Section 28, Township 38 North, Range 4 West for the Second Principal Meridian LaPorte County, Indiana.

LaPorte County Miscellaneous Parcel No. 16

All that part of the right of way and property of the Michigan City Branch of the former Louisville and Nashville Railroad Company, now Chicago, SouthShore and South Bend Railroad, extending northerly across the Northwest Quarter of Section 32, and the West Half of Section 29, Township 38 North, Range 4 West of the Second Principal Meridian, from the North line of Chicago Street to the South line of Michigan Street near Buffalo Street; including, all adjacent Michigan City Branch spur track and Industry spur track right of way and property of various widths extending southeasterly from the South line of Chicago Street.

LaPorte County Freight Default Parcel No. 1

That part of the South Half of the Northeast Quarter and that part of the North Half of the Southeast Quarter of Section 25, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Begin at the point where a line that lies parallel with and 47 feet normally distant southerly from the center of the main track of the Chicago, South Shore & South Bend Railroad intersects the east line of U.S. Highway No. 212, said east line being a line parallel with and 110 feet normally distant easterly from the north and south centerline of said Section 25, and run easterly along said line that lies parallel with the center of said main track, a distance of 2,000 feet;

Thence northerly at a right angle to the last described course, a distance of 37 feet, more or less, to a point 10 feet perpendicularly distant southerly from said main track center;

Thence westerly parallel with said main track center, a distance of 1,980 feet, more or less, to the aforesaid east line extension of Highway 212;

Thence southerly along the last said east line, a distance of 38 feet, more or less, to return to the point of beginning.

LaPorte County Freight Default Parcel No. 1A

That part of the Southwest Quarter, Northwest Quarter of the Southeast Quarter, Southeast Quarter of the Northwest Quarter, and Southwest Quarter of the Northeast Quarter of Section 26, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Begin at the point where the east line of the 200 foot wide property of CSX Rail Transport intersects the north line of the 140 foot wide property of the Northern Indiana Public Service Company, and run easterly along said north property line, a distance of 690 feet, more or less, to the east line of the West 450 feet of the East Half of the Southwest Quarter;

Thence northerly along the last said east line a distance of 585 feet, more or less, to the southeast line of a 150 foot wide strip of land lying southeast of the 100 foot property of CSX Rail Transport;

Thence northeasterly along the southeast line of said 150 foot wide strip, a distance of 2,900 feet, more or less, to the east line of said Southwest Quarter of the Northeast Quarter;

Thence northerly along the last said west line, a distance of 200 feet, more or less, to the southeast line of the property of aforesaid CSX Rail Transport;

Thence southwesterly along the last said Southeast line, a distance of 3,500 feet, more or less, to the west line of the East Half of the Southwest Quarter;

Thence south along the last said west line, a distance of 85 feet to a property corner;

Thence southwesterly in a straight line, a distance 330 feet, more or less, to return to the point of beginning.

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Also

Two 22 foot wide strips of land in the Southwest Quarter of Section 26, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, as described in an easement from NIPSCO to the Chicago South Shore and South Bend Railroad Co. dated December 31, 1956, and recorded in Book 263, page 229, said strips lying 11 feet wide on each side of the centerline described as follows:

First, begin at a point on the south line of the Northern Indiana Public Service Company right of way, said south right of way line also being the north right of way line of the Chicago South Shore and South Bend Railroad, said point being 130 feet westerly of the east line of the Southwest Quarter of the Southwest Quarter of said Section 26, measured along the south line of said Northern Indiana Public Service Company right of way;

Thence northeasterly along a curve with the center of said curve being to the northwest, said curve having a radius of 478.34 feet, a distance of 250 feet, more or less, to a point on the north line of said Northern Indiana Public Service Company right of way, said point being 91 feet east of the west line of the Southeast Quarter of the Southwest Quarter of said Section 26; and,

Second, begin at a point on the south line of the Northern Indiana Public Service Company right of way, said south right of way line also being the north right of way line of the Chicago South Shore and South Bend Railroad, said point being 869 feet easterly of the west line of the Southeast Quarter of the Southwest Quarter of said Section 26, measured along the south line of said Northern Indiana Public Service Company right of way;

Thence northwesterly along a curve with the center of said curve being to the northeast to a point on the north line of said Northern Indiana Service Company right of way, said point being 370 feet, more or less, east of the west line of the Southeast Quarter of the Southwest Quarter of said Section 26.

LaPorte County Freight Default Parcel No. 2

That part of the Southwest Quarter of Section 27, Township 3 B North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Beginning at the point of intersection of the West line of the Southeast Quarter of said Section 27 and a line parallel with and 47 feet normally distant southerly from the centerline of Grantor's main track;

Thence easterly along last said parallel line a distance of 1,425 feet, more or less, to a point on a line parallel with and 1,425 feet normally distant easterly from the West line of the Southeast Quarter of said Section 27;

Thence northerly along last said parallel line a distance of 24 feet, more or less, to a point on the easterly straight line extension of a line equidistant between the centerline of Grantor's track #3201 and the centerline of Grantor's track #3202, said tracks lying adjacent to and southerly of Grantor's main track;

Thence westerly along last said equidistant line a distance of 1,425 feet, more or less, to a point on the West line of the Southeast Quarter of said Section 27;

Thence South along last said West line a distance of 24 feet, more or less, to the point of beginning.

LaPorte County Freight Default Parcel No. 3

That part of the Southwest Quarter of Section 27, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Commencing at the intersection of the South line of original 40 foot wide Rose Street and the West line of 50 foot wide Roeske Avenue; run southerly along said West line of Roeske Avenue, a distance of 160 feet to the point of beginning;

Thence westerly at a right angle to the last described course, a distance of 100 feet;

Thence northerly parallel with said West line of Roeske Avenue, a distance of 160 feet, more or less, to the aforesaid South line of original 40 foot wide Rose Street;

Thence westerly along the last said South line, a distance of 1,200 feet, more or less, to the East line of 50 foot wide Carroll Avenue;

Thence southerly along said East line, a distance of 60 feet, more or less, to the North line of the 100 foot wide property of the original Lake Erie & Western Railroad;

Thence southeasterly along said North property line of the original Lake Erie & Western Railroad a distance of 470 feet, more or less, to a point on a line equidistant between the center line of Grantor's main track and Grantor's track CY-1;

Thence easterly along said equidistant line, a distance of 925 feet, more or less, to the aforesaid West line of Roeske Avenue;

Thence northerly along said West line, a distance of 185 feet, more or less, to return to the point of beginning.

Also, all of the West Half of Roeske Avenue situated adjacent thereto.

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~~LaPorte County Freshly Platted Parcel No. 4~~

That part of the Southeast Quarter of Section 27, Township 38 North, Range 4 West of the Second Principal Meridian LaPorte County, Indiana, described as follows:

Beginning at the point where the West line of said Southeast Quarter intersects a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's Track CY-3;

Thence easterly along the last parallel and/or concentric line, a distance of 390 feet, more or less, to the East line of the West 390 feet of the aforesaid Southeast Quarter of Section 27;

Thence northerly along said East line, a distance of 190 feet to a point;

Thence westerly at a right angle to the last described course, a distance of 390 feet to the West line of the aforesaid Southeast Quarter of Section 27;

Thence southerly along the last said West line, a distance of 155 feet, more or less, to return to the point of beginning.

Subject to the rights of the public, if any, in that part of Roeske Avenue situated within the westerly limits of the above described parcel.

LaPorte County Freight Default Parcel No. 5

That part of the North Half of Section 31, and that part of the East Half of Section 30, and that part of the West Half of Section 29, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Parcel A - Beginning at a point on the East line of Francisco Street 242 Feet North of the North line of Fourth Street;

Thence easterly perpendicular to said East line of Francisco Street, a distance of 124 feet;

Thence easterly along a line 200 feet northerly from aforesaid North line of Fourth Street, a distance of 321.8 feet;

Thence southerly at a right angle to the last described course, a distance of 200 feet to said North line of Fourth Street;

Thence easterly along said North line, a distance 20 feet;

Thence northerly at a right angle to the last described course, a distance of 203.9 feet;

Thence easterly in a straight line, a distance of 525.8 feet to a point;

Thence southerly at a right angle to the last described course, a distance of 50 feet to the North line of Michigan Street;

Thence easterly along said North line of Michigan Street, a distance of 1020.48 feet, more or less, to a point and corner;

Thence northerly at a right angle to the last described course, a distance of 55 feet to a point;

Thence westerly parallel with said North line Michigan Street, a distance of 400 feet to a point and property corner;

Thence westerly along the South property line of the Northern Indiana Public Service Company (not a straight line), a distance of 1,655 feet, more or less, to a point 59.25 feet westerly from the West line of Francisco Avenue extended and 340 feet westerly from the West line of Francisco Avenue extended and 340 feet northerly from said North line of Fourth Street;

Thence southerly parallel with said West line of Francisco Avenue, a distance of 100 feet to a point;

Thence easterly at a right angle to the last described course, a distance of 59.25 feet to said West line of Francisco Avenue;

Thence northerly along the last said West line a distance of 35 feet, more or less, to a point and corner;

Thence easterly at a right angle to the last described course, a distance of 40 feet to return to the point of beginning;

Parcel B - Beginning at a point 59.25 feet westerly from the West line of Francisco Avenue extended and 340 feet northerly from the North line of Fourth Street;

Thence southerly parallel with said West line of Francisco Avenue, a distance of 120 feet to a point;

Thence westerly in a straight line, a distance of 1,155 feet, more or less, to a corner at the intersection of the northerly straight line extension of the West line of Fourth Street with the South line of Sherman Avenue extended;

Thence southerly in a straight line, being in part along said West line of Fourth Street and its straight line extension, a distance of 2,900 feet, more or less, to a line parallel and/or concentric with and 33 feet normally distance northerly from the center of the main track of the Chicago, South Shore and South Bend Railroad;

Thence westerly along said parallel and/or concentric line, a distance of 550 feet, more or less, to a point and property corner;

Thence northeasterly along the East line of the property of the Northern Illinois Public Service Company, a distance of 4,613 feet, more or less, to return to the point of beginning.

LaPorte County Freight Default Parcel No. 6

That part of Grantor's 66 foot wide right of way located in the West Half of Section 31, Township 38 North, Range 4 West, as described as follows:

Beginning at the point of intersection of the West line of 66 foot wide Fox Lake Avenue and the North line of Grantor's 66 foot wide right of way;

Thence southwesterly along last said North line a distance of 50 feet;

Thence southeasterly at right angles to the last described course a distance of 22 feet, more or less, to a point on a line equidistant between the center line of Grantor's main track and the center line of Grantor's yard head Track No. 3502;

Thence northeasterly along last said equidistant line a distance of 2,050 feet, more or less, to a point equidistant between Grantor's yard head track # 3502 and Grantor's side track # 3598;

Thence continuing northeasterly along last said equidistant line a distance of 175 feet;

Thence westerly at right angles to the last described course a distance of 5 feet, more or less, to a point on the West line of Grantor's 66 foot wide right of way;

Thence southwesterly along last said West line a distance of 2,175 feet, more or less, to the point of beginning.

LaPorte County Freight Default Parcel No. 7

That part of the West Half of Section 29, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Beginning at a point on the North line of 72 foot wide Fourth Street, 324 feet East from the South line of 100 foot wide Michigan Street;

Thence easterly along said North line 123.81 feet to the southerly extension of the East line of 66 foot wide Tennessee Street;

Thence northerly along last said East line 223.4 feet to said South line of Michigan Street;

Thence westerly along last said South line 119.3 feet to a point 400 feet easterly from said intersection of the South line of Michigan Street with the North line of Fourth Street;

Thence southerly 181.8 feet to return to the point of beginning.

LaPorte County Freight Default Parcel No. 8

That part of the West Half of Section 29, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, described as follows:

Beginning at the point where the southerly extension of the East line of 66 foot wide Tennessee Street intersects the South line of 72 foot wide Fourth Street;

Thence southerly along last said East line 326.42 feet;

Thence westerly at right angles to the last described course 20 feet;

Thence northerly at right angles to the last described course 69.1 feet;

Thence westerly at right angles to the first described course 30 feet;

Thence northerly parallel with said East line of Tennessee Street extended 252.53 feet to the aforesaid South line of Fourth Street;

Thence easterly along last said South line 50.23 feet to return to the point of beginning.

LaPorte County Freight Default Parcel No. 9

All of a 100 foot wide parcel of land, lying 50 feet on either side of the centerline of the main track of the Michigan City Branch of the former Louisville and Nashville Railroad Company, now Chicago SouthShore and South Bend Railroad, and extending northerly across the West Half of the West Half of Section 8 and the West Half of the West Half of Section 5, all in Township 37 North, Range 4 West, and the Southwest Quarter of Section 32, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, from the North line of Kiefer Road in said West Half of the West Half of Section 8, to the North line of said Southwest Quarter of Section 32.

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All of the right of way and property of the Chicago SouthShore and South Bend Railroad on that portion of the Michigan City Branch of the former Louisville and Nashville Railroad Company, and extending northerly across the Northwest Quarter of Section 32, Township 38 North, Range 4 West of the Second Principal Meridian, from the South line of the Northwest Quarter of said Section 32 to the South line of Chicago Street.

LaPorte County Freight Default Parcel No. 10

All that part of the right of way and property of the Michigan City Branch of the former Louisville and Nashville Railroad Company, now Chicago SouthShore and South Bend Railroad Company, extending in a general easterly direction across the North Half of Section 29, Township 38 North, Range 4 West of the Second Principal Meridian, LaPorte County, Indiana, from the North line of Michigan Street near Buffalo Street, to the end of ownership near the intersection of Second Street and Taylor Street; including all adjacent Michigan City Branch spur track and industry spur right of way and property.

Laporte County NICTD Parcel No. 3

Certain property situated in the Southeast Quarter of the Southwest Quarter of Section 28, and in the Northeast Quarter of the Northwest Quarter of Section 33, Township 38 North, Range 1 West of the Second Principal Meridian at Hudson, in La Porte County, Indiana, and more particularly described as follows:

All that part of Lots 13, 14 and 15, in the Village of Hudson, lying southerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's main track.

Subject to the rights of the public in that east-west roadway situated within the southerly limits of the above described parcel.

Laporte County NICTD Parcel No. 4

A tract of land situated in the Northwest Quarter of the Southwest Quarter and in the Southwest Quarter of the Northwest Quarter of Section 25, Township 38 North, Range 2 West of the Second Principal Meridian in La Porte County, Indiana, and more particularly described as follows:

Begin at a point 120 feet perpendicularly distant easterly from the west line of said Southwest Quarter of the Northwest Quarter of Section 25, and 20 feet perpendicularly distant northerly from the south line of said Southwest Quarter of the Northwest Quarter; Thence run southerly parallel with the west line of said Section 25, a distance of 44 feet more or less to a line parallel with and 10 feet normally distant northerly from the center of Grantor's northernmost track (main track); Thence westerly along said parallel line, a distance of 100 feet more or less to the east line of Birchim Road; Thence northerly along said east line of Birchim Road, a distance of 44 feet more or less to the north line of the South 20 feet in equal width of the aforesaid Southwest Quarter of the Northwest Quarter of Section 25; Thence easterly along the last said north line, a distance of 100 feet more or less to return to the point of beginning.

Also, all right, title and interest, if any, that the Grantor may have to the east half of Birchim Road situated westerly of and adjacent to the west line of the above described parcel.

Laporte County NICTD Parcel No. 5

A tract of land situated in the East Half of the Northeast Quarter of Section 25, Township 38 North, Range 3 West of the Second Principal Meridian, in La Porte County, Indiana, and more particularly described as follows:

Commence at the point where the south line of the original 120 foot wide property of the former Chicago, Lake Shore and South Bend Railway Company intersects the west line of the aforesaid East Half of the Northeast Quarter of Section 25, and run easterly along said south right of way line, being along a line that lies parallel with

and 65 feet normally distant southerly from the center of Grantor's main track, a distance of 120 feet to the Point of Beginning; Thence northerly at a right angle to the last described course, a distance of 55 feet more or less to a line that lies parallel with and 10 feet normally distant southerly from said main track center; Thence easterly along the last said parallel line, a distance of 90 feet more or less to the west line of Wilhelm Road; Thence southeasterly along said west line of Wilhelm Road, a distance of 70 feet more or less to the aforesaid line that lies parallel with and 65 feet normally distant southerly from said main track center; Thence westerly along the last said parallel line, being along said south line of Grantor's original 120 foot wide property, 128 feet more or less to return to the point of beginning.

Also all right, title and interest, if any, that the Grantor may have to the west half of Wilhelm Road situated adjacent to the east line of the above described parcel.

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Laporte County NICTD Parcel No. 6

Certain property situated in the Southeast Quarter of the Northeast Quarter of Section 29, Township 38 North, Range 4 West of the Second Principal Meridian at Michigan City, in La Porte County, Indiana, and more particularly described as follows:

All of Lots 12 and 13, Block 87, Land Company's Addition to Michigan City.

Laporte County NICTD Parcel No. 7

Certain property situated in the East Half of the Southwest Quarter of Section 27, Township 38 North, Range 4 West of the Second Principal Meridian at Michigan City, LaPorte County, Indiana, and more particularly described as follows:

Substation Parcel - Begin at the intersection of the south line of original 40 foot wide Rose Street and the west line of 50 foot wide Roeske Avenue; Thence run southerly along said west line of Roeske Avenue, a distance of 160 feet to a point; Thence westerly at a right angle to the last described course, a distance of 100 feet; Thence northerly parallel with said west line of Roeske Avenue, a distance of 160 feet more or less to the aforesaid south line of original 40 foot wide Rose Street; Thence easterly along the last said south line, a distance of 100 feet more or less to return to the point of beginning.

Subject to the rights of the public, if any, in the north 10 feet in equal width of the above described parcel.

Parking Parcel - Commence at the intersection of the easterly extension of the south line of the 25 foot wide portion of Holliday Street and the east line of the aforesaid East Half of the Southwest Quarter of Section 27; Thence run southerly along said east line, being along the center of 50 foot wide Roeske Avenue, a distance of 99 feet to a point; Thence westerly at a right angle to the last described course, a distance of 200 feet to the Point of Beginning, being a corner with that 1.62 acre tract of land acquired by the Chicago, South Shore and South Bend Railroad from C. H. Terry by deed dated August 26, 1955 (recorded Deed Book 253, page 465); Thence northerly at a right angle to the last described course, a distance of 99 feet more or less to the aforesaid south line of Holliday Street; Thence westerly along said south line of Holliday Street, a distance of 235 feet to a point; thence northerly at a right angle to the last described course, a distance of 170 feet more or less to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's southernmost track; Thence westerly along said parallel and/or concentric line, a distance of 453 feet more or less to the northeast line of the 100 foot wide property of the original Lake Erie & Western Railroad; Thence southeasterly along said northeast line of the 100 foot wide property of the original Lake Erie & Western Railroad, a distance of 830 feet more or less to Grantor's property corner, said point situated 200 feet perpendicularly distant westerly from the aforesaid east line of the East Half of the Southwest Quarter of Section 27 being the southeast corner of the aforesaid 1.62 acre tract acquired August 26, 1955; Thence northerly in a straight line, a distance of 140.58 feet to return to the point of beginning.

Subject to the rights of the public in that part of Holliday Street situated within the limits of the above described parcel, a resolution to open Holliday Street having been adopted by the Board of Public Works of the City of Michigan City, August 1, 1911.

Also a Shop Parcel

A tract of land situated in the Southeast Quarter of Section 27, Township 38 North, Range 4 West of the Second Principal Meridian at Michigan City, in LaPorte County, Indiana, and more particularly described as follows:

Begin at the southwest corner of the North 500 feet of the Northwest Quarter of the Southeast Quarter of said Section 27; Thence run easterly along the south line of said North 500 feet of the Northwest Quarter of the Southeast Quarter, a distance of 1320 feet more or less to the southeast corner thereof in the west line of the East Half of the Southeast Quarter of said Section 27; Thence southerly along said west line, a distance of 140 feet more or less to the northwest corner of the South Half of the Northeast Quarter

of the Southeast Quarter of said Section 27; Thence southwesterly in a straight line, a distance of 680 feet more or less to the point where the northerly extension of the west face of an existing car wash building intersects a line that lies parallel with and 200 feet normally distant northerly from the center of Grantor's track CY-1; Thence easterly along said parallel line and along the easterly straight line extension thereof, a distance of 1325 feet more or less to the center of Trail Creek; Thence southerly along the meanderings of said center of Trail Creek, a distance of 195 feet more or less to the easterly straight line extension of a line that lies parallel with and 10 feet normally distant northerly from the center of aforesaid track CY-1; Thence westerly along the last said parallel line and its easterly straight line extension, and along a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of said track CY-1, a distance of 2100 feet more or less to the west line of the aforesaid Southeast Quarter of Section 27; Thence northerly along said west line of the Southeast Quarter of Section 27, a distance of 35 feet more or less to a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's Track CY-3; Thence easterly along the last parallel and/or concentric line, a distance of 390 feet more or less to the east line of the West 390 feet of the aforesaid Southeast Quarter of Section 27; Thence northerly along said east line, a distance of 190 feet to a point; Thence westerly at a right angle to the last described course, a distance of 390 feet to the west line of the aforesaid Southeast Quarter of Section 27; Thence northerly along the last said west line, a distance of 565 feet more or less to return to the point of beginning.

Subject to the rights of the public, if any, in that part of Roeske Avenue situated within the westerly limits of the above described parcel.



EXHIBIT B

Porter County, Indiana



EXHIBIT B

Porter County, Indiana

Porter County Miscellaneous Parcel No. 1

All of Lot 1, Block 131, Frederick H. Bartlett's Lake Shore Unit Two, a Subdivision of the East Half of fractional Section 35 and the West Half of fractional Section 36, Township 38 North, Range 5 West, and the East Half of Section 2 and the North Half of Section 1, Township 37 North, Range 5 West of the Second Principal Meridian, Porter County, Indiana, said parcel being irregular in shape fronts 74.59 feet on the West line of 66 foot wide Central Avenue and 299.09 feet on the South line of the original 66 foot wide right of way of the Chicago, SouthShore and South Bend Railroad, and is situated in said North Half of Section 1

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Porter County Miscellaneous Parcel No. 2
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All of Lots 1 and 2, Resubdivision of Lot 6, Frederick M. Bartlett's Chicago SouthShore and South Bend Railroad Dunes Highway Unit, and of Lot 9, Block 221, Frederick M. Bartlett's Beverly Shores Unit "J"; said property situated in the Southeast Quarter of Section 9, Township 37 North, Range 5 West of the Second Principal Meridian, Porter County, Indiana, fronts 203.1 feet on the North line of Dunes Highway, and 204.91 feet on the South line of the original 80 foot wide property of said railroad.

Porter County Miscellaneous Parcel No. 3

That part of the Northwest Quarter of Section 27, Township 37 North, Range 6 West of the Second Principal Meridian, Porter County, Indiana, described as follows:

All of Lots 1, 2, 3, 4, 5, and 6, Johnson Sisters Subdivision (recorded Recorder's Office of Porter County, Miscellaneous Record 10, Page 341) and All of Lots 9, 10, 11, 12, and 13, Johnson Sisters Subdivision, as recorded aforesaid;

Also, that irregular tract described as: Beginning at the Southeast corner of aforesaid Lot 13, Johnson Sisters Subdivision, said point being in the North line of Dunes Highway;

Thence northerly along the East line of said Lot 13, a distance of 328.89 feet to the South line of the original 80 foot wide right of way of the Chicago SouthShore and South Bend Railroad;

Thence easterly along said South line, a distance of 1,310 feet, more or less, to the East line of said Northwest Quarter of Section 27;

Thence southerly along the last said East line, a distance of 60 feet, more or less, to a point and corner;

Thence southwesterly in a straight line, a distance of 810 feet, more or less, to a point on the aforesaid North line of Dunes Highway 675.55 feet easterly from the point of beginning as measured along said North line;

Thence westerly along said North line of Dunes Highway, a distance of 675.55 feet to return to the point of beginning.

~~Porter County Freight Default Parcel No. 1~~

A parcel of land situated in the South Half of Section 23, the Northwest Quarter of the Northwest Quarter of Section 26, the North Half of Section 27, and the East Half of Section 28, all in Township 37 North, Range 6 West of the Second Principal Meridian, Porter County, Indiana, described as follows:

Beginning at the point of intersection of the North and South centerline of said Section 23 and a line equidistant between the centerline of the main track of the Chicago South Shore and South Bend Railroad Company, (CSS), and the centerline of CSS Track No. 4502;

Thence westerly along last said equidistant line a distance of 7,693 feet, more or less, to a point on the northerly extension of the West line of Lot 9, Johnson Sisters Subdivision (recorded in Miscellaneous Record 10, Page 341, Porter County);

Thence southerly along last said West line extension a distance of 40 feet, more or less, to a point on the South line of the original 80 foot wide right of way of the CSS;

Thence easterly along last said South line a distance of 1,950 feet, more or less, to a point on the North and South centerline of said Section 27;

Thence south along last said centerline a distance of 15 feet, more or less, to a point on a line parallel with and 62 feet normally distant southerly from the centerline of the aforesaid main track;

Thence easterly along last said parallel line a distance of 723 feet;

Thence North along a line parallel to the North and South centerline of said Section 27 a distance of 15 feet, more or less, to a point on the South line of the original 80 foot wide right of way of the CSS;

Thence easterly along last said South line a distance of 5,020 feet, more or less, to the point of beginning.

Porter County Freight Default Parcel No. 2

A parcel of land situated in the North Half of Section 27 and the East Half of Section 28, Township 37 North, Range 6 West of the Second Principal Meridian, Porter County, Indiana, described as follows:

Beginning at a point on the North line of the original 80 foot wide right of way of the Chicago, SouthShore and South Bend Railroad Company, (CSS), 142 feet westerly from the East line of said Section 27, as measured along said North line;

Thence westerly along the last said North line a distance of 8,750 feet, more or less, to a point on the North and South centerline of said Section 28;

Thence South along last said centerline a distance of 20 feet, more or less, to a point on a line equidistant between the centerline of the main track of the CSS and CSS Track No. 4504.

Thence easterly along last said equidistant line a distance of 8,750 feet, more or less, to a point on a line at right angles to the aforesaid main track, 142 feet westerly from the East line of said Section 27 as measured along the North line of the original 80 foot wide right of way of the CSS;

Thence northerly at right angles to the aforesaid main track a distance of 20 feet, more or less, to the point of beginning.

Also

All of a 40 foot wide strip of land lying 12 feet to the South and 20 feet to the North of the center of Chicago, SouthShore and South Bend Railroad Track No. 4530, and extending westerly across the East Half of Section 28, Township 37 North, Range 6 West of the Second Principal Meridian, LaPorte County, Indiana, from the North line of the property of said railroad, a distance of 940 feet, more or less, as measured along the center of said Track No. 4530, to the North line of the property of the Northern Indiana Public Service Company.

Porter County Freight Default Parcel No. 3

All that part of the North Half of Section 31, Township 37 North, Range 6 West of the Second Principal Meridian, Porter County, Indiana, described as parcel of land lying southerly of and adjacent to a line that lies equidistant between the centerline of the main track of the Chicago SouthShore and South Bend Railroad and the centerline of CSS Track No. 5002, said parcel extends easterly a distance of 1,750 feet, as measured along said equidistant from the West line of said Section 31.

Porter County Freight Default Parcel No. 4

A parcel of land situated in the East Half of Section 36, Township 37 North, Range 7 West of the Second Principal Meridian, Porter County, Indiana, described as all that part of the right of way of the Chicago SouthShore and South Bend Railroad Company (CSS) lying southerly of a line equidistant between the centerline of the main track of the CSS and the centerline of CSS Track No. 5002 and extending westerly from the East line of said Section 36, a distance of 1700 feet, more or less, to the centerline of the existing roadway entrance to Midwest Steel.

Porter County NICTD Parcel No. 8

That tract of land situated in the South Half of the Northwest Quarter and in the North Half of the Southwest Quarter of Section 10, Township 37 North, Range 5 West of the Second Principal Meridian at Beverly Shores, in Porter County, Indiana, and more particularly described as follows:

Begin at the point where a line that lies parallel with and 33 feet normally distant northwesterly from the center of Grantor's main track intersects the east line of 80 foot wide Broadway, said point situated 180 feet, more or less, southerly from the intersection of said east line of Broadway with the south line of 50 foot wide Service Avenue as measured along said east line of Broadway; Thence run northeasterly along said parallel line, being along Grantor's north property line, a distance of 300 feet; Thence southeasterly at a right angle to the last described course, a distance of 23 feet more or less to a line that lies parallel with and 10 feet normally distant northwesterly from said main track center; Thence southwesterly along the last said parallel line, a distance of 300 feet more or less to the aforesaid east line of Broadway; Thence northwesterly along said east line of Broadway, a distance of 23 feet more or less to return to the point of beginning.

Also, all right, title, and interest, if any, that the Grantor may have to the east half of Broadway situated westerly of and adjacent to the west line of the above described parcel.

Porter County NICTD Parcel No. 9

Certain property situated in the Southeast Quarter of the Northwest Quarter of Section 24, Township 37 North, Range 6 West of the Second Principal Meridian, Porter County, Indiana, and more particularly described as follows:

North Parcel - Commence at the point where a line that lies parallel with and 33 feet normally distant northwesterly from the center of Grantor's main track intersects the west line of said Southeast Quarter of the Northwest Quarter of Section 24, and run northeasterly along said parallel line, a distance of 190 feet to the Point of Beginning; Thence continue northeasterly along the straight line extension of the last described course, a distance of 40 feet; Thence southeasterly at a right angle to the last described course, a distance of 23 feet more or less to a line that lies parallel with and 10 feet normally distant northerly from the center of Grantor's main track; Thence southwesterly along the last said parallel line, a distance of 40 feet; Thence northwesterly at a right angle to the last described course, a distance of 23 feet more or less to return to the point of beginning.

South Parcel - Commence at the point where a line that lies parallel with and 33 feet normally distant northwesterly from the center of Grantor's main track intersects the west line of said Southeast Quarter of the Northwest Quarter of Section 24, and run northeasterly along said parallel line, a distance of 190 feet to a point; Thence southeasterly at a right angle to the last described course, a distance of 43 feet more or less to the Point of Beginning in a line that lies parallel with and 10 feet normally distant southerly from the center of Grantor's main track; Thence continue southeasterly along the straight line extension of the last described course, a distance of 37 feet more or less to a line that lies parallel with and 47 feet normally distant southeasterly from said main track center; Thence northeasterly along the last said parallel line, a distance of 835 feet to a point; Thence northwesterly at a right angle to the last described course, a distance of 37 feet more or less to the aforesaid line that lies parallel with and 10 feet normally distant southeasterly from said main track center; Thence southwesterly along the last said parallel line, a distance of 835 feet more or less to return to the point of beginning.

Porter County NICTD Parcel No. 10

A tract of land situated in the Northeast Quarter of the Northeast Quarter of Section 27, Township 37 North, Range 6 West of the Second Principal Meridian at Dunes Acres, in Porter County, Indiana, and more particularly described as follows:

Begin at a point on a line that lies parallel with and 33 feet normally distant northwesterly from the center of Grantor's main track, 142 feet southwesterly from the east line of said Northeast Quarter of the Northeast Quarter of Section 27 as measured along said parallel line; Thence run southeasterly perpendicular to said parallel line, a distance of 23 feet more or less to a line that lies parallel with and 10 feet normally distant northwesterly from said main track center; Thence northeasterly along the last said parallel line, a distance of 100 feet more or less to the west line of Mineral Springs Road; Thence northerly along said west line of Mineral Springs Road, a distance of 24 feet more or less to the aforesaid line that lies parallel with and 33 feet normally distant northwesterly from said main track center; Thence southwesterly along the last said parallel line, being along Grantor's north property line, a distance of 112 feet more or less to return to the point of beginning.

Also, all right, title, and interest, if any, that the Grantor may have to the west half or Mineral Springs Road situated east of and adjacent to the east line of the above described parcel.

Porter County NICTD Parcel No. 11

Certain property situated in the Southwest Quarter of the Northeast Quarter and in the East Half of the Northeast Quarter of Section 35, Township 37 North, Range 7 West of the Second Principal Meridian, Porter County, Indiana, and more particularly described as follows:

East Parcel - Begin at the intersection of the east line of 80 foot wide Hillcrest Road with the north line of 70 foot wide Dunes Highway, said point being 40 feet perpendicularly distant southerly from the center of Grantor's main track; Thence run easterly parallel with said main track center, and along said north line of Dunes Highway, a distance of 1000 feet; Thence northerly at a right angle to the last described course, a distance of 30 feet more or less to a line that lies parallel with and 10 feet normally distant southerly from said main track center; Thence westerly along the last said parallel line, a distance of 1000 feet more or less to the aforesaid east line of Hillcrest Road; Thence southerly along said east line of Hillcrest Road, a distance of 30 feet more or less to return to the point of beginning.

Also, all right, title and interest, if any, that the Grantor may have to the east half of Hillcrest Road lying west of and adjacent to the west line of the above described parcel.

West Parcel - Begin at the intersection of the west line of 80 foot wide Hillcrest Road with the north line of 70 foot wide Dunes Highway, said point being 40 feet perpendicularly distant southerly from the center of Grantor's main track; Thence run westerly parallel with said main track center, and along said north line of Dunes Highway, a distance of 940 feet more or less to the west line of the aforesaid Southwest Quarter of the Northeast Quarter of Section 35; Thence northerly along the last said west line, a distance of 30 feet more or less to a line that lies parallel with and 10 feet normally distant southerly from said main track center; Thence easterly along the last said parallel line, a distance of 936 feet more or less to the aforesaid west line of Hillcrest Road; Thence southerly along said west line of Hillcrest Road, a distance of 30 feet more or less to return to the point of beginning.

Also, all right, title and interest, if any, that the Grantor may have to the west half of Hillcrest Road lying east of and adjacent to the east line of the above described parcel.



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EXHIBIT B

STOP

Lake County, Indiana



EXHIBIT B

Lake County, Indiana

Lake County Miscellaneous Parcel No. 1

That part of the Southeast Quarter of Section 6, Township 36 North, Range 7 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Beginning at the point where the Southeast line of 113 foot wide Dunes Highway intersects the North line of 80 foot wide Seventh Avenue;

Thence run northeasterly along said Southeast line of Dunes Highway, a distance of 365 feet, more or less, to the East line of said Southeast Quarter of Section 6;

Thence South along said East line, a distance of 250 feet, more or less, to said North line of Seventh Street;

Thence westerly along said North line, a distance of 295 feet, more or less, to return to the point of beginning.

Lake County Miscellaneous Parcel No. 2

That part of the South Half of Section 2, Township 36 North, Range 8 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Beginning at the point where a line that lies parallel with and 77 feet normally distant northerly from the center of the main track of the Chicago SouthShore and South Bend Railroad intersects the West line of the 60 foot wide Taylor Road;

Thence westerly along said parallel line, a distance of 1,780 feet, more or less, to a line that lies parallel and/or concentric with and 25 feet normally distant easterly from the center of a spur track of the E. J. & E. Railway;

Thence southerly along said parallel and/or concentric line, a distance of 96 feet, more or less, to a line that lies parallel with and 25 feet normally distant northerly from the aforesaid center of the main track of the Chicago SouthShore and South Bend Railroad;

Thence easterly along the last said parallel line, a distance of 1,690 feet, more or less, to the aforesaid West line of Taylor Road;

Thence northerly along said West line, a distance of 50 feet, more or less, to return to the point of beginning.

Lake County Miscellaneous Parcel No. 3

A parcel of land situated in the North Half of the Southwest Quarter of Section 2, Township 36 North, Range 8 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Beginning at the point of intersection of the West line of said Section 2 and a line parallel to and 25 feet normally distant northerly of the centerline of the main track of the Chicago SouthShore and South Bend Railroad Company (CSS);

Thence easterly along last said parallel line a distance of 1,120 feet, more or less, to a point on the West right of way line of the Indiana Harbor Belt Railroad Company;

Thence northerly along the aforesaid West right of way line a distance of 55 feet, more or less, to a point on the north property line of the aforesaid CSS;

Thence westerly along last said North line a distance of 1,140 feet, more or less, to a point on the West line of said Section 2;

Thence southerly along last said West line a distance of 60 feet, more or less, to the point of beginning.

Lake County Miscellaneous Parcel No. 4

A parcel of land situated in Section 3, Township 36 North, Range 8 West of the Second Principal Meridian in Lake County, Indiana, described as follows:

Beginning at the point of intersection of the East line of said Section 3 and a line parallel and/or concentric with and 25 feet normally distant northerly from the centerline of the main track of the Chicago, SouthShore and South Bend Railroad Company (CSS);

Thence westerly along last said parallel line a distance of 3,235 feet, more or less, to a point on the southerly right of way line of the Indiana Toll Road;

Thence easterly along last said southerly line a distance of 490 feet, more or less, to a point on the northerly right of way line of said CSS;

Thence southeasterly along said northerly right of way line a distance of 2,725 feet, more or less, to a point on the East line of said Section 3;

Thence south along last said East line a distance of 60 feet, more or less, to the point of beginning.

Subject to the rights of the public for that portion of 80 foot wide Tennessee Street and 90 foot wide Ohio Street lying within the property hereinabove described.

Lake County Miscellaneous Parcel No. 5

That part of the Northeast Quarter of Section 1, Township 36 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Beginning at the point where a line that lies parallel and/or concentric with and 25 feet normally distant northerly from the center of the Chicago, SouthShore and South Bend Railroad's northernmost main track intersects the West line of 60 foot wide Durbin Street:

Thence westerly along said parallel and/or concentric line, a distance of 635 feet, more or less, to the southerly extension of the West line of original 30 foot wide Ralston Street;

Thence northerly along the last said West line extended a distance of 30 feet, more or less, to the South line of original 30 foot wide Second Place;

Thence easterly along the last said South line, a distance of 630 feet, more or less, to said West line of Durbin Street;

Thence southerly along the last said West line, a distance of 30 feet, more or less, to return to the point of beginning.

Lake County Miscellaneous Parcel No. 6

That part of the North Half of Section 1, and that part of the Northeast Quarter of Section 2, Township 36 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

All that irregular shaped strip of land lying south of and adjacent to the South right of way line of the Indiana Toll Road; West of and adjacent to the southerly extension of the West line of original 30 foot wide Ralston Street; East of and adjacent to the northerly extension of the West line of 20 foot wide Alley 67 West (said Alley situated just West of Hobart Street); and, North of and adjacent to a line that lies parallel and/or concentric with and 25 feet normally distant northerly from the center of the northernmost main track of the Chicago, SouthShore and South Bend Railroad, the distance between said West line of Ralston Street extended, and the West line Alley 67 West extended, measures 4,265.

feet, more or less, along said line that lies parallel and/or concentric with and 25 feet normally distant northerly from said center of northernmost main track.

Lake County Miscellaneous Parcel No. 7

That part of the East Half of Section 2, Township 36 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Beginning at the point where a line that lies parallel with and 33 feet normally distant southerly from the center of the southernmost main track of the Chicago SouthShore and South Bend Railroad intersects the East line of the 100 foot wide right of way of the E. J. & E. Railroad;

Thence easterly along said parallel and/or concentric line, a distance of 1,510 feet, more or less, to the West line of 20 foot wide Alley 67 West;

Thence southerly along said West line of Alley 67 West, to the North line of Fourth Avenue;

Thence westerly along said north line of Fourth Avenue, to the west line of Fairbanks Street;

Thence southerly along said West line of Fairbanks Street, to a point 111 feet North of the North line of Fifth Avenue;

Thence westerly parallel with said North line of Fifth Avenue, a distance of 100 feet;

Thence southerly parallel with said West line of Fairbanks Street, a distance of 111 feet to said North line of Fifth Avenue;

Thence westerly along said North line of Fifth Avenue to the aforesaid East line of the 100 foot wide right of way of the E. J. & E. Railroad;

Thence northerly along said East right of way line, to return to the point of beginning.

Lake County Miscellaneous Parcel No. 8

That part of the Northeast Quarter of Section 3, Township 36 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Beginning at the point where the East line of the West 65 feet of the East Half of said Northeast Quarter intersects a line that lies

parallel and/or concentric with and 30 feet normally distant southwesterly from the center of a spur track of the Chicago SouthShore and South Bend Railroad, said point being approximately 65 feet East and 130 feet South from the Northwest corner of said East Half of the Northeast Quarter;

Thence northwesterly along said parallel and/or concentric line, a distance of 175 feet, more or less, to a point in the West line of the East 75 feet of the West Half of said Northeast Quarter;

Thence south along said West line, to a point 1,029.15 feet South from the North line of said Northeast Quarter;

Thence southwesterly, to a point 100 feet West and 1,079.15 feet South from the Northeast corner of the aforesaid West Half of the Northeast Quarter;

Thence south parallel with the East line of said West Half of the Northeast Quarter, to the North line of Dunes Highway;

Thence southeasterly along the first said North line to the aforesaid East line of the West Half of the Northeast Quarter;

Thence north along the last said East line, to a point 1,192.90 feet South from the aforesaid Northeast corner of the West Half of the Northeast Quarter;

Thence easterly at a right angle to the last described, a distance of 65 feet;

Thence northerly in a straight line, to return to the point of beginning.

Lake County Miscellaneous Parcel No. 9

That part of the West Half of Section 32, Township 37 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Commence at a point on the West line of West Half, 2,125.02 feet South from the Northwest corner thereof;

Thence South $88^{\circ}49'$ East, a distance of 354.39 to a point on the South right of way line of the E. J. & E. railroad, being the POINT OF BEGINNING;

Thence South $35^{\circ}31'19''$ East, 542.50 feet to the South bank of the channel of the Grand Calumet River;

Thence South $36^{\circ}34'36''$ West, 117.32 feet;

Thence South $61^{\circ}57'50''$ East, 825.58 feet;

Thence North $00^{\circ}04'18''$ East, 17.5 feet;

Thence North $53^{\circ}07'41''$ West, 126.11 feet;

Thence on a tangential curve to the right, convex to the Southwest and having a radius of 1,835.08 feet, an arc distance of 563.8 feet;

Thence North $35^{\circ}31'19''$ West, 109.93 feet;

Thence South $44^{\circ}47'36''$ West, 28.78 feet;

Thence North $35^{\circ}31'19''$ West, to the aforesaid South right of way line of the E. J. & E. Railroad;

Thence westerly along said South right of way line, a distance of 124.74 feet to return to the point of beginning; excepting two triangular parcels of land off the West side thereof falling within the limits of the Indiana Public Service Company.

Lake County Miscellaneous Parcel No. 10

That part of the Southwest Quarter of Section 25, Township 37 North, Range 10 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

All that part of Lots 22, 23, 24, and 25, Eschenburg's State Line Addition to the City of Hammond together with that part of vacated Gostlin Street (as described in deed from Indiana Industrial Land Company to Chicago SouthShore & South Bend RR May 22, 1934 recorded Book 519, Page 438., lying Northeast of the adjacent to a line that lies parallel and/or concentric with and 15 feet normally distant northeasterly from the center of the Northernmost main track of the Chicago SouthShore and South Bend Railroad.

Lake County Freight Default Parcel No. 1

That part of the Southeast Quarter of Section 6, Township 36 North, Range 7 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Beginning at a point on the West line of Henry Street, 206.22 feet South of the intersection of said West line with the South line of Sixth Place;

Thence run westerly perpendicular to said West line of Henry Street, a distance of 48 feet, more or less, to the West line of Lot 30, Stearn's & Moore's Subdivision of Block 6, Miller's Station;

Thence southerly along the straight line extension of said West line of Lot 30, a distance of 50 feet, more or less, to the easterly extension of the center of 69 foot wide Seventh Avenue;

Thence westerly along said center of Seventh Avenue extended, a distance of 530 feet, more or less, to the northerly extension of the East line of 84 foot wide Lake Street;

Thence southerly along said East line of Lake Street extended, a distance of 45 feet, more or less, to a line that lies equidistant between the center of the main track of the Chicago SouthShore and South Bend Railroad and B&O connecting track (#5155).

Thence easterly along last said equidistant line a distance of 420 feet, more or less, to a point on a line parallel and/or concentric with and 10 feet normally distant southerly from the centerline of said track #5155;

Thence northeasterly along said parallel and/or concentric line, a distance of 1,050 feet, more or less, to the South line of the original 100 foot wide right of way of the former B&O Railroad;

Thence westerly along the South line of the said 100 foot wide right of way, a distance of 360 feet, more or less, to the East line of 50 foot wide Howard Street;

Thence southerly along said East line of Howard Street, a distance of 175 feet, more or less, to the easterly extension of the North line of aforesaid Sixth Place;

Thence southwesterly in a straight line, a distance of 68 feet, more or less, to a point in the South line of aforesaid Sixth Place, 5 feet West from the intersection of the last said South line with the southerly extension of the West line of said Howard Street;

Thence westerly along said South line of Sixth Place, a distance of 190 feet, more or less, to the Northwest corner of Lot 23 aforesaid Stearn's & Moore's Subdivision of Block 6, Miller's Station;

Thence southerly along the Westerly line of said Lot 23, a distance of 119.71 feet;

Thence westerly a distance of 230 feet, more or less, to a point in the East line of aforesaid Henry Street, 215.4 feet South from the intersection of said East line with said South line of Sixth Place;

Thence westerly in a straight line, a distance of 55 feet, more or less, to return to the point of beginning.

Also

Beginning at the point of intersection of the South line of 69 foot wide Seventh Avenue and the West line of Lake Street;

Thence southerly along said West line 18 feet, more or less, to a line that lies equidistant between the center of Grantor's main track and B&O Railroad connecting track (No. 5155);

Thence westerly along the last said equidistant line and the westerly straight line extension, a distance of 1,080.4 feet, more or less, to the East line of Gibson;

Thence northerly along said East line 18 feet, more or less, to the South line of said Seventh Avenue;

Thence easterly along said South line, 1,080.4 feet, more or less, to the point of beginning.

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Lake County Freight Default Parcel No. 2
A parcel of land located in the Southwest quarter of the Southwest Quarter of Section 1, Township 36 North, Range 8 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Beginning at the point of intersection of the West line of said Section 1 and the northerly right of way line of the Chicago SouthShore & South Bend Railroad (CSS);

Thence southeasterly along said northerly right of way line a distance of 1,800 feet, more or less, to a point on the centerline of Gleason Road;

Thence southwesterly along last said centerline a distance of 30 feet, more or less, to the easterly extension of a line equidistant with the centerline of the main track of CSS and the centerline of CSS Goff side track #6055;

Thence northwesterly along last said equidistant line a distance of 1,760 feet, more or less, to a point on the West line of said Section 1;

Thence North along last said West line to the point of beginning.

Lake County Freight Default Parcel No. 3

A parcel of land located in the Southeast Quarter of Section 2, Township 36 North, Range 8 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Beginning at the point of intersection of the East line of said Section 2 and the North right of way line of the Chicago SouthShore & South Bend Railroad Co. (CSS), said right of way line being parallel with and 77 feet normally distant northerly from the centerline of the main track of CSS;

Thence South along last said East line a distance of 68 feet, more or less, to a point on a line equidistant with the centerline of said main track and the centerline of CSS Goff side track #6055;

Thence westerly along last said equidistant line, extended westerly, a distance of 2,200 feet, more or less, to a point on the easterly line of the Indiana Toll Road;

Thence northwesterly along last said easterly line a distance of 95 feet, more or less, to a point on the aforesaid northerly right of way line;

Thence easterly along said right of way line a distance of 2,260 feet, more or less, to the point of beginning.

~~Lake County Plat Book, Page No. 1~~

That part of the South Half of Section 2, Township 36 North, Range 8 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Beginning at the point where a line that lies parallel with and 25 feet normally distance northerly from the center of the main track of the Chicago SouthShore and South Bend Railroad (CSS) intersects the West line of the 60 foot wide Taylor Road;

Thence westerly along said parallel line, a distance of 1,780 feet, more or less, to a line that lies parallel and/or concentric with and 25 feet normally distant easterly from the center of a spur track of the E. J. & E. Railway;

Thence southeasterly along said parallel and/or concentric line, a distance of 25 feet, more or less, to a line that lies equidistant with aforesaid main track centerline of the Chicago SouthShore and South Bend Railroad and the centerline of CSS side track #6003;

Thence easterly along the last said equidistant line, a distance of 1,690 feet, more or less, to the aforesaid West line of Taylor Road;

Thence northerly along said West line, a distance of 18 feet, more or less, to return to the point of beginning.

Lake County Freight Default Parcel No. 5

That part of the Southeast Quarter of Section 6, Township 36 North, Range 8 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Beginning at the point where a line that lies parallel with and 33 feet normally distant northerly from the center of the southernmost main track of the Chicago SouthShore and South Bend Railroad intersects to the West line of the Resubdivision of Garyland Company's Sixth Subdivision:

Thence northerly at a right angle to the last described course, a distance of 113 feet to a line that lies parallel with and 146 feet normally distant northerly from said southernmost main track center:

Thence westerly along the last said parallel line, a distance of 893.35 feet to a point of curve;

Thence northwesterly along a line forming a curve to the right, said curve being the Lake County Northeast, an arc distance of 308.65 feet to a point 60 feet normally distant northeasterly from the aforesaid northeast right of way line of the Norfolk and Western Railroad;

Thence northwesterly parallel with said Northeast right of way line, a distance of 139.54 feet to a point;

Thence southwesterly at a right angle to the last described course, a distance of 60 feet to said Northeast right of way line of the Norfolk and Western Railroad;

Thence southeasterly along said Northeast right of way line, a distance of 275 feet, more or less, to a point on a line parallel and/or concentric with and 10 feet normally distant northerly from the centerline of CSS/N&W joint interchange track #6104; thence easterly along last said parallel and/or concentric line a distance of 1,060 feet, more or less, to a point on a line parallel with and 33 feet normally distant northerly from the centerline of Grantor's southernmost main track;

Thence easterly along last said parallel line a distance of 50 feet, more or less, to the point of beginning.

Lake County Freight Default Parcel No. 6

That part of the South Half of the South Half of Section 34, Township 37 North, Range 9 West, and that part of the North Half of the North Half of Section 3, Township 36 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, described as follows:

Fifth - All of Lots 12, 13, 36, 37, and 38, Block 14, East Part of the North Side Addition to the City of Hammond; and, All that part of Lots 14, 15, 34, and 35, said Block 14, lying northerly of and adjacent to a line that lies parallel with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Sixth - All that part of Lots 16 and 33, Block 14, East Part of the North Side Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Seventh - All of Lots 13, 36, and 37, Block 15, Re-Subdivision of the East Part of the North Side Addition to the City of Hammond; and, All that part of Lots 14, 15, 34, and 35, said Block 15, lying northerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Eighth - All that part of Lots 16 and 33, Block 15, Re-Subdivision of the East Part of the North Side Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Ninth - All that part of Lots 13, 14, 34, and 35, Block 16, Subdivision of the East Part of the North Side Addition to the City of Hammond, lying northerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Tenth - All that part of Lots 15, 16, 33, and 34, Block 16, Subdivision of the East Part of the North Side Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Eleventh - All of the South 9 feet of the West 66 feet of Lot 10, Block 17, Re-Subdivision of the East Part of the North Side Addition to the City of Hammond; and, All that part of Lots 11, 12, 36, and 37, said Block 17, lying northerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

And Twelfth - All that part of Lots 12, 13, 14, 35, and 36, Block 17, Re-Subdivision of the East Part of the North Side Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Beginning at a point 90 feet West and 415 feet South of the Northeast corner of said Section 3, said point being in the West line of Cline Avenue;

Thence run westerly parallel with the North line of said Section 3, a distance 31 feet;

Thence deflect left 48° and run southwesterly, 105.12 feet;

Thence deflect right 19° and run southwesterly, 100 feet;

Thence deflect right 10° and run southwesterly, 101.72 feet;

Thence deflect right $9^{\circ}30'$ and run westerly, 102.18 feet;

Thence deflect right $13^{\circ}30'$ and run westerly, 102.35 feet;

Thence deflect right 13° and run westerly, 101.92 feet;

Thence deflect right $10^{\circ}30'$ and run northerly, 101.68 feet;

Thence defect right 9° and run northwesterly, 100.97 feet;

Thence run northwesterly parallel and/or concentric with and 30 feet normally distant southwesterly from the center of an industry track, a distance of 679 feet, more or less, to a point in the West line of the East 75 feet of the West Half of the Northeast Quarter of said Section 3;

Thence South along said West line, a distance of 12 feet, more or less, to a property corner;

Thence northwesterly along a curved line concave to the Southwest, a distance of 132 feet, more or less, to a point in the easterly extension of the North line of the Northwest Quarter of said Section 3 (said North line of the Northwest Quarter extended is not common with the North line of said Northwest Quarter), said point situated approximately 21 feet South and 202 feet West of the Northeast corner of the aforesaid West Half of the Northeast Quarter;

Thence westerly along said easterly extension of the North line of the Northwest Quarter of Section 3, a distance of 3,435 feet, more or less, to a point 314.53 feet East from the West line of said Section 3, as measured along last said North line;

Thence northwesterly along a straight line a distance of 315 feet, more or less, to a point on the West line of the Southwest Quarter of said Section 34, 90 feet North from the Southwest corner of said Section 34;

Thence northerly along the last said West line, a distance of 85 feet, more or less, to a line that lies parallel and/or concentric with and 30 feet normally distant southerly from the center of the southernmost main track of the Chicago SouthShore and South Bend Railroad;

Thence easterly along the last said parallel and/or concentric line, a distance of 5,230 feet, more or less, to the aforesaid West line of Cline Avenue;

Thence southerly along the last said West line, a distance of 510 feet, more or less, to return to the point of beginning.

Lake County Freight Default Parcel No. 7

That part of the South Half of Section 24, Township 37 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, described as a 150 foot wide parcel of land lying 25 feet on either side of the center of the Chicago SouthShore and South Bend Railroad's spur track serving the "Harbison Walker" facility, said parcel extends in a general westerly direction, a distance of 4,050 feet, more or less, as measured along said spur track center, from the North right of way line of the Indiana Toll Road just West of Cline Avenue, to the East line of the West 1,680 feet of said South Half of Section 34.

Also

That irregular shaped part of the Southwest Quarter of Section 34, Township 37 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, lying West of the East line of the West 1,680 feet of said Southwest Quarter; lying North of the North right of way line of the Indiana Toll Road; and, lying Southwest of the meanderings of the center of the navigable Grand Calumet River.

Lake County Freight Default Parcel No. 8

That irregular shaped part of the Southeast Quarter of Section 33, Township 37 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, lying East of a line parallel with and 1,600 feet East of the East line of Kennedy Avenue; lying North of the North right of way line of the Indiana Toll Road; and, lying South of the meanderings of the center of the navigable part of the Grand Calumet River.

Also

That 66 foot wide strip of land situated in the Southeast Quarter of Section 33, Township 37 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, lying North of the North right of way line of the Indiana Toll Road; lying East of the East line of Kennedy Avenue; and lying West of a line parallel with and 1,600 feet East of the East line of said Kennedy Avenue.

Lake County Freight Default Parcel No. 9

That part of Lots 15 to 23, inclusive, (except the North 20 feet thereof, in Block No. 10 as marked and laid down on the recorded plat of Roxana City Addition to Hammond, Lake County, Indiana, as the same appears of record in Plat Book 20, page 25, in the Recorder's Office of Lake County, Indiana, lying South of the 36 foot wide right of way of the Chicago SouthShore & South Bend Railroad Co.

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Lots 3 to 8, inclusive, (except the North 20 feet thereof) in Block 11, Roxana City Addition to Hammond, as shown in Plat Book 20, page 25, in the office of the Recorder of Lake County, Indiana, lying South of the 36 foot wide right of way of the Chicago SouthShore & South Bend Railroad Co.

Lake County Freight Default Parcel No. 10

That part of the South Half of Section 30, Township 37 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, described as a 25 foot wide parcel of land lying 12.5 feet on either side of the center of the "C.S.S.&S.B. Railroad/B.&O.C.T. Railroad" interchange track, (track no. 6801), and extending in a general easterly direction, a distance of 1,630 feet, more or less, from the East line of Ash Avenue, to the joint "C.S.S.&S.B. Railroad/B.&O.C.T. Railroad" property line situated just North of Chicago Street at its intersection with Magnolia Avenue extended northerly.

Also

That part of the Southeast Quarter of Section 30, Township 37 North, Range 9 West of the Second Principal Meridian, Lake County, Indiana, described as an irregular shaped strip of land varying in width and extending easterly an overall distance of 1,920 feet, more or less, from the East right of way line of the Indiana Toll Road at its intersection with the northerly extension of the 20 foot wide alley between Linden Avenue and Magnolia Avenue, to the North line of Chicago Street just West of White Oak Avenue, said strip fronting approximately 720 feet on said North line of Chicago Street, the easternmost tip of said strip situated approximately 193 feet West from said West line of White Oak Avenue.

Also

A triangular shaped parcel of land bounded on the West by the East line of Ash Avenue, on the North and East by property owned by the Northern Indian Public Service Company, and on the South by a line parallel and/or concentric with and 12.5 feet normally distant southerly from the centerline of the aforesaid track no. 6801.

Lake County NICTD Parcel No. 12

Certain property situated in the Southeast Quarter of Section 8, Township 36 North, Range 7 West of the Second Principal Meridian at Gary, in Lake County, Indiana, and more particularly described as follows:

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East Parcel - Begin at the intersection of the north line of 80 foot wide Dunes Highway and the northerly extension of the east line of 84 foot wide Lake Street, said point being 40 feet perpendicularly distant southerly from the center of Grantor's main track (southernmost track); Thence run easterly parallel with said main track center, and along said north line of Dunes Highway, a distance of 367 feet to a point; Thence northerly at a right angle to the last described course, a distance of 30 feet more or less to a line that lies parallel with and 10 feet normally distant southerly from said main track center; Thence westerly along the last said parallel line, a distance of 369 feet more or less to the aforesaid northerly extension of the east line of 84 foot wide Lake Street; Thence southerly along the last said east line extended, a distance of 30 feet more or less to return to the point of beginning.

Also, all right, title and interest, if any, that the Grantor may have to the east half of Lake Street situated westerly of and adjacent to the west line of the above described parcel.

West Parcel - Begin at the intersection of the north line of 80 foot wide Dunes Highway and the northerly extension of the east line of 60 foot wide Gibson Street, said point being 40 feet perpendicularly distance southerly from said main track center; Thence run easterly parallel with said main track center, and along said north line of Dunes Highway, a distance of 1080 feet more or less to the northerly extension of the east line of the west 18 feet in equal width of 84 foot wide Lake Street; Thence northerly along said northerly extension of the east line of the west 18 foot of 84 foot wide Lake Street, a distance of 30 feet more or less to a line that lies parallel with and 10 feet normally distant southerly from the center of Grantor's main track (southernmost track); Thence westerly along the last said parallel line, a distance of 1080 feet more or less to the aforesaid northerly extension of the east line of 60 foot wide Gibson Street; Thence southerly along the aforesaid east line of Gibson Street extended, a distance of 30 feet more or less to return to the point of beginning.

Also, all right, title and interest, if any, that the Grantor may have to the east half of Gibson Street situated westerly of and adjacent to the west line of the above described parcel, and to the west half of Lake Street situated east of and adjacent to the east line of the above described parcel.

Lake County NICTD Parcel No. 13

Certain property situated in the West Half of Section 5, Township 36 North, Range 8 West of the Second Principal Meridian at Gary, in Lake County, Indiana, and more particularly described as follows:

East (North) Parcel - Begin at the intersection of the east line of 60 foot wide Bridge Street and the south line of 30 foot wide Second Place; Thence run easterly along said south line of Second Place, a distance of 120 feet to a point; Thence southerly at a right angle to the last described course, a distance of 7 feet more or less to a line that lies parallel with and 10 feet normally distant northerly from the center of Grantor's northernmost track; Thence westerly along said parallel line, a distance of 120 feet more or less to the aforesaid east line of Bridge Street; Thence northerly along said east line of Bridge Street, 7 feet more or less to return to the point of beginning.

Also, all right, title, and interest, if any, that the Grantor may have to the east half of Bridge Street situated west of and adjacent to the west line of the above described parcel.

East (South) Parcel - Begin at the intersection of the east line of 60 foot wide Bridge Street and the north line of 30 foot wide Third Avenue; Thence run easterly along said north line of Third Avenue, a distance of 120 feet; Thence northerly at a right angle to the last described course, a distance of 22.5 feet more or less to a line that lies parallel with and 10 feet normally distant southerly from the center Grantor's southernmost track; Thence westerly along said parallel line, a distance of 120 feet more or less to the aforesaid east line of Bridge Street; Thence southerly along said east line of Bridge Street, a distance of 22.5 feet more or less to return to the point of beginning.

Also, all right, title land interest, if any, that the Grantor may have to the east half of Bridge Street situated west of and adjacent to the west line of the above described parcel.

West (North) Parcel - Begin at the intersection of the west line of 60 foot wide Bridge Street and the south line of 30 foot wide Second Place; Thence run westerly along said south line of Second Place, a distance of 120 feet to a point; Thence southerly at a

right angle to the last described course, a distance of 7 feet more or less to a line that lies parallel with and 10 feet normally distant northerly from the center of Grantor's main track; Thence easterly along said parallel line, a distance of 120 feet more or less to the aforesaid west line of Bridge Street; Thence northerly along said west line of Bridge Street, a distance of 7 feet more or less to return to the point of beginning.

Also, all right, title, and interest, if any, that the Grantor may have to the west half of Bridge Street situated east of and adjacent to the east line of the above described parcel.

West (South) Parcel - Begin at the intersection of the west line of 60 foot wide Bridge Street and the north line of 30 foot wide Third Avenue; Thence run westerly along said north line of Third Avenue, a distance of 120 feet to a point; Thence northerly at a right angle to the last described course, a distance of 22.5 feet more or less to a line that lies parallel with and 10 feet normally distant southerly from the center of Grantor's southernmost track; Thence easterly along said parallel line, a distance of 120 feet more or less to the aforesaid west line of Bridge Street; Thence southerly along said west line of Bridge Street, a distance of 22.5 feet more or less to return to the point of beginning.

Also, all right, title and interest, if any, that the Grantor may have to the west half of Bridge Street situated east of and adjacent to the east line of the above described parcel.

Lake County NICTD Parcel No. 14

Certain property situated in the East Half of the Southeast Quarter of Section 1, Township 38 North, Range 9 West of the Second Principal Meridian at Gary, in Lake County, Indiana, and more particularly described as follows:

North Parcel - Begin at the intersection of the southerly extension of the west line of 60 foot wide Porter Street and the south line of 30 foot wide Second Place; Thence run southerly along said west line of Porter Street extended, a distance of 42 feet more or less to a line that lies parallel with and 10 feet normally distant northerly from the center of Grantor's northernmost track; Thence easterly along said parallel line, a distance of 361 feet more or less to the northerly extension of the west line of 66 foot wide Clark Road; Thence northerly along said west line of Clark Road extended, a distance of 8 feet more or less to a line parallel with and 33 feet normally distant northerly from the center of Grantor's southernmost track; Thence westerly along the last said parallel line, a distance of 21 feet more or less to the southerly extension of the west line of 87 foot wide Clark Road; Thence northerly along the last said west line of Clark Road extended, a distance of 34 feet more or less to the aforesaid south line of Second Place; Thence westerly along said south line of Second Place, a distance of 340 feet more or less to return to the point of beginning.

Also, all right, title, and interest, if any, that the Grantor may have to the west half of Clark Road situated east of and adjacent to the east line of the above described parcel.

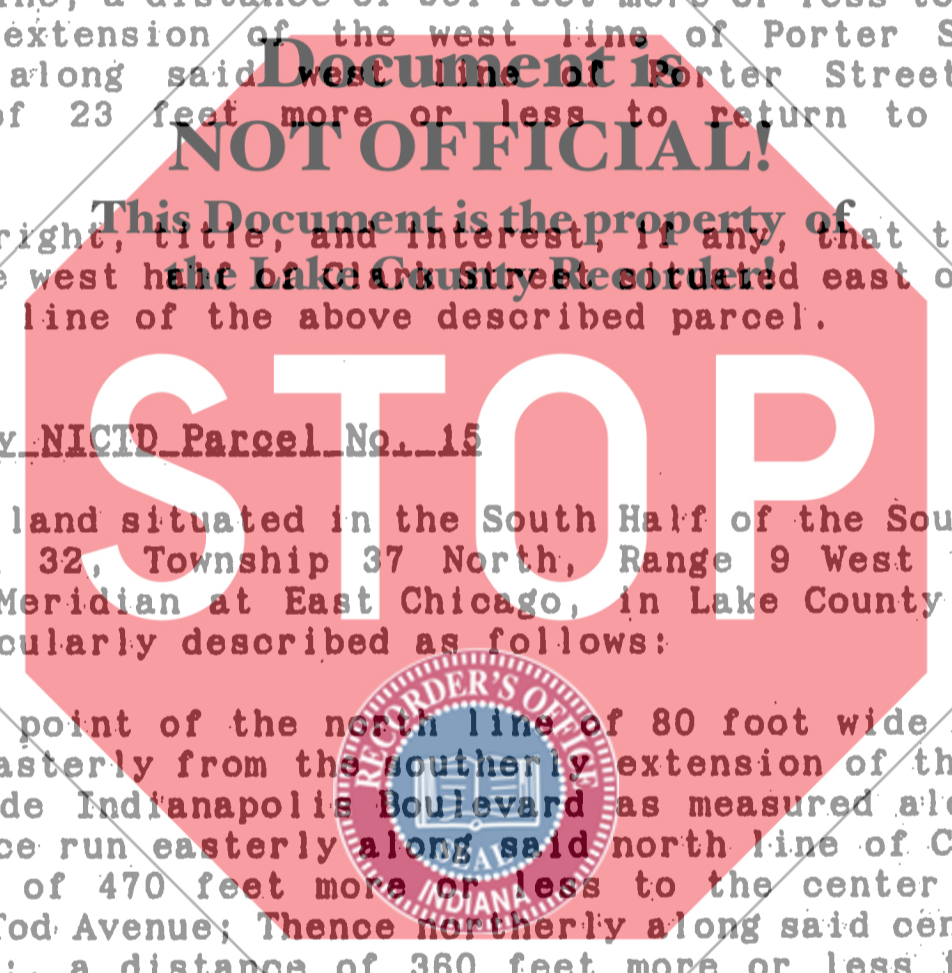
South Parcel - Begin at the intersection of the southerly extension of the west line of 60 foot wide Porter Street and the north line of 30 foot wide South Bend Avenue; Thence run easterly along said north line of South Bend Avenue, a distance of 361 feet more or less to the northerly extension of the west line of 66 foot wide Clark Road; Thence northerly along said west line of Clark Road extended, a distance of 23 feet more or less to a line that lies parallel with and 10 feet normally distant southerly from the center of Grantor's southernmost track; Thence westerly along said parallel line, a distance of 361 feet more or less to the aforesaid southerly extension of the west line of Porter Street; Thence southerly along said west line of Porter Street extended, a distance of 23 feet more or less to return to the point of beginning.

Also, all right, title, and interest, if any, that the Grantor may have to the west half of Clark Road situated east of and adjacent to the east line of the above described parcel.

Lake County NICTD Parcel No. 15

A tract of land situated in the South Half of the Southeast Quarter of Section 32, Township 37 North, Range 9 West of the Second Principal Meridian at East Chicago, in Lake County, Indiana, and more particularly described as follows:

Begin at a point of the north line of 80 foot wide Carroll Street 150 feet easterly from the southerly extension of the east line of 90 foot wide Indianapolis Boulevard as measured along said north line; Thence run easterly along said north line of Carroll Street, a distance of 470 feet more or less to the center of vacated 60 foot wide Tod Avenue; Thence northerly along said center of vacated Tod Avenue; a distance of 360 feet more or less to a point 150 feet radially distant southwesterly from the curved survey centerline (concave to the northeast) of the Indiana Toll Road; Thence southeasterly along a curved line that is concentric with said surveyed tollway centerline, an arc distance of 33.19 feet to the east line of aforesaid vacated Tod Avenue; Thence southerly along said east line of vacated Tod Avenue, a distance of 16.58 feet to a point 165 feet radially distant southwesterly from said curved tollway survey centerline; Thence southeasterly along a curved line that is concentric with said surveyed tollway centerline, an arc distance of 135.04 feet to the west line of vacated 20 foot wide Alley 10; Thence northerly along said west line of vacated Alley 10, a distance of 16.13 feet to a point 150



feet radially distant southwesterly from said curved tollway centerline; Thence southeasterly along a curved line that is concentric with said surveyed tollway centerline, an arc distance of 21.48 feet to the east line of said vacated Alley 10; Thence southerly along said east line of vacated Alley 10, a distance of 16.07 feet to a point that is 165 feet radially distant southwesterly from said curved tollway centerline; Thence southeasterly along a curved line that is concentric with said curved tollway centerline, an arc distance of 131.67 feet to the west line of vacated 60 foot wide Tod Place; Thence northerly along said west line of vacated Tod Place, a distance of 70 feet more or less to a line that lies parallel and/or concentric with and 10 feet normally distant southwesterly from the center of Grantor's southernmost track; Thence northwesterly along the last said parallel and/or concentric line, a distance of 1035 feet more or less to the aforesaid east line of Indianapolis Boulevard; Thence southerly along said east line of Indianapolis Boulevard, a distance of 380 feet more or less to a point 385 feet northerly from the western extension of the aforesaid north line of Carroll Street as measured along said east line of Indianapolis Boulevard; Thence easterly parallel with said north line of Carroll Street extended, a distance of 160 feet; Thence southerly in a straight line, a distance of 385 feet to return to the point of beginning.

Lake County NICTD Parcel No. 16

Certain property situated in the Northwest Quarter of the Southeast Quarter of Section 25, Township 37 North, Range 10 West of Second Principal Meridian at Hammond, in Lake County, Indiana, and more particularly described as follows:

First - All that part of Lots 14, 15, 34, and 35, Block 9, Hoffman's Third Addition to the City of Hammond, lying northerly of and adjacent to a line that lies parallel with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Second - All that part of Lots 16 and 33, Block 9, Hoffman's Third Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Third - All of Lots 13 and 36, Block 8, Hoffman's Third Addition to the City of Hammond; and, All that part of Lots 14, 15, 34, and 35, said Block 8, lying northerly of and adjacent to a line that lies parallel with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Fourth - All that part of Lots 16 and 33, Block 8, Hoffman's Third Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Fifth - All of Lots 12, 13, 36, 37, and 38, Block 14, East Part of the North Side Addition to the City of Hammond; and, All that part of Lots 14, 15, 34, and 35, said Block 14, lying northerly of and adjacent to a line that lies parallel with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Sixth - All that part of Lots 16 and 33, Block 14, East Part of the North Side Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Seventh - All of Lots 13, 36, and 37, Block 15, Re-Subdivision of the East Part of the North Side Addition to the City of Hammond; and, All that part of Lots 14, 15, 34, and 35, said Block 15, lying northerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Eighth - All that part of Lots 16 and 33, Block 15, Re-Subdivision of the East Part of the North Side Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Ninth - All that part of Lots 13, 14, 34, and 35, Block 16, Subdivision of the East Part of the North Side Addition to the City of Hammond, lying northerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

Tenth - All that part of Lots 15, 16, 33, and 34, Block 16, Subdivision of the East Part of the North Side Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's southernmost track.

Eleventh - All of the South 9 feet of the West 66 feet of Lot 10, Block 17, Re-Subdivision of the East Part of the North Side Addition to the City of Hammond; and, All that part of Lots 11, 12, 36, and 37, said Block 17, lying northerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant northerly from the center of Grantor's northernmost track.

And, Twelfth - All that part of Lots 12, 13, 14, 35, and 36, Block 17, Re-Subdivision of the East Part of the North Side Addition to the City of Hammond, lying southerly of and adjacent to a line that lies parallel and/or concentric with and 10 feet normally distant southerly from the center of Grantor's southernmost track.