

Affix I.R.S. § 5.50 RPTT

GRANT, BARGAIN, SALE DEED

THIS INDENTURE WITNESSETH: That JOHN A. CROCKETT and MITZI S. CROCKETT, Husband and Wife and MARGARET J. MARTIN, a widow

in consideration of \$ 10,000, the receipt of which is hereby acknowledged, do hereby Grant, Bargain, Sell and Convey to LOS ANGELES AND SALT LAKE RAILROAD COMPANY, a Utah Corporation

all that real property situate in the _____ County of Lincoln

State of Nevada, bounded and described as follows:

LEGAL DESCRIPTION ATTACHED HERETO AND MADE A PART HEREOF.

SUBJECT TO:

- 1) Taxes for the fiscal year 1981-82
- 2) Restrictions, Conditions, Reservations, Rights, Rights of Way and Easements of record, if any.

Together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in any wise appertaining.

Witness _____ hand _____ this 10th day of November, 1981

John A. Crockett Mitzi S. Crockett

Margaret J. Martin

STATE OF ~~XXXXX~~ California }
County of Riverside

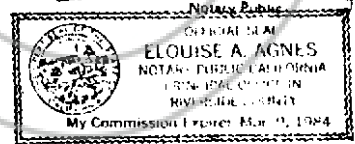
On this 23 day of November, 1981

personally appeared before me, a Notary Public, _____

John A. Crockett
Margaret J. Martin
Mitzi S. Crockett

who acknowledged that they executed the above instrument.

Signed [Signature]



CHICAGO TITLE INSURANCE COMPANY
428 SOUTH THIRD STREET
LAS VEGAS, NEVADA 89101
385-6811

Order No. LV 91813-NC

When Recorded, mail to _____

No. 74012
 FILED AND RECORDED AT REQUEST OF
 Chicago Title Agency of Las Vegas
 December 7, 1981
 AT 35 MINUTES PAST 9 O'CLOCK
 A M IN BOOK 47 OF OFFICIAL
 RECORDS, PAGE 464 LINCOLN
 COUNTY, NEVADA.
 YURIKO SETZER
 COUNTY RECORDER
 By [Signature] Deputy

BOOK 47 PAGE 464

CHICAGO TITLE INSURANCE COMPANY

EXHIBIT "A"

LV 91813

A parcel of land situate in the South Half (S1/2) of the Northeast Quarter (NE1/4) and the Northeast Quarter (NE1/4) of the Southeast Quarter (SE1/4) of Section 26, Township 3 South, Range 70 East of the Mt. Diablo Meridian in Lincoln County, Nevada, more particularly described as follows:

COMMENCING at the Northeast corner of Section 26; thence Southwesterly along a straight line which forms an angle of $77^{\circ}52'34''$ from West to Southwest with the North line of said Section 26, a distance of 3,702.11 feet to a point in the centerline of the main track of the Los Angeles and Salt Lake Railroad Company, as originally constructed and operated, said point being the beginning of a non-tangent curve concave Southwesterly having a radius of 5,729.65 feet, the tangent of which at said point, forms an angle of $65^{\circ}59'21''$ from Southwest to Southeast with the extension of said straight line having a length of 3,702.11 feet; thence Northwesterly along said curve, through a central angle of $8^{\circ}48'00''$, a distance of 880.0 feet; thence Northwesterly along a straight line tangent to the end of last described curve, a distance of 1,750.0 feet, more or less, to a point on the North line of the Southwest Quarter (SW1/4) of the Northeast Quarter (NE1/4) of said Section; thence East along the North line of said Southwest Quarter (SW1/4) of the Northeast Quarter (NE1/4) of Section 26, a distance of 115.0 feet, more or less, to a point that is 100.0 feet Northeastly, measured at right angles, from said centerline of original main track, said point being the TRUE POINT OF BEGINNING; thence continuing Easterly along said South line of the Southwest Quarter (SW1/4) of the Northeast Quarter (NE1/4) of Section 26, a distance of 230.0 feet, more or less, to a point that is 300.0 feet Northeastly, measured at right angles, from said centerline of original main track; thence Southeastly along a straight line, parallel with and 300.0 feet distant Northeastly from said centerline of original main track a distance of 1,500.0 feet, more or less, to a point on the East-West centerline of said Section 26; thence West along said East-West centerline of Section 26, a distance of 130.0 feet, more or less, to a point 200.0 feet Northeastly, measured at right angles, from said centerline of original main track; thence Southeastly along a straight line approximately 1,030.0 feet to a point in the Easterly right of way of said Railroad Company that is 100.0 feet Northeastly, measured at right angles and/or radially from said centerline of original main track at said point that is 3,702.11 feet Southwesterly from the Northeast corner of Section 26; thence Northwesterly along said right of way line which is a curve concave Southwesterly, having a radius of 5,829.65 feet and which is concentric with and 100.0 feet Northeastly, measured radially from said centerline of original main track, through a central angle of $8^{\circ}48'00''$, an arc distance of 895.37 feet; thence Northwesterly along a straight line tangent to the end of said curve and parallel with and 100.0 feet Northeastly, at right angles, from said centerline of original main track, a distance of 1,680.0 feet, more or less, to the TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM any portion of the above described property which may lie within State Road No. 25, commonly known as the Enterprise Road.