

QUITCLAIM DEED

FOR VALUE RECEIVED, **SAMMONS TRUCKING**, n/k/a, **SAMMONS HOLDINGS, INC.** a Montana Corporation, of P.O. Box 16050, Missoula, MT 59808-6050, does hereby convey, release, remise and forever quitclaim unto **FULLBABE PARTNERS LLC**, a Montana limited liability company, of 6055 Gharrett Street, Missoula, MT 59803, the following-described premises in the City of Hammond, Lake County, Indiana, to wit:

See Attached Exhibit "A"

together with their appurtenances.

DATED this 27 day of December, 2005.

SAMMONS TRUCKING, n/k/a
Sammons Holdings, Inc.

By: James D. Basolo
James D. Basolo -Its President

2006 010853

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STATE OF INDIAN
LAKE COUNTY
FILED FOR RECORD

MICHAEL A. BROWN
RECORDER

STATE OF MONTANA
County of Missoula

Document is NOT OFFICIAL!

On this 27th day of December, 2005, before me, the undersigned, a Notary Public for the State of Montana, personally appeared James D. Basolo, known to me to be the President of the corporation and the person who executed the within instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year first above written.

(SEAL)

Richard A. Brown
Printed Name: Richard A. Brown
Notary Public for the State of Montana
Residing at Missoula, Montana
My Commission expires: 7-1-2008

ADDRESS OF GRANTEE:

FULLBABE Partners LLC
6055 Gharrett Street
Missoula, MT 59803

DULY ENTERED FOR TAXATION SUBJECT TO
FINAL ACCEPTANCE FOR TRANSFER

FEB 09 2006

PEGGY HOLINGA KATONA
LAKE COUNTY AUDITOR

INSTRUMENT PREPARED BY:
Worden Thane P.C.
P.O. Box 4747
Missoula, MT 59806

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EXHIBIT A

Parcel 1:

A strip of land Three Hundred Sixty-three and Six Tenths (363.6) feet wide lying North of, parallel to and adjacent to the One Hundred (100) foot wide main line right of way of the Michigan Central Railroad as described in Deed Record 53, page 176, Recorder's Office, Lake County, Indiana, all in Section Three (3), Township Thirty-six (36) North, Range Nine (9) West of the Second Principal Meridian (2nd P.M.), in the City of Hammond, North Township, Lake County, Indiana, described as beginning at a point on said North One Hundred (100) foot right of way line at a point that is Six Hundred Sixteen and Eighty-nine Hundredths (616.89) feet Easterly of the West line of said Section Three (3), measured along the North line of said One Hundred (100) foot main line right of way; thence continuing Easterly on said One Hundred (100) foot main line right of way, Two Thousand Seven Hundred Fifty (2,750) feet; thence North at right angles Three Hundred Sixty-three and Sixty Hundredths (363.60) feet; thence Westerly along a line which is Three Hundred Sixty-three and Six Tenths (363.6) feet northerly of and parallel to said North line of said One Hundred (100) foot main line right of way a distance of Two Thousand Seven Hundred Fifty (2,750) feet; thence Southerly at right angles to the point of beginning.

Parcel 2:

Temporary easement for the use of an existing access roadway from the East line of Kennedy Avenue to a point 6,096.31 feet East, as created in Deed by The New York Central Railroad Company, a Delaware Corporation, and The Michigan Central Railroad Company, a Michigan Corporation, to Bill Hubbell Company, an Ohio Corporation, and its successors and assigns, recorded December 14, 1961, as Document No. 373747, and being more particularly described therein as follows:

A strip of land Twenty-five (25) feet wide, Twelve and Five Tenths (12.5) feet on both sides of the following described centerline in Sections Three (3) and Four (4), Township Thirty-Six (36) North, Range Nine (9) West of the Second Principal Meridian (2nd P.M.) in the City of Hammond, North Township, Lake County, Indiana, described as beginning at a point on the East Forty (40) foot right of way line of dedicated Kennedy Avenue, which is a line parallel to and Forty (40) feet East of the centerline of Kennedy Avenue said point being Twenty-two and Fifty Hundredths (22.50) feet from the centerline of the Southerly track of the Gary and Western Railroad and found by commencing at a point on the North - South centerline of said Section Four (4), said point of commencing being Eight Hundred Forty-one and Ninety-two Hundredths (841.92) feet Northerly of the Southwest corner of the Northeast Quarter (NE 1/4) of said Section Four (4) and One Thousand Seven Hundred Thirty-one and Forty Hundredths (1,731.40) feet, more or less, Southerly of the Northwest corner of the Northeast Quarter (NE 1/4) of said Section Four (4); thence North-easterly on a line that makes an interior angle of Eighty-Six Degrees Forty-six Minutes, Thirty Seconds ($86^{\circ} 46' 30''$) measured North to East with said North - South centerline of said Section Four (4), Forty and Six Hundredths (40.06) feet to the East Forty (40) foot right of way line of Kennedy Avenue and the point of beginning; thence Northeasterly and Easterly on a curve of Eight Hundred Eighty-six and Sixty

Hundredths (886.60) foot radius, convex to the North, which is parallel to, concentric with and Twenty-two and Five Tenths (22.5) feet Southerly of the centerline of the Gary and Western Railroad Southerly track a distance of Two Hundred Sixty-one and Thirty-eight Hundredths (261.38) feet to a point of tangent; thence Easterly on said tangent, which is parallel to and Twenty-two and Five Tenths (22.5) feet South of the centerline of the Southerly track of the Gary and Western Railroad, a distance of Five Hundred Ninety-eight and Fifty-six Hundredths (598.56) feet to a point of curve; thence Southeasterly on said curve of Nine Hundred Thirty-two and Eighty-six Hundredths (932.86) foot radius, convex to the North, Two Hundred Nine and Eighty-two Hundredths (209.82) feet to a point of reverse curve; thence Easterly on said reverse curve of Nine Hundred Thirty-two and Eighty-six Hundredths (932.86) foot radius, convex to the South, Two Hundred Fifty-three and Twenty-nine Hundredths (253.29) feet to a point of tangent; thence Easterly on said tangent Two Hundred Eighty-six and Eighty-nine Hundredths (286.9) feet to a point of curve; thence Northeasterly on said curve of One Thousand One Hundred Seventy-two and Fourteen Hundredths (1,172.14) foot radius, convex to the South, One Hundred Twenty-nine and Fifty-seven Hundredths (129.57) feet to a point of reverse curve; thence Easterly on said reverse curve of One Thousand Seven Hundred Sixteen and Five Hundredths (1,716.05) foot radius convex to the North, One Hundred Seventy and Forty-seven Hundredths (170.47) feet to a point of tangent; thence Easterly on a line parallel to and Twenty-two and Five Tenths (22.5) feet Southerly of the centerline of the Southerly track of the Gary and Western Railroad, Seven Hundred Thirty-nine and Sixty-three Hundredths (739.63) feet, more or less, to the East line of said Section Four (4); thence continuing on said Twenty-two and Five Tenths (22.5) foot parallel line, Three Thousand Four Hundred Forty-six and Seventy Hundredths (3,446.70) feet.

**This Document is the property of
the Lake County Recorder!**

Parcel 3:

Permanent easement for a private vehicular crossing, 50 feet in width East of Kennedy Avenue and South of and adjoining Gary and Western Right of Way, as created in Deed by The New York Central Railroad Company, a Delaware Corporation and The Michigan Central Railroad Company, a Michigan Corporation, to Hill Hubbell Company, an Ohio Corporation, and its successors and assigns recorded December 14, 1961, as Document No. 373747 and being more particularly described as follows:

A strip of land Fifty (50) feet wide lying South of and adjacent to One Hundred (100) foot wide right of way of the Gary and Western Railroad in Section Three (3), Township Thirty-six (36) North, Range Nine (9) West of the Second Principal Meridian (2nd P.M.), in the City of Hammond, North Township, Lake County, Indiana, described as commencing at a point on the North One Hundred (100) foot right of way line of the main line Michigan Central Railroad at a point that is One Thousand Eight Hundred Ninety-seven and Sixty-four Hundredths (1,897.64) feet Easterly of the West line of said Section Three (3), measured along the North line of said One Hundred (100) foot main line right of way; thence North at right angles Three Hundred Sixty-three and Sixty Hundredths (363.60) feet to a point in a line that is parallel to the aforesaid North line of the One Hundred (100) foot wide main line right of way of the Michigan Central Railroad; said point being the point of beginning; thence continuing Northerly Thirty-six and Forty Hundredths (36.40) feet, more or less, to the South line of One Hundred (100) foot wide Gary

and Western Railroad One Hundred (100) foot wide right of way, Fifty (50) feet; thence Southerly at right angles, Thirty-six and Forty Hundredths (76.40) feet, more or less, to said Three Hundred Sixty-three and Sixty Hundredths (363.60) foot parallel line; thence Easterly on said Three Hundred Sixty-three and Sixty Hundredths (363.60) foot parallel line, to the point of beginning.

*thence Westerly on said South line of the Gary and Western Railroad

Parcel 4:

Temporary easement for a private vehicular crossing 50 feet wide, extending North from the North line of the easement for a permanent private crossing described in Parcel 3 herein to the South line of the access Roadway described in Parcel 2 herein, as created in Deed by The New York Central Railroad Company, a Delaware Corporation, and The Michigan Central Railroad Company, a Michigan Corporation, to Hill Hubbell Company, an Ohio Corporation, and its successors and assigns, recorded December 14, 1961, as Document No. 373747.

Together with all minerals, timber, improvements, easements and appurtenances thereto.



Prescribed by the
State Board of Accounts
(2005)

County form 170

Declaration

Document is

NOT OFFICIAL!

This Document is the property of

Lake County Recorder

This form is to be signed by the preparer of a document and recorded with each document in accordance with IC 36-2-7.5-5(a).

I, the undersigned preparer of the attached document, in accordance with IC 36-2-7.5, do hereby affirm under the penalties of perjury:

1. I have reviewed the attached document for the purpose of identifying and, to the extent permitted by law, redacting all Social Security number in attached document.
2. I have redacted, to the extent permitted by law, each Social Security number in the attached document.

I, undersigned, affirm under the penalties of perjury, that the foregoing declarations are true.



Ronald A. Bason

 Signature of Declarant

Ronald A. Bason

 Printed Name of Declarant