

#45641

WARRANTY DEED

W. J. Wright and Mary R. Wright, husband and wife Grantors, of Ogden County of Weber State of Utah, hereby convey and warrant to George D. Knauss Grantee of Ogden County of Weber State of Utah, for the sum of Ten (\$10.00) and other valuable considerations - - - - DOLLARS, the following described tract of land in Weber County, State of Utah,

A part of Lot 5, Block 14, Plat "C" Ogden City Survey: Beginning 9 rods North of the South West corner of said lot 5, and running thence North 3 rods, thence East 8 rods, thence South 3 rods, thence West to the place of beginning.

WITNESS the hands of the Grantors this twenty-eighth day of June, 1939.

Signed in the presence of

MARIAN SULLIVAN
C. V. ZINN

W. J. WRIGHT
MARY R. WRIGHT

Fifty Cents U. S. Revenue Stamp affixed and cancelled.

STATE OF UTAH)
) ss.
Weber COUNTY)

On the 28th day of June A. D. 1939, personally appeared before me W. J. Wright and Mary R. Wright, husband and wife the signors of the above instrument, who duly acknowledged to me that they executed the same.

My Commission Expires _____
Residing at Ogden, Utah
My Commission Expires May 10, 1941
.....
C. V. ZINN NOTARY PUBLIC
INDUSTRY 1847
WEBER COUNTY, UTAH
.....

C. V. ZINN
Notary Public

FILED AND RECORDED FOR THOS. F. WELSH JUL 3 2:12 PM '39

ELVA A. WILKINSON COUNTY RECORDER
BY DEPUTY C. A. NEUENSCHWANDER.

e+d

#45647

RECEIVERS' DEED AND CONVEYANCE

THIS INDENTURE made this 30th day of June, A. D. 1939, by and between JULIAN M. BAMBERGER and LAHMAN V. BOWER, the duly appointed, qualified and acting receivers of Bam-berger Electric Railroad Company, a corporation of the State of Utah, appointed as such receivers by the Court in an acting pending in the Third Judicial District Court of the State of Utah, in and for Salt Lake County, entitled "Crowley-Anderson Company, a corporation, plaintiff, vs. Bamberger Electric Railroad Company, a corporation, defendant, No. 51030," parties of the first part, and BAMBERGER RAILROAD COMPANY, a corporation of the State of Utah, party of the second part, WITNESSETH that -

WHEREAS the parties of the first part, as such receivers, pursuant to an order of sale entered in said cause dated March 23, 1938, have sold to the party of the second part, sub-ject to confirmation by said Court, the property hereinafter described, without appraisement and without right of redemption, free and clear of all encumbrances and liens of every name and nature whatsoever, subject only to the assumption by the party of the second part of the items specified to be assumed by the successful purchaser in and by said order of sale of March 23, 1938; and

WHEREAS at a hearing before said Court held on the 28th day of June, 1939, upon the report and petition of said receivers in said receivership proceeding, praying for the absolute confirmation of said sale, the said Court made and entered its Findings and Decree wherein and by the terms of which it approved the report of said receivers and confirmed said sale, and authorized and directed the parties of the first part to execute and deliver to the party of the second part their Receivers' Deed, conveying to the party of the second part said

property, and to execute and deliver such other and further conveyances as might be necessary to vest in the party of the second part title to said property:

NOW, THEREFORE, in consideration of the premises and of the payment by the party of the second part to the parties of the first part, as such receivers, of Two hundred fifteen thousand Dollars (\$215,000.00), in the manner provided in said Decree of Confirmation, and in consideration of the party of the second part assuming the obligations described in said Order of Sale and Decree, which are to be assumed by the party of the second part:

THIS INDENTURE WITNESSETH; that the parties of the first part, as receivers of Bamberger Electric Railroad Company, a corporation, in order to carry into effect said sale so made by them and so confirmed by said Court, and in consideration of the payments so made by the party of the second part to the parties of the first part, and the assumption aforesaid, have granted, bargained, sold, conveyed and assigned, and by these presents do grant, bargain, sell, convey and assign unto the party of the second part, its successors and assigns forever, the following described real estate and personal property.

A right of way for an interurban railroad commencing on ^{ONE} First West Street in Salt Lake City, Salt Lake County, State of Utah; running thence in a Northerly direction through Salt Lake City and Salt Lake County to the South line of Davis County; through the cities and towns of Bountiful, Centerville, Farmington, Kaysville, Layton, Clearfield and Sunset, in Davis County to the South line of Weber County; thence through the town of Roy and into the City of Ogden to the Northern terminus of the Bamberger Electric Railroad in said Ogden City, Weber County, State of Utah. (a total distance of approximately thirty-six and one-tenth (36.1) miles.)

The right of way for the main line of Bamberger Electric Railroad is generally sixty-six (66) feet in width but varies in width up to two hundred fifteen (215) feet as is more particularly shown by its own records and the records of the counties in which it operates, to wit: Salt Lake, Davis and Weber.

Following is the alignment of this right of way:

Beginning in Salt Lake City at a connection with the tracks of the Salt Lake Terminal Company at the West curb line of First West Street approximately two hundred forty-four (244) feet North of the North line of South Temple Street and thirty (30) feet East of the East line of Block Eighty-five (85), Plat A; thence continuing on a twenty six (26) degree curve to the left (West) two hundred thirty-eight (238) feet to point of tangent at one hundred sixty-three (163) feet West of the East line of Lot Seven (7) of said Block; thence West through Block Eighty-five (85) across Second West Street and through Lots Eight (8), Seven (7) and Six (6) of Block Eighty-four (84), one thousand one hundred thirty-seven (1,137) feet to point of curve to the right with two hundred eighteen (218) foot radius; thence on said curve through Lot Five (5), three hundred forty-two and four-tenths (342.4) feet to point of tangent in 3rd West Street seventy-seven (77) feet south of the South line of North Temple Street; thence North on 3rd West Street six thousand seven hundred thirty-two (6,732) feet to point of a five (5) degree curve to the left; thence on said curve four hundred eighty-seven and three tenths (487.3) feet (including the East ends of Lots Sixteen (16) to Twenty (20) of Block Thirteen (13), Lakeview Subdivision) to point of tangent in 9th North Street (now closed) eleven (11) feet North of the South line of said Street; thence North twenty-four (24) degrees, twenty-two (22) minutes West along Monroe Street and across Hamilton Street (both now vacated) and through and including Lots Nine (9), Ten (10), Eleven (11), Twelve (12) and Thirteen (13) of Block Ten (10), Lakeview Subdivision, at one thousand one hundred eleven and five-tenths (1,111.5) feet point of a six (6) degree curve to the left eighty-eight and eight-tenths (88.8) feet beyond the North Line of Lakeview Subdivision; thence on said curve to the left three hundred

285

twenty-seven and two tenths (327.2) feet, to point of tangent; thence North forty-four (44) degrees and no (0) minutes West through the Northwest Quarter (NW $\frac{1}{4}$) of Section Twenty-five (25), Township One (1) North, Range One (1) West Salt Lake Meridian. (This and all Section references herein are to Salt Lake Base and Meridian, U. S. Survey) two thousand sixty-two and five-tenths (2,062.5) feet to a point on the North line of said Section, ten and five-tenths (10.5) feet East of its Northwest corner and, at two thousand seventy-seven and five-tenths (2,077.5) feet, intersect the line between Sections Twenty-four (24) and Twenty-three (23) at ten and eight-tenths (10.8) feet North of their common corner; thence through Block One (1) and along the West side of Hot Springs Street of Empire Addition, including the East thirteen (13) feet of Blocks Five (5), Six (6) and Seven (7) of said Addition, and thence along the center of said street through Maack Addition into Block Seventeen (17) of Folsom Addition, at four thousand eight hundred and seventy-eight and five-tenths (4,878.5) feet point of a six (6) degree curve to the right; thence on said curve through Blocks Seventeen (17) and Sixteen (16) of Folsom Addition and across Chicago Street, six hundred fifty-nine (659) feet to point of tangent; thence North four (4) degrees, twenty-five (25) minutes West along the West side of Beck Street, but entirely separated from the public use thereon, and across the East side of Block Six (6), Seven (7) and Eight (8) of Folsom Addition one thousand sixty-one and five-tenths (1,061.5) feet to the North line of Block Eight (8), including all of the East half (E $\frac{1}{2}$) of Block Six (6) and the East thirty (30) feet of Blocks Seven (7) and Eight (8), at two thousand six hundred twenty (2,620) feet intersect line between Sections Twenty-three (23) and Fourteen (14), Township One (1) North, Range One (1) West, at three thousand one hundred forty-nine and four-tenths (3,149.4) feet point of a three (3) degree curve to the right; thence on said curve two hundred seventy (270) feet to point of tangent; thence North three (3) degrees, forty-one (41) minutes East, one thousand fifty-seven and seven-tenths (1,057.7) feet to point of one (1) degree curve to the right; thence on said curve two hundred seventy-six and six-tenths (276.6) feet to point of tangent; thence North six (6) degrees, twenty-seven (27) minutes East, one thousand one hundred forty-one (1,141) feet to the Salt Lake-Davis County line. (A distance of four and thirteen-hundredths (4.13) miles from the initial point.)

Thence continuing North six (6) degrees, twenty-seven (27) minutes East, and at three thousand one hundred fifty-one and two-tenths (3,151.2) feet intersect line between Sections Fourteen (14) and Eleven (11), Township One (1) North, Range One (1) West, at six hundred thirty-three (633) feet East of their common quarter corner; thence at five thousand three hundred forty-nine and five-tenths (5,349.5) feet point of a one (1) degree, thirty (30) minute curve to the right; thence on said curve one thousand one hundred twenty-five and five-tenths (1,125.5) feet to point of tangent; thence North twenty-three (23) degrees, seventeen (17) minutes East, one thousand five hundred sixty-one and seven-tenths (1,561.7) feet to point of a two (2) degree curve to the right; thence on said curve four hundred (400) feet to point of tangent; thence North thirty-one (31) degrees, seventeen (17) minutes East and at two hundred sixty-nine (269) feet intersect line between Sections Eleven (11) and Two (2) at five hundred five and eight-tenths (505.8) feet West of their common East corner, and at one thousand three hundred twenty-six (1,326) feet intersect line between Sections Two (2) and One (1), said Township and Range, at six thousand two hundred Eighty-seven and eight-tenths (6,287.8) feet point of two (2) degree curve left; thence at one hundred eighty-eight (188) feet intersect line between Townships One (1) North and Two (2) North, both of Range One (1), West, at one hundred sixty-two (162) feet East of the common quarter section corner of Sections One (10) and Thirty-six (36), at two hundred twenty-seven and five-tenths (227.5) feet point of tangent; thence North Twenty-six (26) degrees, forty-four (44) minutes, East

through the East half ($E\frac{1}{2}$) of Section Thirty-six (36), Township Two (2) North, Range One (1) West, and at five thousand four hundred fifty-six and two-tenths (5,456.2) feet intersect line between said Section thirty-six (36), Township Two (2) North, Range One (1) West and Section Thirty-one (31),

Township Two (2) North, Range One (1) East, and at five thousand nine hundred eighty-five and five-tenths (5,985.5) feet intersect line between Sections Thirty-one (31) and Thirty (30), Township Two (2) North and Range One (1) East, at two hundred sixty-five and four-tenths (265.4) feet East of the West Section corner common to said Sections, and at seven thousand four hundred forty-three (7,443) feet intersect South line of Bountiful City;

At eight thousand seven hundred sixty-three and eight-tenths (8,763.8) feet point of a five (5) degree curve to left; thence on said curve five hundred thirty-five (535) feet to point of tangent in 3rd West Street in Bountiful City; thence North no (0) degrees two (2) minutes East on 3rd West Street and at two thousand two hundred forty-eight (2,248) feet intersect line between Sections Thirty (30) and Nineteen (19), said Township and Range, at one thousand seven hundred eight (1,708) feet, more or less, East of the Salt Lake Meridian; at four thousand seven hundred twenty-one (4,721) feet point of four degree curve to the right; thence on said curve three hundred seventy-five (375) feet to point of tangent; thence North fifteen (15) degrees, five (5) minutes East, and at two thousand five hundred fifty-five (2,555) feet intersect Section line between Sections Nineteen (19) and Eighteen (18), Township Two (2) North, Range One (1) East, two thousand four hundred eight (2,408) feet East of their common West corner; at three thousand fourteen and five-tenths (3,014.5) feet point of one (1) degree, thirty (30) minute curve left; thence on said curve at seven hundred eighty-six (786) feet intersect North line of Bountiful City corporate limits, at one thousand five and five-tenths (1,005.5) feet to point of tangent;

Thence North on a line twenty-five (25) feet East of the center line of Sections Eighteen (18), Seven (7) and Six (6) of said Township and Range, and at one thousand eight hundred fifty-eight and five-tenths (1,858.5) feet intersect South line of Centerville corporate limits. and at six thousand two hundred ninety-five (6,295) feet intersect North line of Centerville corporate limits;

At nine thousand one hundred twenty-nine and five-tenths (9,129.5) feet intersect line between Sections Seven (7) and Six (6); at ten thousand two hundred sixty-six and two-tenths (10,266.2) feet point of two (2) degree curve to the left; thence on said curve to the left six hundred thirty-five (635) feet to point of tangent; thence North twelve (12) degrees, forty-two (42) minutes West through the East Half ($E\frac{1}{2}$) of the West Half ($W\frac{1}{2}$) of Section Six (6), three thousand five hundred ninety-seven and eight-tenths (3,597.8) feet to the Township line between Township Two (2) North and Township Three (3) North, Range One (1) West at one thousand eight hundred seventeen and four-tenths (1,817.4) feet East of the West common corner of Sections Six (6) and Thirty-one (31) of said Township; thence continuing through the South-west and Northwest Quarters of said Section Thirty-one (31) and at nine thousand forty and three-tenths (9,040.3) feet intersect line between Sections Thirty-one (31) and Thirty (30), Township (3) North, Range One (1) East, at six hundred fifty (650) feet East of the common West corner of said Sections; at ten thousand four hundred fifty-three and eight-tenths (10,453.8) feet point of two (2) degree curve to the right; thence on said curve two hundred eighty-seven and five-tenths (287.5) feet to point of tangent; thence North six (6) degrees, fifty-seven (57) minutes West, two thousand six and seven-tenths (2,006.7) feet through the Southwest Quarter ($SW\frac{1}{4}$) of said Section Thirty (30) into the Northwest Quarter ($NW\frac{1}{4}$) of said Section Thirty (30) to point of a two (2) degree curve to the right; thence on said curve three

hundred forty-eight and three-tenths (348.3) feet to point of tangent; thence North No (0) degrees, two (2) minutes East, and at one thousand three hundred sixteen (1,316) feet intersect line between Sections Thirty (30) and Nineteen (19), and at two thousand and five hundred sixty-four (2,564) feet intersect South line of Farmington City limits;

At four thousand one hundred twenty-eight (4,128) feet intersect North side of State Street, and at six thousand five hundred forty-one (6,541) feet intersect line between Sections Nineteen (19) and Eighteen (18), Township Three (3) North, Range One (1) East, at sixty (60) feet East of their common West Corner; at six thousand eight hundred fourteen and five-tenths (6,814.5) feet point of three (3) degree curve left; thence on said curve at five hundred six (506) feet intersect Salt Lake Meridian on line between Section Eighteen (18), Township Three (3) North, Range One (1) East, and Section Thirteen (13), Township Three (3) North, Range One (1) West; at seven hundred twenty (720) feet point of tangent; thence North twenty-one (21) degrees, thirty-five (35) minutes West through the Southeast Quarter ($SE\frac{1}{4}$) of said Section Thirteen (13) and at one thousand eight hundred thirty-two (1,832) feet intersect the quarter section line at seven hundred fifty-one (751) feet West of the quarter corner; thence through the Northeast Quarter ($NE\frac{1}{4}$) of said Section, at three thousand seven hundred forty-two and two-tenths (3,742.2) feet point of three (3) degree curve left; thence on said curve seven hundred seven and eight-tenths (707.8) feet to point of tangent; thence North forty-two (42) degrees, forty-nine (49) minutes West, and at four hundred two and six-tenths (402.6) feet intersect Section line between Sections Thirteen (13) and Twelve (12) at five hundred forty-two (542) feet East of their common quarter corner, and at one thousand one hundred ninety-seven (1,197) feet intersect quarter section line at five hundred eighty-four and two-tenths (584.2) feet North of said quarter corner; at two thousand six hundred seventy-seven and eight-tenths (2,677.8) feet point of curve three (3) degrees right; thence on said curve three hundred sixty-two and eight-tenths (362.8) feet to point of tangent; thence North thirty-one (31) degrees, fifty-six (56) minutes West, and at seven hundred eighty-five (785) feet intersect line between Southwest Quarter ($SW\frac{1}{4}$) and Northwest Quarter ($NW\frac{1}{4}$) of said Section/^{Twelve}(12); at one thousand two hundred nineteen (1,219) feet point of curve four (4) degrees left; thence on said curve eight hundred thirty-six and seven-tenths (836.7) feet to point of tangent; thence North sixty-five (65) degrees, twenty-four (24) minutes West, and at two hundred four (204) feet intersect line between Sections Eleven (11) and Twelve (12), Township Three (3) North, Range One (1) West at one thousand sixteen (1,016) feet North of their common quarter section corner; at six hundred twelve and three-tenths (612.3) feet point of curve four (4) degrees right; thence on said curve three hundred thirty-one (331) feet, more or less, to the North corporate limits of Farmington City;

At five hundred seventy-three and three-tenths (573.3) feet point of tangent; thence North forty-two (42) degrees, twenty-eight (28) minutes West, and at one thousand five hundred twenty-three (1,523) feet intersect between Sections Eleven (11) and Two (2), Township Three (3) North, Range One (1) West, and at six thousand six hundred sixty (6,660) feet intersect line between Sections Two (2) and Three (3) and at six thousand nine hundred seventy-eight (6,978) feet intersect South line of Kaysville City corporate limits:

At eight thousand six hundred forty-nine and five-tenths (8,649.5) feet point of six (6) degree curve right; thence on said curve seven hundred nineteen and five-tenths (719.5) feet to point of tangent; thence North no (0) degrees, forty-two (42) minutes East on 8th Street in Kaysville, one thousand seven hundred twenty and three-tenths (1,720.3) feet to point of four (4) degree curve left; thence on said curve one thousand one hundred (1,100) feet; thence North forty-three (43) degrees, fourteen (14) minutes West to point of tangent; at two thousand seven hundred forty-six (2,746) feet intersect North line of Kaysville city

limits and line between Sections Thirty-four (34) and Twenty-seven (27), Township Four (4) North, Range One (1) West, at four thousand eight hundred seven-teen (4,817) feet intersect line between Sections Twenty-seven (27) and Twenty-eight (28), and at six thousand eighty-five (6,085) feet intersect South line of Layton corporate limits;

At nine thousand nine hundred eighty-six (9,986) feet intersect line between Sections Twenty-eight (28) and Twenty-one (21) in the center of Gentile Street of Layton; at ten thousand eight hundred eight and two-tenths (10,808.2) feet point of one (1) degree curve to the right; thence on said curve eight hundred twenty-five (825) feet to point of tangent; thence North thirty-four (34) degrees, fifty-nine (59) minutes West, and at one thousand one hundred nine-teen (1,119) feet intersect line between Sections Twenty-one (21) and Twenty (20), Township Four (4) North, Range One (1) West, and at one thousand seven hundred fifty-four (1,754) feet intersect North line of Layton Town corporate limits;

At four thousand nine hundred seventy-seven (4,977) feet intersect line between Sections Twenty (20) and Seventeen (17), and at ten thousand two hundred eighty-five (10,285) feet intersect line between Sections Seventeen (17) and (18) at nine hundred seventy-five and six-tenths (975.6) feet South of their common North corner, and at eleven thousand four hundred forty and five-tenths (11,440.5) feet intersect line between Sections Eighteen (18) and Seven (7), and at seventeen thousand eight hundred twenty-two (17,822) feet intersect line between Sections Seven (7) and Six (6), and at nineteen thousand four hundred forty-eight (19,448) feet intersect Range line between Section Six (6), Township Four (4) North, Range One (1) West, and Section One (1), Township Four (4) North, Range Two (2) West, and the East line of Clearfield corporate limits;

At twenty-four thousand two hundred sixty-seven (24,267) feet intersect Township line between Section One (1), Township Four (4) North, Range Two (2) West and Section Thirty-six (36), Township Five (5) North, Range Two (2) West, at one hundred twenty-eight (128) feet West of their common quarter corner, at twenty-seven thousand thirty-seven (27,037) feet point of curve two (2) degrees right; thence four hundred thirty-seven and eight tenths (437.8) feet on said curve to the North line of Clearfield and the South line of Sunset corporate limits;

At one thousand seven hundred forty-seven and eight-tenths (1,747.8) feet point of tangent; thence North one thousand three hundred eight-one (1,381) feet to line between Sections Thirty-six (36) and Twenty-five (25) at four hundred seven (407) feet East of the West line of the Section; at six thousand six hundred fifty-one (6,651) feet intersect line between Sections Twenty-five (25) and Twenty-four (24), said Township and Range; at eight thousand seven hundred sixty-seven (8,767) feet intersect Davis-Weber County line and line between Sunset and Roy corporate limits; (A distance of twenty-nine and nine-tenths (29.9) miles from initial point.)

At eleven thousand nine hundred ninety-nine (11,999) feet intersect line between Sections Twenty-four (24) and Thirteen (13), Township Five (5) North, Range Two (2) West, at four hundred seven (407) feet East of the West line of said Sections; at twelve thousand fifty-nine and nine-tenths (12,059.9) feet point of two (2) degree curve right; thence on said curve six hundred thirty-seven and five tenths (637.5) feet to point of tangent; thence North twelve (12) degrees, forty-five (45) minutes East one thousand three hundred eighty (1,380) feet to North line of Roy corporate limits;

At four thousand seven hundred thirty and six-tenths (4,730.6) feet intersect line between Sections Thirteen (13) and Twelve (12), Township Five (5) North, Range Two (2) West, at five thousand one hundred eighty-six (5,186) feet point of three (3) degree curve right; thence on said curve eight hundred fifty (850) feet to point of tangent; thence North thirty-eight (38)

degrees, fifteen (15) minutes East, and at two thousand five hundred forty-six (2,546) feet intersect West line of Ogden Heights Addition, and thence through Blocks Fifty (50), Forty-seven (47), Forty-eight (48) and Twenty-five (25) of said Addition, and at three thousand three hundred eighty-six (3,386) feet intersect East line thereof, and at five thousand two hundred forty (5,240) feet intersect line between Sections Twelve (12) and One (1) at one hundred sixty (160) feet West of their common East corner, and at five thousand four hundred ninety-eight and five-tenths (5,498.5) feet intersect Section and Township line between Section One (1), Township Five (5) North, Range Two (2) West and Section Six (6), Township Five (5) North, Range One (1) West, at two hundred three (203) feet North of their common South corner, and at seven thousand six hundred sixty-one (7,661) feet intersect South line of Lawndale Addition at fifteen (15) feet, more or less, East of the Southeast corner of Block Twenty-eight (28); and thence through Blocks Twenty-eight (28), Twenty-nine (29), Twenty-three (23), Twenty-four (24), Eighteen (18), B. & C of said Addition, and at nine thousand seven hundred seventy-four (9,774) feet intersect West line of Ogden City limits at nine hundred twenty (920) feet North of the center of Section Six (6);

At ten thousand one hundred ninety-six (10,196) feet point of two (2) degree, thirty (30) minute curve right; thence on said curve one thousand four hundred forty-four and four-tenths (1,444.4) feet to point of tangent; thence North Seventy-four (74) degrees, fifteen (15) minutes East, and at one thousand two hundred ninety-one (1,291) feet intersect line between Sections Six (6) and Five (5), Township Five (5) North, Range One (1) West at one hundred eighty-one (181) feet South of their common North corner, and at one thousand eight hundred eighty-one and five-tenths (1,881.5) feet intersect line between Townships Five (5) and Six (6) North, Range One (1) West, at five hundred seventy-eight (578) feet East of the Northwest corner of Section Five (5), Township Five (5) North, Range One (1) West, and at two thousand eighteen and one-tenth (2,018.1) feet intersect center line of Union Pacific Railroad right of way, and thence to the West line of Lot Twenty (20) and through Lots Twenty (20), Nineteen (19), and Thirty-four (34) of Block Ten (10), South Ogden Survey and Lots one (1) to Four (4) of Block Four (4) and Lots Seventy (70), Seventy-one (71), and Seventy-two (72) of Block Three (3), South Park Addition, and at three thousand five hundred one and seven-tenths (3,501.7) feet intersect West line of Wall Avenue, and thence across Wall Avenue and Block One (1), Central Park Annex; at four thousand four (4,004) feet point of twelve (12) degree curve to the left; thence on said curve through Lots twenty-six (26) to Eighteen (18), inclusive, of Block One (1), Central Park Annex, and Lots Eleven (11) to Twenty (20) inclusive of Block Nine (9), Central Park Addition; thence continuing on said curve across Healy Avenue, now closed, and Lots One (1) and Two (2) of Block Eight (8), Central Park Addition, and at six hundred ten and six-tenths (610.6) feet point of tangent in Lincoln Avenue near South line of 31st Street; thence North on Lincoln Avenue to terminus in Block Thirty-three (33), Plat A, Ogden City Survey, and also to a connection with the Utah-Idaho Central Railroad on said Lincoln Avenue. (A total distance from initial point of approximately thirty-six and one-tenth (36.1) miles.)

TWO

All the following described real estate in the County of Salt Lake and State of Utah:

(1)

Beginning at a point sixty-six (66) feet North of the Southeast corner of Lot Seven (7) Block Eighty-five (85), Plat A, Salt Lake City Survey, and running thence West three hundred thirty (330) feet; thence South eleven (11) feet; thence West three hundred thirty (330) feet; thence South fifty-five (55) feet; thence East five hundred thirty-six and twenty-four hundredths (536.24) feet; thence South thirty-six and twenty-five hundredths (36.25) feet;

thence East twenty and eighty-one hundredths (20.81) feet; thence South eight and five-hundredths (8.05) feet; thence East twelve and two-tenths (12.2) feet; thence South twelve hundredths (.12) feet; thence East sixteen and three-tenths (16.3) feet; thence South twenty-eight and eight hundredths (28.08) feet; thence East seventy-four and forty-five hundredths (74.45) feet; thence North one hundred thirty-eight and five-tenths (138.5) feet to the point of beginning, being a part of Lots Seven (7), Four (4), and Eight (8) of said Block Eighty-five (85),

(2)

Beginning seventy (70) feet East of the Northwest corner of Lot Four (4), Block Eighty-four (84), Plat A, Salt Lake City Survey, and running thence East two hundred forty-four and five-tenths (244.5) feet; thence South two hundred seventy (270) feet; thence West two hundred nineteen and five-tenths (219.5) feet; thence North seventy-five (75) feet; thence West ninety-five (95) feet; thence North one hundred fifty-five (155) feet; thence East seventy (70) feet; thence North forty (40) feet to the point of beginning, being a part of Lots Three (3) and Four (4) of said Block Eighty-four (84),

(3)

Beginning thirty-three (33) feet North of the Southeast corner of Lot Eight (8), said Block Eighty-four (84), Salt Lake City Survey, and running thence North eighty-two and five-tenths (82.5) feet; thence West two hundred four and five-tenths (204.5) feet; thence North forty-nine and five-tenths (49.5) feet; thence West seventy-four and five-tenths (74.5) feet; thence North thirty-three (33) feet; thence West fifty-one and five-tenths (51.5) feet; thence South sixteen and five-tenths (16.5) feet; thence West Fifty-four and five-tenths (54.5) feet; thence North one hundred forty-eight and five tenths (148.5) feet; thence West one hundred ten and five-tenths (110.5) feet; thence South two hundred fourteen and five-tenths (214.5) feet; thence West one hundred thirty-five (135) feet; thence North fifty-four (54) degrees West fifty-one (51) feet to a point on the West line of said Block Eighty-four (84) at one hundred fifty-six and seventy-five hundredths (156.75) feet North of the Southwest corner of Lot Five (5); thence South one hundred twenty-three and seventy-five hundredths (123.75) feet; thence East six hundred sixty (660) feet to the point of commencement, being a part of Lots Five (5), Six (6), Seven (7) and Eight (8) of said Block Eighty-four (84).

(4)

Beginning forty-one and twenty-five hundredths (41.25) feet North of the Southwest corner of Lot Three (3), Block Ninety-seven (97), Plat A, Salt Lake City Survey; and running thence North two hundred six and twenty-five hundredths (206.25) feet; thence East three hundred thirty (330) feet; thence South eighty-two and five-tenths (82.5) feet; thence East three hundred thirty (330) feet; thence South fifty-five (55) feet; thence West four hundred sixty-two (462) feet; thence South sixty-eight and seventy-five hundredths (68.75) feet; thence West one hundred ninety-eight (198) feet to the point of beginning, being a part of Lot Three (3), the South five (5) rods of Lot Four (4), and the North three and one-third ($3 \frac{1}{3}$) rods of lot Eight (8) of said Block Ninety-seven (97).

(5)

The East thirteen and seventy-six hundredths (13.76) rods of Lot One (1) and the East eighteen and seventy-six (18.76) rods of Lots Eight (8), Seven (7) and Six (6) of Block one Hundred thirty-seven (137), Plat A, Salt Lake City Survey, and the east eighteen and seventy-six hundredths (18.76) rods of the eight (8) rods lying between Blocks One Hundred Thirty-seven (137) and One Hundred Fifty-two (152), Plat A, Salt Lake City Survey.

(6)

All of Lots One (1) and Eight (8), Block One Hundred Fifty-two (152), Plat A, Salt Lake

City Survey, and the North twelve (12) rods of Lot Two (2) and the East eight and seventy-six hundredths (8.76) rods of the South eight (8) rods of Lot Two (2) of Block One Hundred Fifty-two (152), Plat A, Salt Lake City Survey.

(7)

The South Half ($S\frac{1}{2}$) (being the South eighty-two and one-half ($82\frac{1}{2}$) feet) of Lot Seven (7), Block One Hundred Fifty-five (155), Plat A, Salt Lake City Survey.

(8)

All of Lot Four (4), Block One Hundred Fifty Six (156), Plat A, Salt Lake City Survey.

(9)

An Absolute right of way sixty-six (66) feet wide through Lots Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), of Block Ten (10), Lakeview Subdivision of Salt Lake City, and an undivided interest in the remaining portions of said Lots.

(10)

A right of way upon which is located the main line tracks of the Bamberger Electric Railroad and interchange tracks with the Union Pacific Railroad and other spur and side tracks in the Northwest Quarter ($NW\frac{1}{4}$) of Section Twenty-five (25), Township One (1) North, Range One (1) West, Salt Lake Meridian and in the Northeast Quarter ($NE\frac{1}{4}$) of Section Twenty-six (26), said Township and Range, being a tract ninety-one and five-tenths (91.5) feet wide, of which thirty-three (33) feet is Northeast and fifty-eight and five-tenths (58.5) feet is Southwest of the center line between the double main line tracks of the Bamberger Electric Railroad. Commencing at a point on the East line of Fourth West Street (now vacated) at one thousand one hundred thirty-seven and five-tenths (1,137.5) feet North and fifty-one and five-tenths (51.5) feet East of the Monument at the intersection of Fourth West and Ninth North Streets and running thence North one hundred thirty-one and seven-tenths (131.7) feet to a point thirty-three (33) feet Northeast, measured at right angles to the center line of Bamberger Electric Railroad; thence North forty-four (44) degrees, one (1) minute West, one thousand nine hundred ninety-four (1,994) feet to the North line of said Section Twenty-five (25); thence West one hundred twenty-seven and one-tenth (127.1) feet to a point seventy and eight-tenths (70.8) feet West of the Northeast corner of said Section Twenty-six (26); thence South forty-four (44) degrees, one (1) minute East, two thousand one hundred seventy-four and one-tenth (2,174.1) feet to the point of beginning.

(11)

Beginning on the West line of Beck Street seventy-three and six-tenths (73.6) rods East and forty-nine and nine-tenths (49.9) rods South from the Northwest corner of Section Twenty-five (25), Township One (1) North, Range One (1) West, Salt Lake Meridian; running thence South forty-four (44) degrees East along the West line of said street fifty (50) feet; thence South seventy-five (75) degrees West to the East line of the Bamberger Electric Railroad's right of way; thence North forty-four (44) degrees West along the East line of said right of way fifty (50) feet, more or less, to the South line of Salt Lake & Jordan Mill & Elevator Company's land; thence North seventy-five (75) degrees East to the place of beginning, containing thirty-three hundredths (.33) acres, more or less,

(12)

That portion of land lying between the right of way of the Bamberger Electric Railroad and (now) Beck Street and North of the Salt Lake Mill & Elevator Company's land upon which are located the spur track to the Utah Lime & Cement Company's property and (in part) the track on the North side of said Elevator Company's land.

Beginning at a point approximately four hundred (400) feet East and South forty-four (44)

degrees East seven hundred (700) feet from the Northwest corner of Section Twenty-five (25), Township One (1) North, Range One (1) West, Salt Lake Meridian, on the westerly side of Beck Street fifty (50) feet Northerly at right angles to the spur track to Utah Lime & Cement Company's property: thence South forty-four (44) degrees, thirty-four (34) minutes East (old record) one hundred thirty-five (135) Feet; thence on a curve to the left with a radius of three hundred fifty (350) feet about three hundred ten (310) feet to the East line of right of way of Bamberger Electric Railroad; thence North forty-four (44) degrees, one (1) minute West four hundred eight (408) feet, more or less, to a point twenty-five (25) feet at right angle to the center line of the spur track to Utah Lime & Cement Company; thence Southeasterly parallel to, and twenty-five (25) feet from, said center line three hundred twelve (312) feet, more or less, to a point on the right of way of said spur track fifty (50) feet at right angles to that portion of said Cement track formerly owned by Denver & Rio Grande Railroad; thence in an Easterly direction along a ten (10) degree curve to the right one hundred forty (140) feet, more or less, to the point of beginning.

(13)

Beginning one hundred sixty-eight and three-tenths (168.3) feet South from the Northwest corner of Section Twenty-five (25), Township One (1) North, Range One (1) West, Salt Lake Meridian; running thence South forty-four (44) degrees East six hundred eighty-four (684) feet; thence West four hundred eighty-five (485) feet to the West Line of said Section Twenty-five (25); thence North four hundred ninety-one and seven-tenths (491.7) feet to point of beginning, containing two and seven-tenths (2.7) acres.

(14)

The Northeast Quarter ($NE\frac{1}{4}$) of the Northeast Quarter ($NE\frac{1}{4}$) of the Northeast Quarter ($NE\frac{1}{4}$) of Section Twenty-six (26), Township One (1) North, Range One (1) East, Salt Lake Meridian, containing ten (10) acres, less an irregular tract at the Northeast corner, containing thirty-seven hundredths (.37) acres, owned by Union Pacific Railroad, leaving a net area of nine and sixty-three hundredths (9.63) acres.

(15)

The East Half ($E\frac{1}{2}$) of Block Six (6), Lots One (1) and Two (2) and Fourteen (14) to Twenty-four (24), inclusive, of Folsom Addition in Salt Lake City, and all interest in and to Lots Three (3) to Thirteen (13) inclusive of said Block.

(16)

A right of way varying in width, beginning on the East line of the right of way of the Oregon Short Line Railroad at one thousand three hundred twenty (1,320) feet South of the East-West center line of Section Fourteen (14), Township One (1) North, Range One (1) West, Salt Lake Meridian, and running thence North three (3) degrees, eleven (11) minutes East along said right of way line one thousand nine hundred sixty-one (1,961) feet to the Salt Lake and Davis County line; thence East eighty-nine (89) feet to a point fifty (50) feet East of the center line of Bamberger Electric Railroad; thence South six (6) degrees, twenty-seven (27) minutes West and South three (3) degrees, forty-one (41) minutes West parallel to, and fifty (50) feet East of, said center line one thousand nine hundred sixty-two (1,962) feet; thence West sixty-two (62) feet, more or less, to the point of beginning.

Also a right of way for a "loop" as conveyed in the deed from John Beck, recorded October 8, 1891 in Book 4-C of the records of Salt Lake County, Utah.

THREE

All the following described real estate in the County of Davis and State of Utah:

(1)

Beginning at a point on the South side of a four-rod street, known as Cudahy Lane, one thousand one hundred eighty-eight (1,188) feet West and twenty (20) feet South of the North-east corner of Section Eleven (11), Township One (1) North, Range One (1) West, Salt Lake Meridian, being a point twenty-five (25) feet West of the spur track to Denver & Rio Grande Railroad transfer, and running thence South one thousand two hundred fifty (1,250) feet; thence East thirty-three (33) feet, more or less, to the West line of the right of way of the main line of Bamberger Electric Railroad; thence along said West line North twenty-three (23) degrees, seventeen (17) minutes East seven hundred sixty-seven (767) feet; thence parallel to a two (2) degree curve to the right of the main line four hundred six and five-tenths (406.5) feet; thence North thirty-one (31) degrees, thirty (30) minutes East two hundred twenty-seven (227) feet to the South line of said Cudahy Lane; thence West six hundred nineteen and five-tenths (619.5) feet to the point of beginning, containing eight and eight-tenths (8.8) acres.

(2)

A triangular tract of land; Beginning at a point three thousand fifty-four and eight tenths (3,054.8) feet west and twenty-four and five tenths (24.5) feet north of the South Quarter ($\frac{1}{4}$) corner of Section One (1), Township Two (2) North, Range One (1) West, Salt Lake Meridian and running thence North eighty-nine (89) degrees forty six (46) minutes West Sixty-five and nine-tenths (65.9) feet to the East line of Bamberger Electric Railroad; thence North thirty-one (31) degrees twenty six (26) minutes East one hundred twenty-four and sixth-tenths (124.6) feet; thence South no (0) degrees twenty-nine (29) minutes East one hundred-six (106) feet to the point of beginning, containing eight one hundredths (0.08) acres in Section Two (2), said Township and Range.

(3)

A strip of land thirty (30) feet wide and nine hundred eighty-one and four-tenths (981.4) feet long, containing six hundred seventy-two thousandths (.672) acres, the center line of which is the center line of the spur track of Bamberger Electric Railroad, and is described as follows, to wit:

Beginning at a point on the East line of the right of way of the Oregon Short Line Railroad at a point approximately one thousand five hundred fifty-four (1,554) feet West and eight hundred seventy-five (875) feet North of the Southeast corner of Section Two (2), Township One (1) North, Range One (1) West, Salt Lake Meridian, and running thence South thirty-eight (38) degrees, fourteen (14) minutes East three hundred three (303) feet; thence on a six (6) degree curve to the right six hundred thirty-seven and four-tenths (637.4) feet; thence South forty-one (41) feet to the North line of an East and West highway along the South side of said Section Two (2).

(4)

Beginning on the East side of the right of way of the Denver and Rio Grande Railroad one thousand nine hundred thirty-six (1,936) feet West and eight hundred ninety-four (894) feet North, nine (9) degrees, twenty-six (26) minutes East from the Southeast corner of Section Two (2), Township One (1) North, Range Two (2) West, Salt Lake Meridian, and running thence North nine (9) degrees, twenty-six (26) minutes East (also written N. 8° 57' E.) one thousand five hundred twenty-one and five-tenths (1,521.5) feet; thence East nineteen and ninety-four hundredths (19.94) rods to the West line of the Oregon Short Line Railroad right of way; thence South fourteen (14) degrees, forty-six (46) minutes West one thousand nine hundred forty-one (1,941) feet; thence North ten (10) degrees, forty-one (41) minutes West four

hundred twenty-eight (428) feet to beginning, containing nine and eighty-three (9.83) acres, including right of way for interchange with Denver & Rio Grande Western Railroad, containing one and eighty-three hundredths (1.83) acres, more or less, being a net area of eight (8) acres. Also a right of way across (now) Union Pacific Railroad, operated by interlocking signals under agreement with the Oregon Short Line Railroad.

(5)

A right of way heretofore granted in the 31st day of May, 1892, to the Great Salt Lake & Hot Springs Railway (now Bamberger Electric Railroad), beginning at a point on the East line of Denver & Rio Grande Railroad right of way, one thousand five hundred eighty-three and six-tenths (1,583.6) feet West and two hundred sixty-four (264) feet South of the North-east corner of the Southeast Quarter ($SE\frac{1}{4}$) of Section Two (2), Township One (1) North, Range One (1) West, Salt Lake Meridian, and running thence East twelve (12) feet; thence North nine (9) degrees, twenty-six (26) minutes East four hundred forty-one (441) feet; thence West twelve (12) feet; thence South nine (9) degrees, twenty-six (26) minutes West four hundred forty-one (441) feet to point of beginning.

(6)

A tract of land two (2) rods wide, beginning at a point on the West line of the right of way of the Denver & Rio Grande Railroad two and forty-three hundredths (2.43) chains North and twenty three and ninety-five hundredths (23.95) chains West of the Southeast corner of the North-east Quarter ($NE\frac{1}{4}$), Section Two (2), Township One (1) North, Range One (1) West, Salt Lake Meridian, and running thence West thirty-three and five-tenths (33.5) feet; thence North nine (9) degrees, twenty-six (26) minutes East parallel to, and two (2) rods from, the West line of said right of way five and thirty-five hundredths (5.35) chains; thence East thirty-three and five-tenths (33.5) feet; thence South along said right of way line five and thirty-five hundredths (5.35) chains to the point of beginning, containing an area of two hundred sixty-seven thousandths (.267) acres.

(7)

Beginning at the intersection of the West line of Highway #1 (now #91) and the South line of an East and West road at a point about eighteen (18) rods South and fifty-nine (59) rods East of the Northwest corner of the Southwest Quarter ($SW\frac{1}{4}$) of Section One (1), Township One (1) North, Range One (1) West, Salt Lake Meridian, and running thence West twelve and five-tenths (12.5) feet to the East line of the right of way of the Bamberger Electric Railroad; thence South thirty-one (31) degrees, seventeen (17) minutes West three hundred sixty (360) feet; thence East seventy-two and seven-tenths (72.7) feet; thence North twenty-one (21) degrees, thirty-eight (38) minutes East, three hundred seventy-one and eight-tenths (371.8) feet to the point of beginning, containing thirty-five hundredths (.35) acres. Also a right of way twenty-four (24) feet wide for a railroad track, extending South thirty-one (31) degrees, seventeen (17) minutes West therefrom one hundred (100) feet, more or less, into the next three hundred ninety-six (396) feet.

(8)

Beginning at a point on the North boundary line of Lot Thirty-two (32), Utah State Survey of Section Thirty-six (36), Township Two (2) North, Range one (1) West, Salt Lake B & M, and running thence South eighty-five (85) degrees, forty-six (46) minutes East sixty-one and six-tenths (61.6) feet to Lot Thirty-six (36); thence thirty-one (31) feet to Salt Lake Meridian; thence two hundred eighty (280) feet through Section Thirty-one (31), Township Two (2) North, Range One (1) East, to the West side of U. S. Highway No. 91; thence South thirty-one (31) degrees, thirty (30) minutes West along the West line of said highway thirty-eight and seven-

tenths (38.7) feet; thence North eighty-five (85) degrees, forty-six (46) minutes West parallel to, and thirty-three (33) feet from, the North boundary line three hundred fourteen and one-tenth (314.1) feet; thence South three hundred fifty-one (351) feet; thence West forty (40) feet; thence North on the East line of N. R. Highway 112, three hundred eighty-four (384) feet to the point of beginning, being a right of way for a siding and ingress and egress there-to

(9)

Beginning on the East side of the present right of way of said railway on the South line of said Block K, Bountiful Townsite; running thence East fifty-six and five-tenths (56.5) feet; thence North ninety-five and two-tenths (95.2) feet; thence South twenty-six (26) degrees, forty-four (44) minutes West one hundred nine and five-tenths (109.5) feet to the point of beginning, containing an area of sixty-one thousandths (.061) acres.

(10)

Beginning at the Northeast corner of Lot Four (4) in Block Three (3), North Mill Creek Plat Survey, Bountiful City, and running thence South five hundred twenty-six (526) feet; thence West one hundred sixty-seven (167) feet; thence North five hundred twenty-six (526) feet; thence East one hundred sixty-seven (167) feet to the place of beginning, and containing two and two hundredths (2.02) acres of land, said piece of land lying in and being a portion of said Lot Four (4); subject, however, to a perpetual right of way through and over a lane twenty (20) feet wide thereon lying and being on the South side of the above described piece or parcel of land.

(11)

Beginning on the East line of the right of way of Bamberger Electric Railroad at five hundred eighty and six-tenths (580.6) feet South and fifty (50) feet East of the Northwest corner of the Northeast Quarter (NE $\frac{1}{4}$) of Section Eighteen (18), Township Two (2) North, Range One (1) East, Salt Lake Meridian, and running thence East fifty and six-tenths (50.6) feet; thence North five hundred (500) feet; thence West fifty and six-tenths (50.6) feet; thence South five hundred (500) feet, and containing five hundred seventy-nine thousandths (579) acres.

(12)

A strip of land immediately East of the right of way of Bamberger Electric Railroad commencing two thousand twenty-three and four-tenths (2,023.4) feet North and fifty (50) feet East of the Southwest corner of Southeast Quarter (SE $\frac{1}{4}$) of Section Seven (7), Township Two (2) North, Range One (1) East, and running thence East twenty-five (25) feet; thence North three hundred ninety-five (395) feet; thence West twenty-five (25) feet; thence South three hundred ninety-five (395) feet to the point of beginning, containing two hundred twenty-seven thousandths (.227) acres.

(13)

Beginning at a point on the West line of the right of way of the Bamberger Electric Railroad one thousand seven hundred ninety-one and eight-tenths (1,791.8) feet East of the Northwest corner of Section Six (6), Township Two (2) North, Range One (1) East, Salt Lake Meridian, and running thence North twelve (12) degrees, forty-two (42) minutes West three hundred seventy-three and five-tenths (373.5) feet; thence West fifty-one and three-tenths (51.3) feet; thence South twelve (12) degrees, forty-two (42) minutes East six hundred two (602) feet; thence South three hundred thirty-seven (337) feet, more or less, to the North line of a four-rod street; thence East one hundred thirty-five (135) feet; thence North twelve (12) degrees, forty-two (42) minutes West five hundred eighty (580) feet to the

point of beginning, containing one and four hundred fourteen thousandths (1.414) acres, of which four hundred twenty-eight thousandths (.428) acres is in Section Thirty-one (31), Township Three (3) North, Range One (1) East, Salt Lake Meridian.

(14)

Beginning at the intersection of the East line of the right of way of Highway F. A. P. 112 and West line of the right of way for Bamberger Electric Railroad (as changed to permit construction of said highway), being a point approximately fifty-four (54) feet North and one hundred sixty-four and five-tenths (164.5) feet East of the Southwest corner of the Northwest Quarter (NW $\frac{1}{4}$) of Section Thirty (30), Township Three (3) North, Range One (1) East, Salt Lake Meridian, and running thence Northerly on the East line of said highway on a one (1) degree, fourteen (14) minute curve to the left five hundred one (501) feet; thence North sixteen (16) degrees, thirty-three (33) minutes West eighty-two and five-tenths (82.5) feet; thence North no (0) degrees, two (2) minutes East five hundred twenty-eight (528) feet; thence South six (6) degrees, fifty-seven (57) minutes East one thousand ninety-eight (1,098) feet to the point of beginning, containing approximately seventy-nine hundredths (.79) acres, lying outside of the railroad right of way.

(15)

Lots Two (2) and Three (3) of Block Nine (9), Plat A, Farmington Townsite Survey, containing one and eighty-four hundredths (1.84) acres.

(16)

Beginning on the center line of the Salt Lake & Ogden Railway (now Bamberger Electric Railroad) right of way at a point three hundred fourteen and two-tenths (314.2) feet North and sixty-one and four-tenths (61.4) feet East of the Southwest corner of Section Eighteen (18), Township Three (3) North, Range One (1) East, Salt Lake Meridian, and running thence East one hundred fifteen and five-tenths (115.5) feet; thence South nine hundred forty and nine-tenths (940.9) feet; thence West sixteen and one-half (16 $\frac{1}{2}$) feet; thence South three hundred seventy-nine and five-tenths (379.5) feet; thence West ninety-nine (99) feet to the center line of said railroad; thence West sixteen and one-half (16 $\frac{1}{2}$) feet; thence North six hundred sixty (660) feet; thence West thirty-three (33) feet; thence North one (1) degree, twenty-six (26) minutes East six hundred sixty (660) feet; thence East thirty-three (33) feet to the place of beginning, being a part of Sections Eighteen (18) and Nineteen (19) of said Township and Range in Farmington Townsite.

(17)

Beginning at a point three hundred fourteen and two-tenths (314.2) feet North and one hundred eleven and four-tenths (111.4) feet East of the Southwest corner of Section Eighteen (18), Township (3) North, Range One (1) East, Salt Lake Meridian, and running thence East two hundred forty-five (245) feet, more or less, to the center of Farmington Creek; thence Northerly up the center of said Creek three hundred seventy-four (374) feet; thence North eighty-six (86) degrees, forty (40) minutes West two hundred thirty-one (231) feet; thence North no (0) degrees, ten (10) minutes East two hundred four (204) feet; thence South eighty-five (85) degrees, fifty (50) minutes West one hundred forty-seven and five-tenths (147.5) feet to a point fifty and seven-tenths (50.7) feet East from the center line of the West track of the Salt Lake & Ogden Railway (Bamberger Electric Railroad); thence Southerly along the easterly side parallel to, and fifty and seven-tenths (50.7) feet from, said center line five hundred ninety-six (596) feet, more or less, to the point of beginning, containing an area of two and ninety-three hundredths (2.93) acres, upon which is located the right of way fifty (50) feet wide for the "loop" of one hundred fifty (150) foot radius thereon; being

part of Lots Eight (8) and Nine (9), Block Fifteen (15), Big Creek Farmington Townsite Survey.

Also a right of way one (1) rod wide beginning nine hundred seven (907) feet North no (0) degrees, nineteen (19) minutes West and one hundred forty-five (145) feet East of the Southwest corner of Section Eighteen (18) aforesaid, which point is the point of ending of the 4th course of the boundary of the above described tract, and running thence North sixty-one (61) degrees, forty (40) minutes East fifty-nine and four-tenths (59.4) feet to the state highway; thence North forty-four (44) degrees, thirty (30) minutes West seventeen and two-tenths (17.2) feet; thence South sixty-one (61) degrees, forty (40) minutes West ninety-one and four-tenths (91.4) feet; thence North eighty-five (85) degrees, fifty (50) minutes East forty and three-tenths (40.3) feet to the point of beginning.

(18)

An irregular tract of land commencing at a point on the Salt Lake Meridian three hundred forty-two (342) feet South of the Northeast corner of Section Thirteen (13), Township Three (3) North, Range One (1) West, and running thence West six hundred thirty-nine (639) feet to the West line of the Bamberger Electric Railroad right of way, being twenty (20) feet West of the center of its West track; thence South twenty-one (21) degrees, thirty-five (35) minutes East along said right of way five hundred forty-three and four-tenths (543.4) feet; thence South seventy (70) degrees West one hundred (100) feet to the East side of U. S. Highway #91; thence South seventeen (17) degrees, thirty-five (35) minutes East along said highway five hundred (500) feet, more or less; thence on a curve to the left with a radius of three hundred fifty (350) feet; one hundred fifty-two (152) feet to the property line between Simon Bamberger Company and George Hess; thence East one hundred seventy-five (175) feet, more or less to the center of the abandoned portion of State Highway No. 1; thence North forty-four (44) degrees, thirty (30) minutes West three hundred (300) feet to a point thirty-three (33) feet at right angles to the center line of said railroad; thence North twenty-one (21) degrees, thirty-five (35) minutes West two hundred nineteen (219) feet; thence North eighty-four (84) degrees, thirty (30) minutes East three hundred two (302) feet to the Salt Lake Meridian; thence North six hundred twenty-nine (629) feet to the point of beginning.

A tract of land, beginning three hundred forty-two (342) feet South of said Northeast corner of Section Thirteen (13), and running thence West five hundred twenty-nine (529) feet; thence South twenty-one (21) degrees, thirty-five (35) minutes East seven hundred thirty and two-tenths (730.2) feet; thence North eighty-four (84) degrees, thirty (30) minutes East two hundred sixty-eight and three-tenths (268.3) feet to the Meridian line; thence North six hundred twenty-nine (629) feet to the point of beginning, containing six and one-tenth (6.1) acres

(19)

Beginning at a point three hundred seventy-five (375) feet North of the Southwest corner of the Southeast Quarter (SE $\frac{1}{4}$) of Section Twelve (12), Township Three (3) North, Range One (1) West, Salt Lake Meridian, and running thence North sixty (60) degrees, thirty (30) minutes East one hundred twelve (112) feet; thence North forty-two (42) degrees, forty-nine (49) minutes East three hundred fifty-eight and eight-tenths (358.8) feet; thence South forty-seven (47) degrees West thirty-three and one-tenth (33.1) feet; thence South forty-two (42) degrees, forty-nine (49) minutes West two hundred fifty (250) feet; thence South one hundred twelve and eight-tenths (112.8) feet to the point of beginning, containing three hundred fifty-eight thousandths (.358) acres.

Also, a perpetual right of way jointly with others over and upon a certain road beginning on the Easterly side of a county road, known as Highway No. 1 (Pow No. 91) at a point

six hundred fifty (650) feet Northwesterly from the quarter section corner on the South side of Section Twelve (12), Township Three (3) North, Range One (1) West, and running thence North-easterly along the Northerly side of a small ravine and crossing the Salt Lake & Ogden Rail-way (now Bamberger Electric Railroad) at about its seventeen and one-eighth ($17 \frac{1}{8}$) mile (old measurment).

(20)

Lots One (1) Seven (7) and Eight (8), Block Nineteen (19), Plat A, Kaysville City Survey, beginning at the Northeast corner of Lot Two (2) said Block, and running thence West eight (8) rods; thence South two (2) rods; thence East four (4) rods; thence South sixty-three (63) degrees, twenty-six (26) minutes East four and forty-two hundredths (4.42) rods; thence North four (4) rods to the point of beginning.

(21)

That part of Block Eleven (11), Plat D, Kaysville Townsite Survey, East of the Bamberger Electric Railroad right of way, beginning on the South line of Said Block and running thence East six (6) rods; thence North ten (10) rods; thence West nine (9) rods; thence Southerly along the East line of said right of way parallel to a four (4) degree curve to the right to the point of beginning, containing forty-three hundredths (.43) acres.

(22)

A triangular tract of land in the Northeast Quarter ($NE\frac{1}{4}$) of Section Twenty-eight (28), Township Four (4) North, Range One (1) West, Salt Lake Meridian, on the East line of "Old Fort Lane" at about one thousand six hundred ninety-five (1,695) feet South of the North line of said Section, and running thence North fifty-nine (59) degrees East one hundred thirty (130) feet to the West line of the Bamberger Electric Railroad; thence North forty-three (43) degrees, fourteen (14) minutes West one hundred sixty-one and six-tenths (161.6) feet; thence South no (0) degrees, fourteen (14) minutes West one hundred eighty-four and seven-tenths (184.7) feet to the point of beginning, containing two hundred thirty-five thousandths (.235) acres.

Also a tract of land on the West side of "Old Fort Lane" not included in said railroad right of way: Beginning on the West line of said lane at one thousand ninety (1,090) feet South of the North line of said Section Twenty-eight (28), and running thence South no (0) degrees, fourteen (14) minutes West two hundred fifty-nine and four-tenths (259.4) feet; thence North forty-three (43) degrees, fourteen (14) minutes West along the East side of said right of way three hundred forty-nine and eight-tenths (349.8) feet; thence North eighty-nine (89) degrees East two hundred forty and seven-tenths (240.7) feet to the point of beginning, containing six hundred ninety-one thousandths (.691) acres.

(23)

A tract of land along the West side of the right of way of the Bamberger Electric Railroad described as: Beginning on the West side of the right of way of said Bamberger Electric Railroad on the South line of a street running East and West on the North line of Section Twenty-eight (28), Township Four (4) North, Range One (1) West, Salt Lake Meridian, at a point two (2) rods South and approximately nine hundred fifteen (915) feet West of the Northeast corner of the Northwest Quarter ($NW\frac{1}{4}$) of said Section, and running thence North eighty-eight (88) degrees, fourteen (14) minutes West along the South line of road seventy (70) feet; thence South forty-three (43) degrees, fourteen (14) minutes East parallel to, and three (3) rods from the West line of said right of way twenty (20) rods; thence South eighty-eight (88) degrees, fifteen (15) minutes East seventy (70) feet; thence North forty-three (43) degrees, fourteen (14) minutes West three hundred thirty (330) feet along the Westerly line of said right of way to the point of beginning, containing thirty-seven hundredths (.37) acres.

Also a triangular tract of land described as: Beginning at the intersection of the West line of the right of way of the Bamberger Electric Railroad with the North line of a street along the South side of Section Twenty-one (21), Township Four (4) North, Range One (1) West, Salt Lake Meridian, and running thence North eighty-eight (88) degrees, fifteen (15) minutes West along the North line of Highway one hundred sixty-two (162) feet; thence North twenty-two (22) degrees, forty-five (45) minutes East one hundred eleven and three-tenths (111.3) feet; thence North forty-six (46) degrees, forty-five (45) minutes East fourteen (14) feet; thence South forty-three (43) degrees, fifteen (15) minutes East along the right of way of said railroad one hundred fifty-nine and five-tenths (159.5) feet to the point of beginning, containing an area of twenty-two hundredths (.22) acres.

(24)

Beginning at a point South eighty-nine (89) degrees, fifteen (15) minutes East sixteen and sixty-eight hundredths (16.68) chains and North thirty-five (35) degrees, thirty-five (35) minutes East sixty-one hundredths (.61) chains from the Southwest corner of Section Twenty-one (21), Township Four (4) North, Range One (1) West, Salt Lake Meridian, and running thence North thirty-five (35) degrees, thirty-five minutes (35) East two and forty-nine hundredths (2.49) chains; thence North twenty-seven (27) degrees, thirty-five (35) minutes West two and ninety-seven hundredths (2.97) chains; thence North two and five tenths (2.5) chains; thence North thirty-four (34) degrees, forty-five (45) minutes East seventy-five hundredths (.75) chains to the West line of the right of way of the Bamberger Electric Railroad; thence North forty-three (43) degrees, fourteen (14) minutes West on said right of way line two and five-tenths (2.5) chains; thence South four and fifty-six hundredths (4.56) chains; thence South thirty-five (35) degrees, thirty-five (35) minutes West two and one one-hundredths (2.01) chains; thence South twenty-seven (27) degrees, thirty-five (35) minutes East three and sixty-five hundredths (3.65) chains to the North line of highway; thence East sixty-one hundredths (.61) chains to the point of beginning, containing one and four hundred seventy-two thousandths (1.472) acres.

(25)

A triangular piece of land described as follows: Beginning on the South line of an East and West road two (2) rods South and six hundred sixty (660) feet East of the Northwest corner of the Northeast Quarter ($NE\frac{1}{4}$) of Section Twenty (20), Township Four (4) North, Range One (1) West, Salt Lake Meridian, and running thence South two hundred seventeen (217) feet; thence North thirty-four (34) degrees, fifty-nine (59) minutes West along the Easterly side line of the right of way of the Bamberger Electric Railroad two hundred fifty-six (256) feet; thence West one hundred fifty (150) feet to the point of beginning, containing three hundred seventy-five thousandths (.375) acres.

(26)

A right of way for a spur track, and access thereto, beginning on the South line of an East and West highway thirty-three (33) feet South and four hundred sixty-five (465) feet West of the Northeast corner of Section Eighteen (18), Township Four (4) North, Range One (1) West, Salt Lake Meridian, and running thence South one hundred forty-seven and two tenths (147.2) feet; thence South thirty-four (34) degrees, fifty-nine (59) minutes East three hundred seventy-two and five-tenths (372.5) feet; thence South forty-one (41) degrees, one (1) minute East two hundred fourteen and three-tenths (214.3) feet; thence East seventy-five (75) feet to the West line of a North and South Highway; thence South one hundred seventy-six (176) feet; thence North thirty-four (34) degrees, fifty-nine (59) minutes West nine hundred seventy-four (974) feet; thence East one hundred twenty-eight and two-tenths (128.2) feet to the point

of beginning, containing one and three-tenths (1.3) acres.

(27)

Beginning on the North line of a four-rod highway, the center line of which runs West from a point one thousand three hundred twenty (1,320) feet North of the Southeast corner of Section One (1), Township Four (4) North, Range Two (2) West, Salt Lake Meridian, at the intersection of the Westerly side line of the right of way of the Bamberger Electric Railroad which is eighty-two and five-tenths (82.5) feet wide, and running thence North thirty-four (34) degrees, fifty-nine (59) minutes West six hundred forty-seven (647) feet; thence South fifty-five (55) degrees, one (1) minute West one hundred twenty-three and three-tenths (123.3) feet to a point sixteen and five-tenths (16.5) feet East of the East line of the right of way of Davis and Weber Counties canal, which sixteen and five-tenths (16.5) feet are reserved for a right of way along said canal; thence South forty-three (43) degrees, forty-five (45) minutes East six hundred thirty-two (632) feet, more or less, to said highway; thence East twenty-eight (28) feet to the point of beginning, containing one and twelve hundredths (1.12) acres.

(28)

Beginning on the West line of the right of way of the Bamberger Electric Railroad on the North side of an East-West street at a point two (2) rods North and one hundred eighty-eight and seven-tenths (188.7) feet West of the Southeast corner of the Southwest Quarter (SW $\frac{1}{4}$) of Section Thirty-six (36), Township Five (5) North, Range Two (2) West, Salt Lake Meridian, and running thence West one hundred seventy-five and six-tenths (175.6) feet; thence North two hundred forty-nine and five-tenths (249.5) feet; thence South thirty-four (34) degrees, fifty-nine (59) minutes East along said right of way three hundred four and five-tenths (304.5) feet to the point of beginning, containing five-tenths (.5) acres.

(29)

A tract of land on the East side of the right of way beginning twenty-seven and one-tenth (27.1) rods East of the Northwest corner of Section Twenty-five (25), Township Five (5) North, Range Two (2) West, Salt Lake Meridian, running thence South forty (40) rods; thence East eight (8) rods; thence North eighty (80) rods; thence West eight (8) rods; thence South forty (40) rods to the point of beginning, containing four (4) acres.

FOUR

All the following described real estate in the County of Weber and State of Utah:

(1)

Beginning at a point six hundred sixty (660) feet North and one thousand two hundred twenty (1,220) feet East of the Southwest corner of the Northwest Quarter (NW $\frac{1}{4}$) of Section Thirteen (13), Township Five (5) North, Range Two (2) West, Salt Lake Meridian, being a point on the West line of U. S. Highway #91, and running thence West five hundred ten (510) feet; thence North forty-four (44) degrees East Seven hundred fifty-five (755) feet; thence South no (0) degrees, twenty-eight (28) minutes West five hundred fifty-four and nine-tenths (554.9) feet to the point of beginning containing five hundred thirty-five thousandths (.535) acres.

(2)

An irregular tract of land beginning at a point which bears South forty-two (42) degrees, four (4) minutes East nine hundred ninety-nine and five-tenths (999.5) feet from the Northwest corner of the Northeast quarter (NE $\frac{1}{4}$) of Section Six (6), Township Five (5) North, Range One (1) West, Salt Lake Meridian; running thence South sixty-nine (69) degrees, forty-five (45) minutes East two hundred sixty-five and six-tenths (265.6) feet; thence South twenty-three (23) degrees East one hundred seventy-five (175) feet; thence North fifty-seven (57) degrees, forty-two (42) minutes East six hundred eighty and five-tenths (680.5) feet; thence North

two hundred seven and eight-tenths (207.8) feet; thence South seventy-four (74) degrees, fifteen (15) minutes West seven hundred fifty-eight and seven-tenths (758.7) feet; thence South fifty-five (55) degrees West one hundred ninety-seven and seven-tenths (197.7) feet to the point of beginning, being a right of way for Bamberger Electric Railroad and subject to a county road thereon.

(3)

Part of the Northwest Quarter (NW $\frac{1}{4}$) of Section Five (5), Township Five (5) North, Range One (1) West, Salt Lake Meridian, U. S. Survey; beginning five hundred nine thousandths (.509) of one (1) chains South from the Southwest corner of Lot Twenty (20) in Block Ten (10), South Ogden Survey in Ogden City, and running thence South nine hundred seventy-one thousandths (.971) of one (1) chain; thence South twelve (12) degrees West one and two hundred four thousandths (1.204) chains; thence East five and twenty-five hundredths (5.25) chains; thence North two and one hundred forty-nine thousandths (2.149) chains; thence West five (5) chains to place of beginning, being one and nine hundredths (1.09) acres, more or less.

(4)

Beginning three hundred thirty (330) feet East and Twenty-five and eight-tenths (25.8) feet South of the Northwest corner of Lot Twenty (20), Block Ten (10), South Ogden Survey in Ogden City, and running thence South one hundred sixteen (116) feet to a point thirty-three (33) feet South of the North Line of Section Five (5), Township Five (5) North, Range One (1) West, Salt Lake Meridian; thence West two hundred eighty-six (286) feet to the right of way of the Bamberger Electric Railroad; thence on a curve to the right, five hundred forty (540) feet radius, one hundred (100) feet; thence North seventy-one (71) degrees, fifty (50) minutes East two hundred (200) feet, more or less, to the point of beginning, containing forty-two hundredths (.42) acres, more or less.

(5)

Beginning at a point five (5) chains East of the Southwest corner of Lot Twenty (20), Block Ten (10), South Ogden Survey in Ogden City; and running thence North one hundred ten (110) feet; thence East two hundred twenty-three and five-tenths (223.5) feet; thence South one hundred ten (110) feet; thence West two hundred twenty-three and five-tenths (223.5) feet to the point of beginning; containing fifty-two hundredths (.52) acres, more or less.

(6)

Beginning at a point six and twenty-five hundredths (6.25) chains East of the Southwest corner of Lot Nineteen (19), Block Ten (10), South Ogden Survey in Ogden City; and running thence East five and eight-tenths (5.8) chains to the West line of Block Four (4) of South Park Addition; thence North no (0) degrees, fifty-eight (58) minutes East two and five-hundredths (2.05) chains to the right of way of the Bamberger Electric Railroad; thence South seventy-one (71) degrees, fifty (50) minutes West six and thirteen hundredths (6.13) chains, more or less, to the point of beginning, being a part of Lots Nineteen (19) and Thirty-four (34) in said Block Ten (10), containing an area of sixty-three hundredths (.63) acres.

(7)

Beginning at a point three (3) chains South and five (5) chains East from the Northwest corner of Lot Nineteen (19), Block Ten (10), South Ogden Survey, in Ogden City, and running thence North eighty-nine (89) degrees, thirty-eight (38) minutes East on line of an old fence seven and five-hundredths (7.05) chains; thence South no (0) degrees, fifty-eight (58) minutes West one and seventy-five hundredths (1.75) chains to the right of way of the Bamberger Electric Railroad; thence South seventy-four (74) degrees, fifteen (15) minutes West seven and thirty-eight hundredths (7.38) chains; thence North no (0) degrees, fifty-eight (58)

culverts, roadways, gas lines, telephone lines, telegraph lines, power lines, pipe lines, and railroad crossings.

FIVE

Also all tracks, rails, siding, spurs, turn-outs, connections, wyes, roadbeds, trestles, rolling stock, bridges, viaducts, culverts, buildings, shops, improvements, plants, works, machinery, engines, boilers, dynamos, generators, fixtures, apparatus, lines, poles, wires, cables, conduits, transformers, meters, tools, instruments, equipment and appliances, materials, supplies, books, papers, records, accounts, franchises, licenses, agreements, contracts, rights, easements, privileges, and immunities, now owned or hereafter acquired by the Bamberger Electric Railroad Company.

SIX

(a) 10 shares of the capital stock of Bamberger Transportation Company, a corporation of Utah.

(b) 1,000 shares of the capital stock of Salt Lake Terminal Company, a corporation of Utah.

(c) \$508,900 aggregate principal amount of 6% bonds, due June 1, 1935, of said Salt Lake Terminal Company.

(d) \$750 aggregate principal amount of 4% debentures, due February 1, 1938, of Street Railways Advertising Company, a Corporation of Delaware.

(e) 6 shares of the capital stock of New Survey Irrigation Company, a corporation of Utah.

SEVEN

All other property and property rights of whatsoever character or nature and wherever situate, real, personal or mixed (particularly including shares of stock and securities of every kind and character) now or at any time hereafter acquired, owned, held, possessed or enjoyed, or in any manner conferred upon the said Bamberger Electric Railroad Company; and the reversion and reversions, remainder and remainders, revenues, rents, issues and profits thereof; and also all the estate, right, title and interest, property, possession, claims and demands whatsoever, as well in equity as at law, of the said Bamberger Electric Railroad Company, and any and every part thereof.

EIGHT

All and singular the tenements, hereditaments and appurtenances belonging or in any wise appertaining to the property hereinbefore described or mentioned whether now owned or hereafter to be acquired by the said Bamberger Electric Railroad Company, and the reversion and reversions, remainder and remainders, revenues, rents, issues and profits thereof.

It is hereby declared by the parties of the first part that it is the intention hereof that all of the property of every kind and nature, now owned, possessed or enjoyed and which may hereafter be acquired, owned, possessed or enjoyed by the Bamberger Electric Railroad Company, shall be as fully embraced within the provisions hereof as if said property were now owned by the said corporation and were specifically described herein and specifically conveyed, transferred and assigned hereby.

TO HAVE AND TO HOLD all and singular, the above mentioned premises, together with the appurtenances thereunto belonging and the above described personal property, unto the party of the second part, its successors and assigns forever.

IN WITNESS WHEREOF the said parties of the first part, as such receivers, have hereunto set their hands, and the party of the second part has caused this instrument to be executed by its president and attested by its secretary, thereunto duly authorized by resolution of its Board of Directors, the day and year first above written.

In the presence of

H. L. BALSER

PERRY M. CHADWICK

.....
BAMBERGER RAILROAD COMPANY :
CORPORATE SEAL UTAH :
.....

H. L. BALSER
Secretary of Bamberger
Railroad Company

JULIAN M. BAMBERGER

LAHMAN V. BOWER
As Receivers of Bamberger Electric Railroad
Company, and not individually
Parties of the First Part.

BAMBERGER RAILROAD COMPANY, a corp.

By JULIAN M. BAMBERGER
Its President
Party of the Second Part.

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

On this 1st day of July 1939, personally appeared before me Julian M. Bamberger, one of the receivers of Bamberger Electric Railroad Company, a corporation, and one of the signers of the foregoing instrument, who duly acknowledged to me that he, as such receiver and not individually, executed the same.

.....
VIVIAN S. FOX NOTARY PUBLIC :
COMMISSION EXPIRES JUNE 21, 1940 :
SALT LAKE CITY, STATE OF UTAH :
.....

VIVIAN S. FOX
Notary Public

STATE OF ILLINOIS)
: ss.
COUNTY OF COOK)

On this 30th day of June 1939, personally appeared before me Lahman V. Bower, one of the receivers of Bamberger Electric Railroad Company, a corporation, and one of the signers of the foregoing instrument, who duly acknowledged to me that he, as such receiver and not individually, executed the same.

.....
RUTH HEATH NOTARY PUBLIC :
COOK COUNTY, ILLINOIS :
.....

RUTH HEATH
Notary Public in and for Cook County,
Illinois.

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

On the 1st day of July 1939, personally appeared before me Julian M. Bamberger and H. L. Balser, who being by me duly sworn did say, that the said Julian M. Bamberger is the president of and that the said H. L. Balser is the Secretary of Bamberger Railroad Company, the party of the second part in the foregoing instrument, and that said instrument was signed in behalf of said corporation by authority of a resolution of its stockholders and board of directors, and said Julian M. Bamberger and H. L. Balser respectively acknowledged to me that the said corporation executed the same.

.....
VIVIAN S. FOX NOTARY PUBLIC :
COMMISSION EXPIRES JUNE 21, 1940 :
SALT LAKE CITY, STATE OF UTAH :
.....

VIVIAN S. FOX
Notary Public

FILED AND RECORDED FOR B. G. BALSER JUL 5 10:26 AM '39

ELVA A. WILKINSON COUNTY RECORDER

#45739

WARRANTY DEED

Betsey Alker Grantor, of Ogden County of Weber State of Utah, hereby conveys and warrants to John Woodward Grantee of Ogden County of Weber State of Utah, for the sum of Thirty-two Hundred (\$3200.00) and no/100 - - - - -DOLLARS, the following described tract of land in Weber County, State of Utah,

A part of Lots One (1), Two (2), Three (3) and Four (4), in Block Two (2) of Chamberlain's Subdivision of a part of Block 17, Plat "C" Ogden City Survey, described as follows: Beginning at a point 39 feet South of the North-west corner of said Lot 1; and running