

Beginning at the North Quarter Section Corner (Stone in place) of the said Section 19, and running thence along the North boundary line of said Section South 89° 47' East 2640.0 feet to the Northeast corner of said Section 19; thence South 0° 04' East 900.0 feet along the East boundary of said Section 19 to a point 15.0 feet South of the center line of a certain irrigation ditch; thence along a series of tangents approximately parallel with said ditch and 15.0 feet, more or less distant Southerly from the center line of said ditch as follows: 74° 00' West 100.0 feet; thence South 32° 00' West 237.0 feet; thence South 67° 30' West 333.0 feet; thence North 84° 00' West 321.0 feet; thence South 73° 00' West 147.0 feet; thence South 23° 00' West 475.0 feet; thence South 81° 00' West 577.5 feet; thence North 79° 00' West 580.0 feet; thence South 58° 00' West 358.0 feet to the quarter section line; thence along said line North 1896.31 feet to the point of beginning. Containing 92 acres.

Subject to the County Road 66 feet wide for approximately 2500 feet.

Subject to Utility Electric Power lines and Petroleum pipe lines.

Together with a portion of Right No. M 283, priority 1876, through Eddington Ditch decreed to David Eddington for 22.07 acres of the 49.60 acres in Section 19, Township 5 North, Range 5 East, being 2.48 cfs flood, 1.80 cfs high, and 0.3 cfs. low.

Dated this 28th day of February, 1966.

CALLISTER, KESLER & CALLISTER

By LOUIS H. CALLISTER, JR.
Attorneys for Plaintiffs
Suite 800 Kennecott Building
Salt Lake City, Utah

Recorded at the request of Louis H. Callister, Jr., March 1 A.D. 1966 at 9:00 o'clock A.M.

Betty J. Randall
Deputy County Recorder

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No. 34141

PERPETUAL EASEMENT

ORIGINAL

C. D. No. 46976-6

Agreement Number: _____
Project Number: I-80N-6(4)51 - Davis, Weber & Morgan Counties
Project Name: Uintah Junction to Gateway

(Road Comm. Copy)

GRANTOR OF PERPETUAL EASEMENT: UNION PACIFIC RAILROAD COMPANY

I-80N-6(4)51 - Davis, Weber & Morgan
Counties
Uintah Junction to Gateway
Union Pacific Railroad Company

PERPETUAL EASEMENT AGREEMENT

THE UNION PACIFIC RAILROAD COMPANY, a corporation of Utah, "Grantor," hereby grants and conveys to the STATE ROAD COMMISSION OF UTAH, "Grantee," for and in consideration of the sum of \$750.00, to be paid by the Grantee to the Grantor upon the execution and delivery of this Agreement, a perpetual easement for the construction and thereafter the maintenance, repair, renewal and use of a public highway upon and with the following described parcels of land situate in the Counties of Weber, Davis and Morgan, State of Utah:

PARCEL A.

An irregular strip of land situated in the NE $\frac{1}{4}$ of SW $\frac{1}{4}$ and the SE $\frac{1}{4}$ of Section 25, Township 5 North, Range 1 West of the Salt Lake Meridian, and in the N $\frac{1}{2}$ of S $\frac{1}{2}$ of Section 30 and the N $\frac{1}{2}$ of S $\frac{1}{2}$ of Section 29, Township 5 North, Range 1 East of the Salt Lake Meridian, in Weber, Davis and Morgan Counties, Utah, bounded and described as follows:

Beginning at a point in the southerly right of way line of the Union Pacific Railroad Company that is 200.0 feet distant southerly, measured at right angles, from the center line of the original main track of said Railroad Company as formerly constructed and operated, opposite Railroad Survey Station 52448+25.0 in the center line of the existing southerly or westbound main track of said Railroad Company as now constructed and

operated, said Railroad Station being 1929.8 feet distant southeasterly from the west line of said Section 25, measured along said center line of existing southerly main track;

thence southeasterly along a straight line to a point that is 45.0 feet distant southerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52433+90 thereon;

thence easterly along a line that is parallel with and 45.0 feet distant southerly, measured at right angles and/or radially from said center line of existing southerly main track to a point opposite Railroad Survey Station 52412+22 thereon;

thence northeasterly along a straight line to a point that is 40.0 feet distant southeasterly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52405+20 thereon;

thence northeasterly along a line that is concentric with and 40.0 feet distant southeasterly, measured radially, from said center line of existing southerly main track to a point opposite Railroad Survey Station 52402+04 thereon;

thence northeasterly along a straight line to a point that is 30.0 feet distant southerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52401+01 thereon;

thence easterly along a line that is parallel with and 30.0 feet distant southerly, measured radially and/or at right angles, from said center line of existing southerly main track to a point opposite Railroad Survey Station 52388+78 thereon;

thence easterly along a straight line to a point that is 45.0 feet distant southerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52384+18 thereon;

thence easterly along a straight line to a point that is 80.0 feet distant southerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52378+46 thereon;

thence easterly along a straight line to a point that is 180.0 feet distant southerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52371+30 thereon;

thence northeasterly along a straight line to a point that is 65.0 feet distant southerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52364+50 thereon;

thence easterly along a straight line to a point that is 75.0 feet distant southerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52362+00 thereon;

thence easterly along a straight line to a point that is 135.0 feet distant southerly, measured at right angles, from said center line of existing southerly main track at Railroad Survey Station 52356+00 thereon;

thence easterly along a straight line to a point that is 115.0 feet distant southerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52353+60 thereon;

thence northeasterly along a straight line to a point that is 54 feet distant southerly, measured at right angles, from said center line of existing southerly main track at Railroad Survey Station 52348+93 thereon;

thence easterly along a straight line to a point that is 57.0 feet distant southerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52345+57 thereon;

thence easterly along a straight line to a point that is 170.0 feet distant southerly, measured at right angles, from said center line of existing southerly main track at Railroad Survey Station 52328+75 thereon;

thence northeasterly along a straight line to a point that is 37.0 feet distant southerly, measured radially, from the hereinafter described center line of the relocated southerly main track of said Railroad Company as proposed in the year 1962 at Railroad Survey Station 52320+71 thereon;

thence northeasterly along a straight line to a point that is 18.0 feet distant southerly, measured radially, from said hereinafter described center line of proposed relocated southerly main track at Railroad Survey Station 52318+48.0 thereon;

thence northeasterly along a line that is parallel with and 18.0 feet distant southerly, measured radially and/or at right angles, from said hereinafter described center line of relocated southerly main track,

to a point opposite Railroad Survey Station 52311+26 thereon; said point also being approximately 25 feet distant southeasterly, measured radially, from the center line of survey of Interstate Highway 80 N;

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Road Comm. Copy

thence southeasterly along a straight line to a point in the southerly right of way line of said Railroad Company that is 200.0 feet distant southerly, measured radially from said center line of original main track, and opposite Railroad Survey Station 52310+64 on said hereinafter described center line of relocated southerly main track;

thence westerly along said southerly right of way line which is parallel with and 200.0 feet distant southerly, measured radially and/or at right angles, from said center line of original main track, to a point in a line drawn radially to said center line of existing southerly main track at Railroad Survey Station 52384+60 thereon;

thence northerly along a straight line to a point that is 118.0 feet distant southerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52384+50.5 thereon;

thence westerly along a straight line a distance of 246.3 feet, more or less, to a point that is 95.2 feet distant southerly, measured at right angles, from said center line of existing southerly main track at Railroad Survey Station 52386+91.8 thereon;

thence westerly along a tangent curve to the left having a radius of 2850 feet, a distance of 186.5 feet, more or less, to a point that is 85 feet distant southerly, measured at right angles from said center line of existing southerly main track at Railroad Survey Station 52388+78 thereon;

thence westerly along a straight line tangent to the end of the last described curve a distance of 291.2 feet;

thence southerly at right angles a distance of 17 feet;

thence westerly along a straight line forming an angle of $90^{\circ} 04' 48''$ from south to west with the last described line produced, a distance of 80.3 feet;

thence westerly along a straight line forming an angle of $3^{\circ} 14' 31''$ from west to southwest with the last described line produced, a distance of 90.0 feet;

thence westerly along a straight line forming an angle of $7^{\circ} 37' 48''$ from west to south with the last described line produced, a distance of 87.3 feet;

thence southeasterly along a straight line to a point in said southerly right of way line that is 200.0 feet distant southerly, measured radially, from said center line of original main track and opposite Railroad Survey Station 52393+17 on said center line of existing southerly main track;

thence westerly along said southerly right of way line which is parallel with and 200.0 feet distant southerly, measured radially and/or at right angles, from said center line of original main track, to the point of beginning.

PARCEL B.

An irregular parcel of land situated in the NW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 28 and the NE $\frac{1}{4}$ of SE $\frac{1}{4}$ of Section 29, Township 5 North, Range 1 East of the Salt Lake Meridian, in Morgan County, Utah, bounded and described as follows:

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Beginning at a point in the northerly right of way line of the Union Pacific Railroad Company that is 200.0 feet distant northerly, measured radially, from the center line of the original main track of said Railroad Company, as formerly constructed and operated, and opposite Railroad Survey Station 52305+78 in said hereinafter described center line of proposed relocated southerly or westbound main track of said Railroad Company;

thence southwesterly along a straight line to a point that is 117.0 feet distant northerly, measured radially, from said hereinafter described center line of proposed relocated southerly main track at Railroad Survey Station 52306+93 thereon;

thence northwesterly along a straight line to a point that is 198.0 feet distant northerly, measured

radially, from said hereinafter described center line of proposed relocated southerly main track at Railroad Survey Station 52309+80 thereon;

thence northeasterly along a straight line to a point in said northerly right of way line that is 200.0 feet distant northerly, measured radially, from said center line of original main track, and opposite Railroad Survey Station 52309+56 on said hereinafter described center line of proposed relocated southerly main track;

thence southeasterly along said northerly right of way line which is parallel with and 200.0 feet distant northerly, measured radially and/or at right angles, from said center line of original main track, to the point of beginning.

PARCEL C.

An irregular parcel of land situated in the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 28, Township 5 North, Range 1 East of the Salt Lake Meridian, in Morgan County, Utah bounded and described as follows:

Beginning at a point in the northerly right of way line of the Union Pacific Railroad Company that is 200.0 feet distant northerly, measured at right angles, from the center line of the original main track of said Railroad Company as formerly constructed and operated and opposite Railroad Survey Station 52300+26.3 in said hereinafter described center line of the proposed relocated southerly or westbound main track of said Railroad Company;

thence southwesterly along a straight line to a point that is 170.0 feet distant northerly, measured radially, from said hereinafter described center line of proposed relocated southerly main track at Railroad Survey Station 52301+46.3 thereon;

thence westerly along a straight line to a point that is 165.0 feet distant northerly, measured radially, from said hereinafter described center line of proposed relocated southerly main track at Railroad Survey Station 52302+50 thereon;

thence northwesterly along a straight line to a point on said northerly right of way line that is 200.0 feet distant northerly, measured radially, from said center line of original main track, and opposite Railroad Survey Station 52302+86 on said hereinafter described center line of proposed relocated southerly main track;

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thence easterly along said northerly right of way line which is parallel with and 200.0 feet distant northerly, measured radially and/or at right angles, from said center line of original main track, to the point of beginning.

PARCEL D.

An irregular parcel of land situated in the N $\frac{1}{2}$ SW $\frac{1}{4}$ and the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 28, Township 5 North, Range 1 East of the Salt Lake Meridian, in Morgan County, Utah, bounded and described as follows:

Beginning at a point in the northerly right of way line of the Union Pacific Railroad Company that is 200.0 feet distant northerly, measured at right angles, from the center line of the original main track of said Railroad Company as formerly constructed and operated, and opposite Railroad Survey Station 52295+80, which is a point on said center line of existing southerly or westbound main track of said Railroad Company as now constructed and operated that is 4, 142.8 feet distant westerly from eastline of said Section 28, measured along said center line of existing southerly main track;

thence southeasterly along a straight line to a point that is 152.0 feet distant northerly, measured at right angles, from said center line of existing southerly main track at Railroad Survey Station 52293+00 thereon;

thence easterly along a straight line to a point that is 120.0 feet distant northerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52288+90 thereon;

thence northeasterly along a straight line to a point that is 110.0 feet distant northerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52285+20 thereon;

thence northeasterly along a straight line to a point that is 200.0 feet distant northerly, measured at right angles, from said center line of original main track and opposite Railroad Survey Station 52282+05

on said center line of existing southerly main track;

thence northeasterly along a straight line to a point that is 168.0 feet distant northerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52276+60 thereon;

thence easterly along a straight line to a point that is 190.0 feet distant northerly, measured radially, from said center line of existing southerly main track at Railroad Survey Station 52273+55 thereon;

thence southeasterly along a straight line to a point that is 200.0 feet distant northeasterly, measured at right angles, from said center line of original main track, and opposite Railroad Survey Station 52271+40 on said center line of existing southerly main track;

thence westerly along said northerly right of way line which is parallel with and 200.0 feet distant northerly, measured at right angles and/or radially, from said center line of original main track, to the point of beginning.

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Said center line of relocated southerly or westbound main track as proposed in the year 1962 being described as follows:

Beginning at Railroad Survey Station 52300+26.3 P.S. in said center line of existing southerly or westbound main track as now constructed and operated, which station is 4589.1 feet distant westerly, measured along said center line of existing southerly main track, from the east line of said Section 28, Township 5 North, Range 1 East of the Salt Lake Meridian;

thence westerly along an increasing spiral curve to the right, tangent at its point of beginning to said center line of existing southerly main track, through a spiral angle of 1° 48', a distance of 120 feet to Railroad Survey Station 52301+46.3 P.C.C.;

thence westerly along a curve to the right, having a radius of 1910.08 feet, a distance of 215.6 feet to Railroad Survey Station 52303+61.9 P.C.C.;

thence westerly along a decreasing spiral curve to the right, through a spiral angle of 1° 48', a distance of 120 feet to Railroad Survey Station 52304+81.9 P.T.;

thence westerly along a straight line tangent to the end of the last described spiral curve, a distance of 129.3 feet to Railroad Survey Station 52306+11.2 P.S.;

thence westerly along an increasing spiral curve to the left, through a spiral angle of 1° 48', a distance of 120 feet to Railroad Survey Station 52307+31.2 P.C.C.;

thence westerly along a curve to the left, having a radius of 1910.08 feet, a distance of 541.1 feet to Railroad Survey Station 52312+72.3 P.C.C.;

thence westerly along a decreasing spiral curve to the left, through a spiral angle of 1° 48', a distance of 120 feet to Railroad Survey Station 52313+92.3 P. T.;

thence westerly along a straight line tangent to the end of the last described spiral curve, a distance of 148.0 feet to Railroad Survey Station 52315+40.3 P.S.;

thence westerly along an increasing spiral curve to the right, through a spiral angle of 1° 48', a distance of 120 feet to Railroad Survey Station 52316+60.3 P.C.C.;

thence westerly along a curve to the right having a radius of 1910.08 feet, a distance of 421.1 feet to Railroad Survey Station 52320+81.4 P.C.C.;

thence westerly along a decreasing spiral curve to the right, through a spiral angle of 1° 48', a distance of 120 feet to a point in said center line of existing southerly main track designated as Railroad Survey Station 52322+01.4 P.T. Bk. - 52322+31.1 P.O.T. Ah.

Said Parcels "A" "B" "C", and "D", hereinafter collectively called Highway Easement Areas, are tinted yellow on the attached Engineering drawing, marked Exhibit "A", attached hereto and hereby made a part hereof.

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The Grantor further releases and relinquishes to the Grantee all rights of ingress to and egress from the Grantor's remaining property contiguous to Parcels "A", "B", "C", and "D" hereby conveyed, to and

from said Easement Areas, excepting and reserving to said nearest roadway over and across the northerly right of way line of said roadway two 16-foot sections, which said sections center at a point directly opposite Highway Engineer Station 173+50 (westbound) and Highway Engineer Station 190+00 (westbound).

The Grantor further grants to the Grantee, for the same consideration as set forth above, a perpetual easement to construct and thereafter maintain, repair, renew and use slope embankments within the limits of the following described property situate in the County of Weber, State of Utah, to-wit:

PARCEL E.

A strip of land 31 feet wide situated in the N $\frac{1}{2}$ SE $\frac{1}{4}$ of Section 25, Township 5 North, Range 1 West of the Salt Lake Meridian, in Weber County, Utah, lying between lines concentric with and distant southerly 14 feet and 45 feet, respectively, measured radially, from said center line of existing southerly or westbound main track, and extending easterly from a straight line drawn radially to said center line at Railroad Survey Station 52427+19 thereon, to a straight line drawn radially to said center line at Railroad Survey Station 52423+23 thereon;

PARCEL F.

A strip of land 31 feet wide situated in the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 25, Township 5 North, Range 1 West of the Salt Lake Meridian, in Weber County, Utah, lying between lines concentric with and distant southerly 14 feet and 45 feet, respectively, measured radially, from said center line of existing southerly main track, and extending easterly from a straight line drawn radially to said center line at Railroad Survey Station 52416+00 thereon; to a straight line drawn radially to said center line at Railroad Survey Station 52413+50 thereon;

PARCEL G.

An irregular strip of land situated in the N $\frac{1}{2}$ SW $\frac{1}{4}$ of Section 30, Township 5 North, Range 1 East of the Salt Lake Meridian, in Weber County, Utah, that is bounded on the north by a line parallel with and 14 feet distant southerly, measured at right angles and/or radially, from said center line of existing southerly or westbound main track, bounded on the south by the northerly boundary line of Parcel "A", hereinabove described, bounded on the west by a straight line drawn at right angles to said center line of existing southerly main track at Railroad Survey Station 52407+93 thereon, and bounded on the east by a straight line drawn radially to said center line at Railroad Survey Station 52401+01 thereon.

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PARCEL H.

An irregular strip of land situated in the NE $\frac{1}{4}$ SW $\frac{1}{4}$ and the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 30, Township 5 North, Range 1 East of the Salt Lake Meridian, in Weber County, Utah, that is bounded on the north by a line parallel with and 14 feet distant southerly, measured at right angles and/or radially, from said center line of existing southerly or westbound main track, bounded on the south by the northerly boundary line of Parcel "A" hereinabove described, bounded on the west by a straight line drawn radially to said center line of existing southerly main track at Railroad Survey Station 52398+00 thereon, and bounded on the east by a straight line drawn radially to said center line at Railroad Survey Station 52384+63 thereon.

PARCEL I.

A parcel of land situated in the NE $\frac{1}{4}$ SW $\frac{1}{4}$ and the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 30, Township 5 North, Range 1 East of the Salt Lake Meridian, in Weber County, Utah, bounded and described as follows:

Beginning at a point in the southerly boundary line of Parcel "A", hereinabove described, that is 85 feet distant southerly, measured at right angles, from said center line of southerly or westbound main track at Railroad Survey Station 52388+78 thereon;

thence westerly along said southerly boundary line of Parcel "A", hereinabove described, a distance of 291.2 feet;

thence southerly at right angles and along said southerly boundary line a distance of 17 feet;

thence southeasterly along a straight line a distance of 141.15 feet to a point that is 35 feet distant southerly, measured at right angles, from said southerly boundary line of Parcel "A";

thence northeasterly along a straight line a distance of 155.2 feet to the point of beginning.

PARCEL J.

A parcel of land situated in the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 30, Township 5 North, Range 1 East of the Salt

Lake Meridian, in Weber County, Utah, bounded and described as follows:

Beginning at a point in the southerly boundary line of Parcel "A", hereinabove described, that is 95.2 feet distant southerly, measured at right angles, from said center line of southerly or westbound main track at Railroad Survey Station 52386+91.8 thereon;

thence easterly along said southerly line of Parcel "A", hereinabove described, a distance of 246.3 feet, more or less, to an angle point in said southerly line;

thence southerly along said southerly boundary line, a distance of 50 feet;

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thence northwesterly along a straight line a distance of 46.84 feet to a point that is 37 feet distant southerly, measured at right angles, from said southerly boundary line of Parcel "A";

thence westerly along a straight line a distance of 182.16 feet to a point that is 65 feet distant southerly, measured at right angles, from said southerly boundary line of Parcel "A";

thence northwesterly along a straight line a distance of 81.9 feet to a point in said southerly boundary line of Parcel "A";

The Grantor further grants to the Grantee, for the same consideration as set forth above, a perpetual easement to construct and thereafter maintain, repair, renew and use the property described below a perpetual easement for channel changes within the limits of the following described premises in the Counties of Weber and Morgan, State of Utah, to-wit:

PARCEL K

A parcel of land situated in the NE $\frac{1}{4}$ SW $\frac{1}{4}$ and the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 29, Township 5 North, Range 1 East of the Salt Lake Meridian, in Weber County, Utah, that is bounded on the north by a line concentric with and 30 feet distant southerly, measured radially, from said center line of existing southerly or westbound main track, bounded on the south by the northerly boundary line of Parcel "A", hereinabove described, and bounded on the east and west by straight lines parallel with and 40 feet distant easterly and 30 feet distant westerly, respectively, measured at right angles, from the following described center line, to-wit:

Beginning at a point that is 30 feet distant southerly, measured radially from said center line of existing southerly main track at Railroad Survey Station 52336+62 thereon;

thence southwesterly along a straight line a distance of 120 feet, more or less, to a point in said northerly boundary line of Parcel "A" that is opposite Railroad Survey Station 52336+88 in said center line of existing southerly main track.

PARCEL L.

A parcel of land situated in the NE $\frac{1}{4}$ SW $\frac{1}{4}$ and the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 28, Township 5 North, Range 1 East of the Salt Lake Meridian, in Morgan County, Utah, that is bounded on the north by the southerly boundary line of Parcel "D", hereinabove described, bounded on the south by a line parallel with and 60 feet distant northerly, measured

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radially, from said center line of existing southerly main track, bounded on the west by a straight line drawn radially to said center line of existing southerly main track at Railroad Survey Station 52282+05 thereon, and bounded on the east by a straight line drawn radially to said center line at Railroad Survey Station 52273+55 thereon.

Parcels "K", and "L", hereinafter collectively called "Channel Easement Areas", are shown tinted orange on the said Exhibit "A".

AND WHEREAS, said Union Pacific Railroad Company, Grantor, did, on the first day of June, 1940, execute and deliver to The Chase National Bank of the City of New York a certain mortgage deed, wherein and whereby said Railroad Company conveyed to said The Chase National Bank of the City of New York as Trustee for the uses and purposes therein mentioned, among other things, the land hereinbefore described; and

WHEREAS, said The Chase National Bank of the City of New York was, on the 31st day of March, 1955, merged into the Bank of the Manhattan Company under the name of The Chase Manhattan Bank, and thereby said The Chase Manhattan Bank became successor to said The Chase National Bank of the City of New York as Trustee of said mortgage, *

NOW, THEREFORE, Know All Men By These Presents, that said THE CHASE MANHATTAN BANK, Trustee under the aforesaid mortgage deed, in consideration of the premises, does hereby join in the execution of this instrument for the purpose of releasing, and does hereby release the said mortgage to the extent and for the purpose, and to the extent and for the purpose only, of freeing the easements herein mentioned from the lien of said mortgage, to the end that the Utah State Road Commission, its successors and assigns, may enjoy and use said easements free and clear of the lien of said mortgage.

This PERPETUAL EASEMENT AGREEMENT is executed by the Trustee without covenant or warranty, express or implied, and without recourse against it in any event. This Perpetual Easement Agreement is executed by the said Grantor, Union Pacific Railroad Company, without warranty, express or implied.

IN WITNESS WHEREOF, the said Grantor, Union Pacific Railroad Company and the The Chase Manhattan Bank, Trustee, have caused this instrument to be executed by their proper officers thereunto duly authorized this 28th day of December, 1965.

ATTEST:

C. W. ROSSWORN
Secretary (Seal)

ATTEST:

E. J. WALSH
Assistant Secretary (Seal)
E. J. Walsh

UNION PACIFIC RAILROAD COMPANY

By FRANK E. BARNETT
Vice President
(National Association)

THE CHASE MANHATTAN BANK, Trustee

By C. F. RUGE
Vice President
C. F. Ruge

* and on September 23, 1965, The Chase Manhattan Bank was converted into The Chase Manhattan Bank (National Association) and its name changed thereto without affecting the continuity of its business or corporate existence. Said Bank is hereinafter referred to as The Chase Manhattan Bank.

Approved: Feb. 11, 1966

By P. L. Homme for Division Engineer
Bureau of Public Roads

Internal Revenue Stamps for \$1.10 Affixed and Cancelled

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STATE OF NEW YORK)
) ss/
COUNTY OF NEW YORK)

On this 28th day of December, 1965, before me, a Notary Public in and for said County, in the State aforesaid, personally appeared FRANK E. BARNETT to me personally known, and to me personally known to be Vice President of UNION PACIFIC RAILROAD COMPANY, and to be the same person whose name is subscribed to the foregoing instrument, and who, being by me duly sworn, did say that he is Vice President of Union Pacific Railroad Company; that the seal affixed to said instrument is the corporate seal of said corporation; and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors; and the said FRANK E. BARNETT acknowledged said instrument to be his free and voluntary act and deed, and the free and voluntary act and deed of said corporation, by it voluntarily executed, for the uses specified therein.

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

My commission expires March 30, 1966.

(Seal)

ELIZABETH L. GALPINE
Elizabeth L. Galpine
Notary Public, State of New York
No. ???????
Qualified in New York County
Certificate Filed in N. Y. Co. Clk's Office
Commission Expires March 30, 1966

STATE OF NEW YORK)
) ss
COUNTY OF NEW YORK)

On this 6th day of January, 1966, before me, a Notary Public in and for said County in the State aforesaid, personally appeared C. F. RUGE, to me personally known, and to me personally known to be a Vice President of THE CHASE MANHATTAN BANK (National Association), and to be the same person whose name is subscribed to the foregoing instrument, and who, being by me duly sworn, did say that he is a Vice President of

The Chase Manhattan Bank (National Association); that the seal affixed to said instrument is the corporate seal of said corporation; and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors; and the said C. F. RUGE acknowledged said instrument to be his free and voluntary act and deed, and the free and voluntary act and deed of said corporation, by it voluntarily executed, for the uses specified therein.

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

My commission expires Mar. 30, 1967

(Seal)

ALEXANDER R. BOHM
Notary Public
Alexander R. Bohm
Notary Public, State of New York
No. 41-0342650
Qualified in Queens County
Certificate Filed in New York County
Commission Expires March 30, 1967

EXHIBIT "A"

(Map)

Recorded at the request of State Department of Highways, March 3 A.D. 1966 at 9:00 o'clock A.M.

Betty J. Randall
Deputy County Recorder

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No. 34142

In the Matter of the Estate of MAY H. CHOULES, WAIVER OF LIEN
Deceased.

David W. Evans, Robert E. Hanson and Dale H. Hanson, having submitted to the undersigned a request for a waiver of lien for inheritance taxes, and having supported the same by inventory, the undersigned in reliance upon the facts contained in the above said document, does hereby waive any and all claims to a lien for inheritance taxes due to the State of Utah from the estate of the above-named decedent upon the following described real property situated in Morgan County, State of Utah, to-wit:

One-fourth undivided interest in: Sec. 18, T 2 N, R 2 E, SLB&M. Cont 594.40 acres.

Dated this 19th day of October, 1965.

(Seal)

UTAH STATE TAX COMMISSION

By H. F. TANNER
Authorized Representative

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

On the 19th day of October, 1965, personally appeared before me H. F. TANNER, who, being first duly sworn, did depose and say; that he is an authorized representative of the Utah State Tax Commission, a political body of the state of Utah, that he signed the above instrument for and on behalf of the said tax commission by order of and pursuant to a resolution of that body, which resolution is duly entered into the records of the said commission; that said resolution/authorizes him to execute the foregoing instrument for and on behalf of the said tax commission, and the above authorized representative acknowledged to me that he, on behalf of said commission executed the same.

(Notary Seal)

ADDIE PEARSON
Notary Public
Residing at Salt Lake City, Utah

Recorded at the request of Robert Hanson, March 4, A.D. 1966 at 1:00 o'clock P.M.

Betty J. Randall

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