



EXHIBIT A

Parcel 1: That part of the South half of Section 17 and the North half of Section 20, in Township 36 North, Range 9 West of the Second Principal Meridian, in Lake County, Indiana, described as follows: Beginning at a point 33 feet East and 42 feet South of the Northwest Corner of the East half of the Southwest Quarter of Section 17, said point being also the intersection of the East line of Northcote Avenue and the South right of way line of the Tri-State Highway (formerly the South line of 177th Street); thence South 89 degrees 55 minutes East along said South line 1017.10 feet to the Westerly right of way line of the Chesapeake & Ohio Railroad; thence South 37 degrees 41 minutes East along said Westerly right of way line 615.70 feet to a point 111.0 feet East measured at right angles from the North and South center line of Section 17; thence South 0 degrees 25 minutes East along said Westerly right of way line, 46.24 feet; thence South 37 degrees 41 minutes East along said Westerly right of way line, 2,604.82 feet to the South line of said Section 17; thence West 2526.98 feet along said South line to the Thread of the Little Calumet River; thence South 77 degrees 45 minutes West along said Thread of the Little Calumet River 236.0 feet; thence West along said Thread of the Little Calumet River 135.0 feet; thence North 62 degrees 53 minutes West 72.61 feet to the intersection of said Thread of the Little Calumet River and the East line of Northcote Avenue; thence North 0 degrees 38 minutes West on said East line, 305.58 feet to a point 2350 feet South of the North line of the South half of Section 17; thence North 89 degrees 22 minutes East 150.0 feet; thence North 0 degrees 38 minutes West 1820.0 feet to the Northeast corner of Lot 197, Unit 26 of Woodmar, in the City of Hammond, Lake County, Indiana; thence South 89 degrees 22 minutes West along the North line of said Lot 197, 150.0 feet to the East line of Northcote Avenue; thence North 0 degrees 38 minutes West along said East line, 488.0 feet to the point of beginning.

Parcel 2: A strip of land lying in that part of the South half of Section 17, Township 36 North, Range 9 West of the Second Principal Meridian in Hammond, Lake County, Indiana described as follows: Commencing at the point of intersection of the North line of the Southwest Quarter of said Section 17 with the Northeasterly line of the former Chesapeake and Ohio Railroad which point lies 204.05 feet West of the Northeast corner of said Southwest Quarter; thence South 36 degrees 53 minutes East, along the Northeasterly line of said C. & O. Railroad, 53.06 feet to a point lying 42 feet South of the North line of the Southwest Quarter of said Section 17, which point is the true point of beginning; thence continuing South 36 degrees 53 minutes East, along the Northeasterly line of said C. & O. Railroad, 2485.45 feet to an iron bar on the Northerly bank of the Little Calumet River; thence South 53 degrees 07 minutes West, 100.0 feet to a point on the Southwesterly line of said C. & O. Railroad; thence North 36 degrees 53 minutes West, along said Southwesterly line, 1888.46 feet; thence North 0 degrees 23 minutes East, 46.24 feet; thence North 36 degrees 53 minutes West, 615.77 feet to a point lying 42 feet South of the North line of the Southwest Quarter of said Section 17; thence South 89 degrees 13 minutes 05 seconds East, parallel with the North line of said Southwest Quarter, 90.96 feet to the point of beginning, except any part thereof lying southeasterly of a line described as follows: beginning at a point 307.75 feet Northwesterly from the intersection of the Northeasterly line of the above described right of way with the U.S. Government Meander Line of the South bank of the Little Calumet River, Survey of 1834; thence South 52 degrees 12 minutes 00 seconds West, 100 feet to the Southwesterly line of the above described right of way.



Parcel 3: A strip of land lying in the South part of the South half of Section 17, Township 36 North, Range 9 West of the Second Principal Meridian, in Hammond, Lake County, Indiana, described as follows: Commencing at the point of intersection of the North line of the Southwest Quarter of Section 17 with the Southwesterly line of the former Chicago and Erie Railroad, which point lies 204.05 feet West of the Northeast corner of said Southwest Quarter; thence South 36 degrees 53 minutes East, along the Southwesterly line of said Railroad, 53.06 feet to a point lying 42 feet South of the North line of the Southwest Quarter of said Section 17, which point is the true point of beginning; thence continuing South 36 degrees 53 minutes East, along the Southwesterly line of said C. and E. Railroad, 2485.45 feet to an iron bar on the Northerly bank of the Little Calumet River; thence North 71 degrees 19 minutes 22 seconds East, 104.22 feet to a point on the Northeasterly line of said C. and E. Railroad; thence North 36 degrees 53 minutes West, along said Northeasterly line, 2441.59 feet to a point lying 42 feet South of the North line of the Southwest Quarter of said Section 17; thence North 89 degrees 13 minutes 05 seconds West, parallel with the North line of said Southwest Quarter, 125.06 feet to the point of beginning. EXCLUDING THEREFROM THE FOLLOWING:

A strip of land 98 feet wide and being 49 feet on each side of a center line, said center line described as follows: A parcel of land being a part of the right of way of the former railroad line of the Erie Lackawanna Railroad Company, known as the Marion Division, in which is situated a bridge over the Little Calumet River in the City of Hammond, Township of North, Lake County, Indiana, said parcel being more particularly described as follows: That part of the Southeast Quarter of Section 17, Township 36 North, Range 9 West of the Second Principal Meridian in the City of Hammond, Lake County, Indiana, described as follows: Commencing at the East line of Section 17, and the Southerly right of way line of the Tri-State Highway (formerly 177th Street); thence North 89 degrees 40 minutes West along said right of way line, 1168.29 feet, thence continuing on said right of way line, South 80 degrees 19 minutes West 303.65 feet; thence continuing on said right of way line, South 41 degrees 25 minutes West, 394.73 feet; thence continuing on said right of way (also Easterly on said right of way line of Indianapolis Boulevard) South 19 degrees 27 minutes West, 178.04 feet; thence continuing on said right of way line South 21 degrees 28 minutes 30 seconds East 145.88 feet; thence continuing on said right of way line, South 32 degrees 19 minutes 30 seconds East, 290 feet; thence continuing on said right of way line, South 32 degrees 36 minutes 10 seconds East, 170.92 feet; thence continuing on said right of way line, South 21 degrees 57 minutes 30 seconds East, 124.46 feet; thence continuing on said right of way line, South 37 degrees 21 minutes 00 seconds East, 684.20 feet; thence South 52 degrees 39 minutes 00 seconds West, 323 feet more or less at right angles to said right of way line to the intersection point on the Southerly abutment of said Bridge and the center line of said railroad right of way line, said intersection point being the point of beginning; thence North 37 degrees 58 minutes 00 seconds West 116 feet more or less along the center line of said railroad right of way line to the Northerly abutment of said Bridge and the terminus point. Said terminus point being on the Westerly shore of the Little Calumet River mile post, 244.45 (valuation chaining station 12909+94W) as same is portrayed on the Erie Lackawanna Railway Valuation map V-3-IND5, said termination point being 375 feet West of the Easterly corporation limit of the City of Hammond, Indiana, the right of way width of said railroad is 98 feet.

