

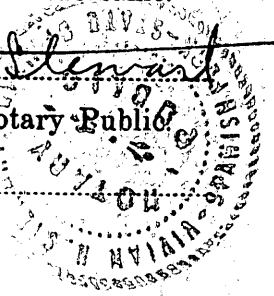
316- the signers of the within instrument, who duly acknowledged to me that they executed the same.

*Virman H. Stewart*

My Commission expires April 28, 1949.

Notary Public

Residing at Spanish Fork, Utah



Press Pub. Co., Sp. Fork, Ut.

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IN THE DISTRICT COURT OF THE UNITED STATES  
IN AND FOR THE DISTRICT OF UTAH  
CENTRAL DIVISION

THE FIRST SECURITY TRUST CO., :  
A Corporation, :  
Plaintiff, :  
vs. :  
THE SALT LAKE & UTAH RAILROAD :  
CORPORATION, :  
A Corporation, :  
Defendant. :

Case No. 908-Civil  
RECEIVER'S DEED

WHEREAS, in the above entitled cause, the above named court on the 25th day of June, 1946, made and entered its Order of Sale, ordering S. J. Quinney, as Receiver of The Salt Lake & Utah Railroad Corporation, to sell at public sale the real estate of said Corporation, including the real estate hereinafter specifically described, and ordered that notice of said sale be given by publication of said Order of Sale once a week for four weeks prior to July 26, 1946, in the Deseret News, a newspaper of general circulation in Salt Lake County, Utah, and in Utah County, Utah, and in the Daily Herald, also known as the Provo Herald, a newspaper of general circulation in Utah County, Utah, which Notice of Sale was duly published in said newspapers in accordance with said Order of Sale, and

WHEREAS, said Order of Sale and said Notice of Sale specified, among other things, that said sale or sales of property described and referred to in said Order of Sale should be made without further appraisal of the property and that said property should be sold for cash or its equivalent, free and clear of all liens and encumbrances and equity of redemption, and should be displaced by the net funds realized from the sale thereof, and

WHEREAS, said Receiver, pursuant to and in conformity with said Order of Sale and Notice of Sale, publicly offered for sale said property, and in particular the real estate hereinafter described, and

WHEREAS, said Receiver, before offering said property or any part thereof for sale, read said Notice of Sale and described the real estate to be sold and called for bids therefor, and thereupon received bids for the property hereinafter described and sold the same to the grantee hereinafter named for the consideration hereinafter set forth, and

WHEREAS, said Receiver has made Report of Said Sale and petitioned the above named court to confirm the bid of the grantee hereinafter named and confirm said sale made said grantee, and

WHEREAS, the above named court has made and entered its order of confirmation of said sale, and

WHEREAS, pursuant to said Order of Sale the undersigned was ordered to make, execute, and deliver instruments of conveyance necessary or appropriate to convey to the grantee the real estate hereinafter described, and

WHEREAS, said sale has been conducted and made in all respects in accordance with law and with the provisions of said Order of Sale; and

WHEREAS, the undersigned S. J. Quinney, Receiver as aforesaid, pursuant to the order of said above named court on the 12th day of November, 1946, in consideration of the payment to him of the sum of \$102,253.65, executed and delivered to Wilson McCarthy and Henry Swan, Trustees of the property of The Denver and Rio Grande Western Railroad Company, an instrument of conveyance granting and conveying unto said Trustees, their successors and assigns, the property so purchased by them and in said deed described; and

WHEREAS, it was and is provided in said deed that the undersigned Receiver as aforesaid upon request being made by said grantee, their successors and assigns, would execute and deliver to such grantees further instruments of conveyance more particularly bounding and describing any of said property so included in said deed of November 12, 1946; and

WHEREAS, request has been made by said grantees that the undersigned Receiver as aforesaid execute and deliver to them an instrument of conveyance more particularly describing the following designated parcels of land included within the lands and premises conveyed by said prior deed;

NOW, THEREFORE, in consideration of the premises and of the sum of \$1.00 in hand paid, receipt of which is hereby acknowledged, the said S. J. Quinney as Receiver of The Salt Lake & Utah Railroad Corporation, grantor, does hereby convey, assign, and transfer unto Wilson McCarthy and Henry Swan, Trustees of the property of The Denver and Rio Grande Western Railroad Company, grantees, their successors and assigns, all the right, title, and interest of said Receiver of The Salt Lake & Utah Railroad Corporation, and of The Salt Lake & Utah Railroad Corporation, in and to the following described real estate situate in Utah County, Utah:

A strip or parcel of land 66 feet in width, being 33 feet wide on each side of the center line of said grantor's main track as originally located within the southwest quarter of the northeast quarter

*Subdiv of 7124  
Dec 10-6-46*

of Section 10, Township 6 South, Range 2 East, Salt Lake Base and Meridian, beginning at an east and west property line intersecting said center line of main track as originally located at original engineer's station 330 + 06, said intersection bears North 82° 07' West 2533.1 feet, more or less, from the east quarter corner of said Section 10, and extending thence southeasterly along curve to right with radius of 1910.08 feet 339.5 feet with long chord having course South 33° 13' East, to an intersection with the north line of an east-and-west roadway at original engineer's station 326 + 66.5.

*Subdiv of 7124  
Dec 10-6-46*

Also, a strip or parcel of land 100 feet in width, being 50 feet wide on each side of the center line of said main track as originally located within the northwest quarter of the southeast quarter of said Section 10, beginning at the north line of said subdivision intersecting said center line of main track as originally located at original engineer's station 326 + 23, said intersection bears West 2305 feet, more or less, from said east quarter corner of said Section 10, and extending thence southeasterly along curve to right with radius of 1910.08 feet 268.3 feet, with long chord having course South 23° 01' East; thence South 18° 46' East 1134.7 feet to an intersection with the south line of said subdivision, at original engineer's station 312 + 20, said intersection bears North 60° 21' West 2732.9

318- feet from the southeast corner of said Section 10.

Also, the following lots and parts of lots in Block 8 of Orem Townsite in the southeast quarter of said Section 10; The north 15 feet of Lot 3, all of Lots 4 to 9, inclusive, and the south 15 feet of Lot 10 in said Block 8.

Also, a strip or parcel of land 66 feet in width, being 33 feet wide on each side of the center line of said main track as originally located within the southwest quarter of the southeast quarter of said Section 10, beginning at the north line of said subdivision intersecting said center line of main track as originally located at original engineer's station 312 + 20, said intersection bears North 60° 21' West 2732.9 feet from the southeast corner of said Section 10, and extending thence South 18° 46' East 345 feet to an intersection with an east-and-west property line at original engineer's station 308 + 75, said intersection bears North 59° 36' West 2045.6 feet from the southeast corner of said Section 10.

*SW 1/4 of SE 1/4 Sec 10-6-2 E.  
NW 1/4 of NE 1/4 & SE 1/4 of NE 1/4  
E 1/2 of SE 1/4 Sec 10-6-2 E.  
SW 1/4 of SE 1/4 Sec 10-6-2 E.*

Also, a strip or parcel of land 50 feet in width, being 25 feet wide on each side of the center line of said main track as originally located within the southwest quarter of the southeast quarter of said Section 10, the north half and the southeast quarter of the northeast quarter, and the east half of the southeast quarter of Section 15, Township 6 South, Range 2 East, the southwest quarter of the southwest quarter of Section 14, said township and range, and the west half of the northwest quarter of Section 23, said township and range, beginning at an east and west property line intersecting said center line of main track as originally located at original engineer's station 308 + 75, said intersection bears North 59° 36' West 2045.6 feet from the southeast corner of said Section 10, and extending thence South 18° 46' East 9099 feet to an intersection with an east-and-west property line at original engineer's station 217 + 76, said intersection bears North 66° 43' East 1115 feet from the west quarter corner of said Section 23, excepting therefrom a 66-foot wide roadway along the south line of said Section 10 between original engineer's stations 298 + 28 and 297 + 56, and a 60-foot wide roadway along the south line of said Section 14 between original engineer's stations 241 + 53 and 240 + 90.

Also, a strip or parcel of land 35.8 feet in width lying northeasterly of and adjacent to the last above described parcel within the southwest quarter of the southwest quarter of said Section 14, beginning at an east and west property line intersecting the center line of said main track as originally located at original engineer's station 250 + 15 and extending thence southeasterly 862 feet to the north line of said roadway along the south line of said Section 14, intersecting said center line at original engineer's station 241 + 53.

*SW 1/4 of SW 1/4 Sec 14-6-2 E.*

Also, a strip or parcel of land 9 feet wide lying southwest-erly of and adjacent to said last above described parcel within said southwest quarter of the southwest quarter of Section 14, beginning at the west line of said Section 14 and extending thence southeasterly about 250 feet to a line intersecting at right angles said center line of main track as originally located at original engineer's station 248 + 78.5.

*SW 1/4 of SW 1/4 Sec 14-6-2 E.*

Also, a strip or parcel of land 50 feet wide lying south-westerly of and adjacent to said last above described parcel within said southwest quarter of the southwest quarter of Section 14, begin-ning at a line intersecting at right angles said center line of main track as originally located at original engineer's station 248 + 78.5 and extending thence southeasterly about 717 feet to the north line of said roadway along the south line of Section 14 intersecting said center line at original engineer's station 241 + 53.

*SW 1/4 of SW 1/4 Sec 14-6-2 E.*

Also, a strip or parcel of land 66 feet in width, being 33 feet wide on each side of said center line of main track as original-ly located within the southwest quarter of the northwest quarter, the north half of the southwest quarter, and the southeast quarter of the southwest quarter of Section 23, Township 6 South, Range 2 East, the northeast quarter of the northwest quarter and the west half of the northwest quarter of Section 26, said township and range, and the south-east quarter of the northeast quarter of Section 27, said township and range, beginning at an east-and-west property line intersecting said center line of main track as originally located at original engineer's station 217 + 76, said intersection bears North 66° 43' East 1115 feet from the west quarter corner of said Section 23, and extending thence South 18° 46' West 2547.3 feet to original engineer's station 192 + 137; thence on Searles spiral to right having 7 chords 33 feet in length 231 feet; thence on curve to right with radius of 1432.69 feet 1829.6 feet; thence on Searles spiral to right, having 7 chords 33 feet in length, 231 feet; thence South 63° 45' West 1690.7 feet; thence on curve to left with radius of 1910.08 feet a distance of 54.9 feet to a north-and-south

*SW 1/4 of NW 1/4  
NW 1/4 of SW 1/4 & SE 1/4 of SW 1/4  
NE 1/4 of NW 1/4 & W 1/2 of NW 1/4  
SE 1/4 of NE 1/4 Sec 27-6-2 E.*

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property line intersecting said center line at original engineer's station 154 + 00, said intersection bears North 42° 31' West 871.0 feet, more or less, from the east quarter corner of said Section 27, excepting therefrom a roadway about 33 feet wide along the south line of the northwest quarter of said Section 23 between original engineer's stations 213 + 21 and 212 + 85; a roadway about 47 feet wide along the south line of said Section 23 between original engineer's stations 185 + 44 and 184 + 97; and a roadway about 30 feet wide along the east side of said Section 27 between original engineer's stations 160 + 60 and 160 + 22.5.

SE 1/4 of SW 1/4  
Dec 23-6-28

Also, a tract or parcel of land within the southeast quarter of the southwest quarter of said Section 23 lying easterly of and adjacent to the last above described parcel of land, beginning at an east-and-west property line intersecting said center line at original engineer's station 191 + 93.7 and extending thence southerly about 636 feet to the north line of a 47-foot wide roadway extending along the south line of said Section 23, said parcel being 136 feet wide at its northerly end and 36 feet wide at its southerly end.

Wing mark  
Dec 26-6-28

Also, a strip or parcel of land within the west half of the northwest quarter of said Section 26, 200 feet wide, lying northwesterly of and adjacent to said last above described parcel of land, beginning at a north-and-south line intersecting the said center line at original engineer's station 169 + 54.4 and extending thence southwesterly 1117.9 feet to the west line of said Section 26 which intersects said center line at original engineer's station 160 + 60.

SE 1/4 of NW 1/4  
Dec 27-6-28

Also, a triangular tract of land within the southeast quarter of the northeast quarter of said Section 27 lying northwesterly of and adjacent to said last above described parcel of land and westerly of and adjacent to the last above described parcel of land and southeasterly of the following described line, said line beginning at a point in the west line of said Section 27 distant 166.8 feet north from its intersection with said center line and extending thence southwesterly in a straight line a distance of 281.4 feet to a point in the northwesterly line of said last above described parcel of land, 200 feet South 63° 47' West from its intersection with said east line of Section 27.

SE 1/2 of SW 1/4  
Dec 27-6-28

Also, a strip or parcel of land 75 feet in width, being 37.5 feet wide on each side of said center line of main track as originally located within the south half of the northeast quarter of said Section 27, Township 6 South, Range 2 East, beginning at a north-and-south property line intersecting said center line at original engineer's station 154 + 00, said intersection bears North 42° 51' West 871.0 feet, more or less, from the east quarter corner of said Section 27, and extending thence southwesterly along curve to left with radius of 1910.08 feet 634 feet; thence South 43° 07' West 353.2 feet to an intersection with the south line of said south half of the northeast quarter of Section 27 at original engineer's station 144 + 128, said intersection bears South 89° 23' West 1348 feet, more or less, from the east quarter corner of said Section 27.

NE 1/2 of SE 1/4  
Dec 27-6-28

Also, a strip or parcel of land 100 feet in width, being 50 feet wide on each side of said center line of main track as originally located within the north half of the southeast quarter of said Section 27 beginning at the north line of said southeast quarter of Section 27 intersecting said center line of main track as originally located at original engineer's station 144 + 12.8, said intersection bears South 89° 23' West 1348 feet, more or less, from the east quarter corner of said Section 27, and extending thence South 43° 07' West 56.9 feet; thence on Searles spiral to left having 11 chords 25 feet in length 275 feet; thence on curve to left with radius of 716.78 feet a distance of 598.9 feet to an east-and-west property line intersecting said center line of main track at original engineer's station 134 + 82, said intersection bears North 43° 18' West 2440.2 feet, more or less, from the southeast corner of said Section 27, excepting therefrom that portion of said parcel lying between lines 37.5 feet and 50 feet, respectively, southeasterly at right angles from said center line extending southwesterly from said north line of the southeast quarter of Section 27 a distance of about 80 feet to a north-and-south property line, and excepting therefrom a strip of land lying between lines parallel with and 37.5 feet and 50 feet, respectively, westerly at right angles from said center line opposite the southerly 150 feet of said parcel.



SE 1/4 Sec 27-2-33  
NE 1/4 of NW 1/4  
Sec 34-2-23

Also, a strip or parcel of land 66 feet in width, being 33 feet wide on each side of said center line of main track as originally located within the southeast quarter of Section 27, and the northeast quarter of the northeast quarter of Section 34, said township and range, beginning at an east-and-west property line intersecting said center line at original engineer's station 134 + 82, said intersection bears North 42° 18' West 2440.2 feet, more or less, from the southeast corner of said Section 27, and extending thence southeasterly along curve with radius of 716.78 feet a distance of 115.1 feet; thence on Searles spiral to left having 11 chords 25 feet in length 275 feet; thence South 36° 00' East 1446.4 feet; thence along curve to right with radius of 1910.08 feet 1182.5 feet; thence South 0° 31' East 499.1 feet to an intersection with the north line of an east-and-west roadway at original engineer's station 99 + 63.6 feet, said intersection being 300 feet more or less west from the east line of said Section 34.

SE 1/4 of NE 1/4  
34-2-23  
Sec 34-2-23

Also, a strip or parcel of land 97.5 feet in width, being 37.5 feet wide on the easterly side and 60 feet wide on the westerly side of said main track as originally located within the southeast quarter of the northeast quarter of said Section 34, beginning at the south line of a roadway intersecting said center line at original engineer's station 99 + 19.4, said intersection being 300 feet more or less west from the east line of said Section 34, and extending thence South 0° 31' East 291.4 feet to a property line having course North 64° 57' East, intersecting said center line at original engineer's station 96 + 28.

Also, a strip or parcel of land 75 feet in width, being 37.5

SE 1/4 of NE 1/4  
34-2-23  
Sec 34-2-23

feet wide on each side of said center line of main track as originally located, within the southeast quarter of the northeast quarter of said Section 34, beginning at a property line having course North 64° 57' East, intersecting said center line at original engineer's station 96 + 28 and extending thence South 0° 31' East 150 feet to an east-and-west property line intersecting said center line at original engineer's station 94 + 78, said intersection bears North 19° 19' West 893 feet, more or less, from the east quarter corner of said Section 34.

SE 1/4 of NE 1/4  
34-2-23  
Sec 34-2-23

Also, a strip or parcel of land 66 feet in width, being 33 feet wide on each side of said center line of main track as originally located within the southeast quarter of the northeast quarter of said Section 34, beginning at an east-and-west property line intersecting said center line at original engineer's station 94 + 78, said intersection bears North 19° 19' West 893 feet, more or less, from the east quarter corner of said Section 34, and extending thence South 0° 31' East 478 feet to an east-and-west property line intersecting said center line at original engineer's station 90 + 00.

SE 1/4 of NE 1/4  
Sec 34-2-23

Also, a strip or parcel of land 75 feet in width, being 37.5 feet wide on each side of said center line of main track as originally located within the southeast quarter of the northeast quarter of said Section 34, beginning at an east-and-west property line intersecting said center line at original engineer's station 90 + 00, said intersection bears North 38° 35' West 467 feet, more or less, from the east quarter corner of said Section 34, and extending thence South 0° 31' East 123.7 feet; thence along curve to left with radius of 1910.08 feet 76.3 feet to an intersection with a line having course South 87° 12' West at original engineer's station 88 + 00.

SE 1/4 of NE 1/4  
NW 1/4 of NW 1/4  
2-7-23  
NE 1/4 of NE 1/4  
34-2-23  
W 1/2 of NW 1/4  
35-6-23

Also, a strip or parcel of land 66 feet in width, being 33 feet wide on each side of said center line of main track as originally located within the southeast quarter of the northeast quarter and the northeast quarter of the southeast quarter of said Section 34; the west half of the southwest quarter of Section 35, Township 6 South, Range 2 East; and within the northwest quarter of the northwest quarter of Section 2, Township 7 South, Range 2 East, beginning at a line having course South 87° 12' West intersecting said center line at original engineer's station 88 + 00, and extending thence southeasterly along curve to left with radius of 1910.08 feet 626.5 feet; thence South 21° 36' East 798.3 feet; thence along curve to left with radius of 2864.93 feet, 500.8 feet; thence South 31° 37' East 1645.1 feet to the south line of a roadway having course South 88° 23' West intersecting said center line at original engineer's station 52 + 29.3, said intersection bears South 31° 37' East 373.3 feet from a point in the north line of said Section 2 which bears South 89° 03' West 1701.65 feet from the north quarter corner of said Section 2.

Also, a strip or parcel of land 100 feet in width, being 50 feet wide on each side of said center line of main track as originally located within the northwest quarter of said Section 2, beginning at the

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NW/4 of SW/4  
2-7-28  
south line of a roadway having course South 88° 23' West intersecting said center line at original engineer's station 52 + 29.3 and extending thence South 31° 37' East 1737.3 feet to a property line having course South 86° 53' West intersecting said center line at original engineer's station 34 + 92.

Also, a strip or parcel of land within the southeast quarter of the northwest quarter, the northeast quarter of the southwest quarter, and the west half of the southeast quarter of Section 2, Township 7 South, Range 2 East, said strip being 50 feet wide on the northeasterly side of said center line of main track as originally located and all of the land on the southwesterly side of said center line and northeasterly of the present northeasterly boundary of the right of way of The Denver and Rio Grande Western Railroad Company, beginning at a property line having course South 86° 53' West, intersecting said center line at original engineer's station 34 + 92 and extending thence South 31° 37' East 1386.7 feet; thence along curve to left with radius of 2864.93 feet 224.2 feet; thence South 36° 06' East 1318.1 feet to a property line having course North 0° 26' West intersecting said center line at original engineer's station 5 + 63, said intersection bears North 33° 26' West 200 feet from a point in the north line of Center Street which bears North 61° 02' West 1771 feet, more or less, from the southeast corner of said Section 2.

SW/4 of NW/4  
NW/4 of SW/4  
W/2 of SW/4  
2-7-28

Also, a strip or parcel of land within the southwest quarter of the southeast quarter of said Section 2 bounded as follows: Beginning at the intersection of the easterly right of way line of The Denver and Rio Grande Western Railroad Company with the north line of Center Street in the City of Provo, said intersection bears North 61° 31' West 1798.8 feet from the southeast corner of said Section 2; thence South 89° 48' East along said north line of Center Street 150 feet, crossing the center line of said main track as originally located at original engineer's station 3 + 63; thence North 43° 47' West 343.3 feet; thence South 0° 26' East 128.65 feet to the easterly right of way boundary of said The Denver and Rio Grande Western Railroad Company, crossing said center line at original engineer's station 5 + 63; thence South 36° 06' East along said right of way boundary 146.81 feet to the point of beginning.

SW/4 of SW/4  
2-7-28

Also, a parcel of land within the south half of the southeast quarter of Section 2, Township 7 South, Range 2 East, Salt Lake Base and Meridian, bounded as follows:

Beginning at the intersection of the south line of Center Street in Provo, Utah, with the northeasterly right of way line of The Denver and Rio Grande Western Railroad Company, said intersection being 25 feet northeasterly at right angles from the center line of the westbound main track of said Railroad Company; thence South 36° 00' East along said right of way line 409.86 feet to the west line of a 15-foot wide lane; thence North 1° 00' East along said west line of lane 166.7 feet; thence North 35° 26' West 94 feet; thence North 1° 00'

6961-26  
S/2 of SW/4  
2-7-28

-9-

East 85.1 feet to said south line of Center Street; thence North 89° 00' West 191 feet to the point of beginning.

Also, a strip or parcel of land 25 feet wide, northeasterly of and adjacent to the present right of way of The Denver and Rio Grande Western Railroad Company, beginning at the east line of a 15-foot wide lane crossing the center line of said main track as originally located at original engineer's station 7 + 92 and extending thence southeasterly for a distance of about 1928 feet to the north line of Fourth South Street which intersects said center line at original engineer's station 27 + 20.

2687-15  
SE/4 of SE/4  
NW/4 of SW/4  
2-7-28

Also, a triangular tract of land within the southeast quarter of the southeast quarter of said Section 2, lying northeasterly of and adjacent to the last above described strip of land and east of and adjacent to the above mentioned 15-foot wide lane, bounded as follows: Beginning at the intersection of the east line of said lane with the northeasterly line of the last above described strip of land; thence North 1° 00' East along said east line of lane 20 feet; thence southeasterly about 42 feet to a point in the northeasterly line of last above described strip of land; thence North 38° 00' West along said northeasterly line about 25 feet to the point of beginning.

SE/4 of SW/4  
2-7-28

Also, a strip or parcel of land 25 feet wide lying north-easterly of and adjacent to the present northeasterly boundary of the right of way of The Denver and Rio Grande Western Railroad Company within Lots 6, 7, and 8, Block 13, Plat A, Provo City Survey of Building Lots, said present northeasterly boundary extending from a point in the north line of said Block 13 North 89° 05' West 190 feet from the northeast corner of said Block 13; thence South 39° 03' East 145 feet; thence South 40° 37' East 145 feet to a point in the east line of said Block 13 about 234 feet South 0° 55' West from said northeast corner of Block 13.

Also, a strip or parcel of land within Lots 3 and 4, Block 14, Plat A, Provo City Survey of Building Lots, bounded as follows: Beginning at the southeast corner of said Lot 3; thence North along the east line of said lot 8 feet; thence northwesterly along curve to right with radius of 658.69 feet 232 feet, more or less, to a point in the west line of said Lot 4 distant 71.4 feet south from the northwest corner of said Lot 4; thence south along said west line of Lot 4 about 25 feet to a point in the present northeasterly boundary of the right of way of said The Denver and Rio Grande Western Railroad Company; thence South 58° 00' East along said northeasterly boundary 152.5 feet to a point in the south line of said Lot 3; thence East along said south line of Lot 3 a distance of 81.2 feet to the point of beginning.

Also, a tract of land in Lots 1 and 2 and Lots 5, 6, 7, and 8, Block 4, Plat B, Provo City Survey of Building Lots, bounded as follows: Beginning at the northwest corner of said Block 4; thence south

along the west line of said Block 111.3 feet; thence southeasterly along curve to right with radius of about 330 feet parallel with and 10 feet southwesterly at right angles from the center line of an existing railroad spur track a distance of about 211 feet to a point in the west line of said Lot 7 distant 25 feet north from the southwest corner of said lot; thence south along said west line of Lot 7 and the west line of said Lot 2 a distance of 107.5 feet; thence east parallel with and 82.5 feet south from the north line of said Lots 2 and 1 a distance of 199.9 feet, more or less, to the east line of said Block 4; thence north along said east line of Block 4 a distance of 217.8 feet to a point 65 feet south from the northeast corner of said block; thence west parallel with the north line of said block 140.26 feet; thence South 63 feet; thence North 82° 24' West 90.83 feet; thence North 69° 30' West 74.67 feet to a point in the east line of said Lot 5 distant 89.83 feet south from the northeast corner of said Lot 5; thence North 89.83 feet to said northeast corner of Lot 5; thence West 99.94 feet to the point of beginning.

Also, a strip or parcel of land within Lots 3 and 8, Block 3, Plat B, Provo City Survey of Building Lots, bounded as follows: Beginning at a point in the west line of said Lot 3 distant 25 feet south from the northwest corner of said Lot 3; thence South along said west line of Lot 3 a distance of 50.5 feet; thence East about parallel with the south line of said Lots 3 and 8 a distance of 398.24 feet to a point in the east line of said Lot 8; thence north along said east line 45 feet; thence west parallel with said south line of Lot 8 a distance of about 163 feet; thence North 1.5 feet; thence West 74.17 feet; thence North 4 feet; thence West 159.83 feet to the point of beginning.

Also, a tract of land within Lots 1, 2, 3, and 4, Block 2, Plat B, Provo City Survey of Building Lots, bounded as follows: Beginning at the northwest corner of said Lot 4; thence South 96.3 feet; thence East 199.36 feet to a point in the east line of said Lot 3 distant 104 feet north from the southeast corner of said Lot 3; thence south-easterly in a straight line 216.4 feet to a point in the east line of said Lot 1 about 30 feet north from the southeast corner of said Lot 1; thence North along said east line of Lot 1 a distance of 53.3 feet; thence northwesterly along a straight line 216.4 feet to a point in the west line of said Lot 2 distant 157.3 feet north from the southwest corner of said Lot 2; thence North along said west line of Lot 2 a distance of about 43 feet to the northeast corner of said Lot 3; thence West along the north line of said Lots 3 and 4 a distance of 199.36 feet to the point of beginning.

Also, a triangular tract of land in Lot 2, Block 1, Plat B, Provo City Survey of Building Lots, bounded as follows: Beginning at the southwest corner of said Lot 2; thence North along the west line of said lot 57.8 feet; thence southeasterly in a straight line 200 feet to a point in the south line of said Lot 2; thence west along said south line of Lot 2 about 191.5 feet to the point of beginning, excepting therefrom all land lying within 16.5 feet on each side of the center

4563-19  
Pl. Lots 6-7-8  
BK 13 - Provo

Pl. Lots 3-4  
BK 14 - Provo

8525-17  
8526-17  
7335-22  
Pl. Lots 1-2-5-6-7-8  
BK 4 - Provo

2547-13  
2500-18  
8527-17  
2778-15  
Pl. Lots 3-8  
BK 3 - Provo

4259-20  
4262-20  
4258-20  
Pl. Lots 1-2-3-4  
BK 2 - Provo

Pl. Lot 2  
BK 1 - Provo

line of the tail of wye track of The Denver and Rio Grande Western Railroad Company as formerly constructed and operated over and across said Lot 2.

Also, a strip or parcel of land 50 feet in width, being 17 feet wide on the southwesterly side and 33 feet wide on the northeasterly side of the center line of the main track of The Salt Lake and Utah Railroad as originally located within the east half of the southwest quarter of Section 7, Township 7 South, Range 3 East, beginning at an east-and-west line intersecting said center line of main track as originally located at original engineer's station 39 + 27, said line being the south line of Cemetery Lane, said intersection bears North 89° 14' East 1038.4 feet and then North 39° 18' West 2187.4 feet from the south quarter corner of said Section 7, and extending thence South 39° 18' East 509 feet to an intersection with the east line of said southwest quarter of Section 7 at original engineer's station 44 + 36, said land lying northeasterly of and adjacent to the present right of way of said grantees.

*E 1/2 of SW 1/4  
7-7-3E*

Also, a strip or parcel of land within the west half of the southeast quarter of said Section 7, 33 feet wide on the northeasterly side, and all of the land on the southwesterly side of the center line of said main track as originally located, lying northeasterly of the present northeasterly right of way line of said grantees, which is parallel with and 15 feet northeasterly from the center line of said grantees' westbound main track, beginning at the west line of the southeast quarter of said Section 7 which intersects said original center line at original engineer's station 44 + 36, and extending thence South 39° 18' East 1062.4 feet to an intersection with the east line of a former 28-foot wide lane intersecting said center line at original engineer's station 59 + 43, said intersection bears North 39° 18' West 616.0 feet from a point in the south line of said southeast quarter of Section 7, distant 1038.4 feet east from the southwest corner thereof.

*W 1/2 of SE 1/4  
7-7-3E*

Also, a strip or parcel of land 66 feet in width, being 49 feet wide on the northeasterly side and 17 feet wide on the southwesterly side of the center line of said main track as originally located within the south half of the southeast quarter of said Section 7, beginning at said east line of former 28-foot wide lane at original engineer's station 59 + 43 and extending thence South 39° 18' East 139 feet to an intersection with an east-and-west property line intersecting said original center line at original engineer's station 60 + 82, said intersection bears North 39° 18' West 477 feet from a point in the south line of said southeast quarter of Section 7 distant 1038.4 feet east from the southwest corner thereof, said land lying northeasterly of and adjacent to the present right of way of said grantees.

*SW 1/2 of SE 1/4  
7-7-3E*

Also, a strip or parcel of land 50 feet in width, being 33 feet wide on the northeasterly side and 17 feet wide on the southwest-

erly side of said main track as originally located within the southwest quarter of the southeast quarter of said Section 7 and the northwest quarter of the northeast quarter of Section 18, said township and range, beginning at said east-and-west property line which intersects said original center line at said original engineer's station 60 + 82 and extending thence South 39° 18' East 602.6 feet to a line which intersects said original center line at right angles at original engineer's station 66 + 84.6 at a point South 39° 18' East 125.6 feet from a point in the north line of said northeast quarter of Section 18 distant 1038.4 feet east from the northwest corner thereof, said land lying northeasterly of and adjacent to the present right of way of said grantees.

*SW 1/4 of SE 1/4  
7-7-3E*

Also, a tract of land near Springville within the northeast quarter of the southwest quarter of Section 4, Township 8 South, Range 3 East, bounded on the west by the State Highway, on the north and east by property of the Utah Railway Company, and on the south by a private roadway, said tract of land being described as follows: Beginning at the intersection of the east line of said State Highway with the southerly boundary of said property of the Utah Railway Company, said intersection bears South 5° 59' West 2873 feet and North 82° 25' West 109 feet from the north quarter corner of said Section 4; thence South 17° 03' East along the east line of said State Highway 195 feet to the north line of said private roadway; thence North 82° 44' East along said north line of private roadway about 126 feet to the southwesterly right of way line of said Utah Railway; thence North 32° 19' West along said right of way line about 195 feet to present property corner of said Utah Railway Company; thence South 83° 30' West along the southerly right of way line of said Utah Railway Company about 71 feet to the point of beginning.

*NE 1/4 of SW 1/4  
4-8-3E*



324 Also, a strip or parcel of land within the northeast quarter of the southwest quarter of said Section 4, bounded as follows: Beginning at the intersection of the east right of way line of State Highway with the south line of a private lane having course North 82° 44' East, said intersection being located 72.65 feet northeasterly at right angles from the center line of the former main track of The Salt Lake and Utah Railroad Company opposite original engineer's station 294 + 53.5; thence South 15° 43' East along said east right of way line of highway 693.5 feet; thence North 88° 59' East 20.88 feet; North 15° 43' West parallel with and 20 feet easterly from said easterly right of way line of highway 470 feet; thence North 74° 17' East 12 feet; thence North 15° 43' West 225.9 feet to a point in said south line of private lane; thence South 82° 44' West 32.5 feet to the point of beginning.

*NE 1/4 of Sec 4  
4-8-38*

Also, a strip or parcel of land within the east half of the southwest quarter of said Section 4, bounded as follows: Beginning at a point in the center line of said main track as originally located at original engineer's station 311 + 98, said point bears North 89° 20' East 775 feet and North 55° 18' East 1274 feet from the southwest corner

*E 1/2 of Sec 4  
4-8-38*

of said Section 4; thence South 88° 25' East 69.3 feet to a point 41 feet southeasterly at right angles from said center line; thence northeasterly parallel with a spiralled 6° 00' curve to left about 567 feet to a point in the westerly right of way line of said State Highway; thence North 10° 51' East along said right of way line about 291 feet to angle point in said right of way line; thence North 11° 00' West along said right of way line 420 feet, crossing said center line at original engineer's station 302 + 42.9; thence South 68° 15' West 13.8 feet; thence South 11° 00' East 20 feet; thence South 75° 19' West 81 feet; thence North 14° 41' West 285 feet; thence South 75° 19' West 17 feet; thence South 14° 41' East 285 feet; thence South 75° 19' West 10 feet; thence South 14° 41' East 480 feet to a point 25 feet westerly at right angles from said center line of original main track opposite original engineer's station 304 plus about 20 feet; thence southwesterly along curve to right parallel with and 25 feet northwesterly from said center line which extends along a 6° 00' spiralled curve a distance of about 675 feet; thence South 39° 08' West 74.8 feet; thence South 88° 25' East 7 feet to the point of beginning.

*A 1/2 of Sec 4  
4-8-38  
E 1/2 of Sec 4  
4-8-38*

Also, a strip or parcel of land of varying widths located along each side of the center line of the former main track of the Spanish Fork Sugar Works Branch of The Salt Lake and Utah Railroad Company within the south half of the north half of Section 24 and the southeast quarter of the northeast quarter of Section 23, Township 8 South, Range 2 East, Salt Lake Base and Meridian, near Spanish Fork, Utah, said center line of main track being described as follows: Beginning at the intersection of said center line with the west line of Second West Street in Spanish Fork, Utah, said intersection being 38 feet north from the produced south line of Center Street in said town at original engineer's station 9 + 90; thence extending North 89° 54' West 447.4 feet to station 14 + 37.4; thence along a 4° 00' curve to right 125 feet to station 15 + 62.4; thence North 84° 54' West 82.7 feet to station 16 + 45.1; thence along a 4° 00' curve to left 125 feet to station 17 + 70.1 which is equal to station 17 + 69.1 ahead; thence North 89° 54' West 3818.9 feet to station 55 + 99, said point bears North 89° 54' West 327.4 feet from a point in the east line of said Section 23 South 0° 34' West 1813.9 feet from the northeast corner of said Section 23, the widths of said strip of land between said original engineer's station limits are as follows: 19 feet wide on the southerly side and 12 feet wide on the northerly side from station 9 + 90 to station 14 + 60; tapering from 16.5 feet on each side at station 14 + 60 to 29.5 feet wide on the northerly side and 20 feet wide on the southerly side at Station 15 + 38; 29.5 feet wide on the northerly side and 20 feet wide on the southerly side at station 15 + 38 to 14.5 feet wide on the northerly side and 35 feet wide on the southerly side at station 18 + 80; 14.5 feet wide on the northerly side and 16.5 feet wide on the southerly side from Station 18 + 80 to Station 22 + 77; 16.5 feet wide on each side from station 22 + 77 to station 28 + 53; 18.5 feet wide on the northerly side and 16.5 feet wide on the southerly side from station 28 + 53 to station 39 + 62; tapering from 18.5 feet wide on the northerly side and 16.5 feet wide on the southerly side at station 39 + 62 to 21.5 feet wide on the northerly side and 16.5 feet wide

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on the southerly side at station 42 + 33; 21.5 feet wide on the northerly side and 16.5 feet wide on the southerly side from station 42 + 77 to station 49 + 36; 30.5 feet wide on the northerly side and 16.5 feet wide on the southerly side from station 49 + 36 to station 55 + 99.

Also, a strip or parcel of land within the southeast quarter of the northeast quarter of said Section 23 beginning at the intersection of said center line with a north and south property line at original engineer's station 55 + 99, said intersection bears North 89° 54' West 327.4 feet from a point in the east line of said Section 23 South 0° 34' West 1830.9 feet from the northeast corner of said Section 23; thence North 17 feet; thence North 89° 54' West 333.5 feet to the southwesterly right of way line of The Denver and Rio Grande Western Railroad Company 25 feet southwesterly at right angles from the center line of the main track of the Tintic Branch of said Railroad Company; thence South 44° 12' West along said right of way line 928 feet to the north line of a public highway; thence North 89° 54' East, along the north line of said highway, 66.4 feet; thence northeasterly along curve to right with radius of 925.79 feet about 67 feet to a point 16.5 feet southeasterly at right angles from said center line of main track of The Salt Lake and Utah Railroad Company; thence North 44° 12' East parallel with said center line 565.9 feet; thence northeasterly along curve to right with radius of 557.19 feet about 445.2 feet to a point opposite original engineer's station 56 + 62.9; thence South 89° 54' East 63.9 feet; thence North 16.5 feet to the point of beginning.

*3/31/37  
2-8-37*

Also, a triangular tract of land within the east half of the northeast quarter of Section 25, Township 8 South, Range 2 East, bounded as follows: Beginning at a point in the center line of the former main track of The Salt Lake and Utah Railroad near Spanish Fork at original engineer's Station 560 + 87, which point bears North 1° 39' East 1022.8 feet from a point North 77° 50' West 255.8 feet from the east quarter corner of said Section 25; thence South 25° 30' East 43.8 feet; thence North 1° 39' East 295 feet; thence South 6° 07' West 256.8 feet to the point of beginning.

*3/31/37  
2-8-37*

Also, a parcel of land within the southeast quarter of the northeast quarter of said Section 25 bounded as follows: Beginning at a point in said center line of former main track at original engineer's station 566 + 35 which point bears North 1° 39' East 464.8 feet from a point bearing North 78° 50' West 255.8 feet from the east quarter corner of said Section 25; thence South 55° 00' East 49.1 feet; thence North 1° 39' East parallel with said center line 186 feet; thence North 26° 30' West 86.9 feet crossing said center line at original engineer's station 563 + 99.4; thence South 6° 07' West 249.4 feet; thence South 55° 00' East 48.7 feet to the point of beginning.

*3/31/37  
2-8-37*

Also, a strip or parcel of land 66 feet in width, being 41 feet wide on the easterly side and 25 feet wide on the westerly side of said center line of main track within the southeast quarter of the northeast quarter and the northeast quarter of the southeast quarter

*NE 1/4 NW 1/4  
2-8-37*

of said Section 25, beginning at a property line having course South 55° 00' East intersecting said center line at original engineer's station 566 + 35 which bears North 1° 39' East 464.8 feet from a point bearing North 78° 50' West 255.8 feet from the east quarter corner of said Section 25, and extending thence South 1° 39' West 1400 feet to a property line having course North 80° 00' East intersecting said center line at original engineer's station 580 + 35, said intersection bears South 1° 39' West 925 feet from a point bearing North 78° 50' West 255.8 feet from said east quarter corner of Section 25.

Also, a strip or parcel of land within the southeast quarter of the southeast quarter of Section 24, Township 8 South, Range 2 East, and within the southwest quarter of the southwest quarter of Section 19, Township 8 South, Range 3 East, bounded as follows: Beginning at a point in the east line of said Section 24, 574.2 feet north from the southeast corner of said Section 24; thence South 55° 00' East 448.8 feet; thence South 66° 30' East 19 feet; thence South 3° 00' West 91 feet; thence North 55° 00' West 600 feet; thence North 3° 00' East 87 feet; thence South 55° 00' East 132 feet to the point of beginning.

*3/31/37  
2-8-37  
SW 1/4 NW 1/4*

