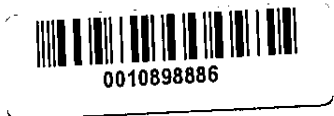


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IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS
COUNTY DEPARTMENT - LAW DIVISION



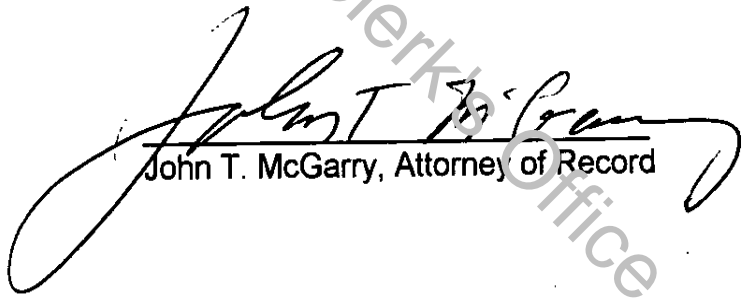
VILLAGE OF LANSING, Cook County)
Illinois,)
)
Plaintiff,)
)
V.)
)
CONSOLIDATED RAIL CORPORATION,)
a Coporation of Pennsylvania,)
PENNSYLVANIA LINES LLC and)
NORFOLK SOUTHERN RAILWAY)
COMPANY, and UNKNOWN OWNERS,)
)
Defendants.)

No. **01L 50985**
CONDEMNATION

0010898886
7910/0009 30 001 Page 1 of 8
2001-09-26 10:42:52
Cook County Recorder 35.50

LIS PENDENS NOTICE

I, the undersigned, do hereby certify that the above-entitled cause was filed in the above court on the 26 day of Sept, 2001 for Condemnation and is now pending in said Court, and that the property affected by said cause is described as follows as Exhibit 'A'


John T. McGarry, Attorney of Record

This document prepared by and
Mail to:

John T. McGarry
1611 East 53rd Street
Chicago, Illinois 60615
773/288-2758
Atty No.: 26717

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7/28/07 11:11

Property of Cook County Clerk's Office

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EXHIBIT "A"

Parcel 1:

The East 100 feet (except the North 140 feet thereof) of the Southwest 1/4 of Section 19, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 2:

That part of the East 100 feet of the North 1/2 of the Northwest 1/4 of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 3:

That part of the Southeast 1/4 of the Northwest 1/4 of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, described as follows:

Beginning at a point on the center line of the West branch of Wye of the South Chicago and Southern Railway and running along the line of land belonging to the Chicago, St. Louis and Pittsburgh Railroad South 52 degrees and 2 minutes East 988.5 feet to a stake; thence northwardly along the half section line of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, 1305.7 feet to a stake; thence westwardly along the line of land belonging to Mrs. O.F.Rudd 100 feet to a stake; thence southwardly parallel to said Section line 157.4 feet to a stake; thence by a curved line of radius 350.78 feet, 50 feet from and parallel to said center line of West branch of Wye 369 feet to a stake; thence along line of land belonging to the Chicago, St. Louis and Pittsburgh Railroad South 52 degrees and 2 minutes East 194 feet to the place of beginning (excepting therefrom that part thereof falling within a tract of land in the North 1/2 of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, described as follows:

Beginning at the point of intersection of the South line of the Northeast 1/4 of said Section 30 with the Northeasterly line of the 100 foot wide right of way of the Philadelphia, Baltimore and Washington Railroad Company, said South line of the Northeast 1/4 of Section 30 being coincident with the center line of Bernice Road (171st Street) 66 feet wide, and running thence Northwesterly along said Northeasterly line of 100 feet wide right of way crossing the West line of said Northeast 1/4 of said Section 30, the distance of 41.2 feet to an iron pipe in the North line of the South 33 feet of the Northwest 1/4 of said Section 30, said pipe being at the distance of 9.01 feet measured Westwardly along said North line of South 33 feet from its intersection with the East line of said Northwest 1/4 of Section 30; thence continuing Northwesterly along said

Northeasterly line of 100 foot wide right of way, a distance of 891.43 feet to an iron pipe, thence Eastwardly along the arc of a circle having a radius of 440.84 feet and convex Southerly, a distance of 527.60 feet to an iron pipe which is 93.40 feet West from said East line of Northwest 1/4 and 911.75 feet (measured perpendicularly) North from the South line of said Northwest 1/4; thence Southwardly along the arc of a circle having a radius of 2911.43 feet and convex Westerly, a distance of 896.70 feet to an iron pipe on the North line of the South 33 feet of said Northeast 1/4 of Section 30, which iron pipe is 69.69 feet East from said West line of the Northeast 1/4; thence continuing Southwardly along the prolongation of the last described course, along the arc of a circle having a radius of 2911.43 feet and convex Westerly a distance of 35.0 feet to said South line of the Northeast 1/4 of Section 30 and thence West along said South line a distance of 64.5 feet to the point of beginning), in Cook County, Illinois.

Parcel 4:

That part of the West 1/2 of the Northeast 1/4 of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian,

Beginning at a point on the center line of East branch of Wye of the South Chicago and Southern Railway and running Eastwardly along the half section line of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, 53.2 feet to a stake; thence by a curved line of radius 2814.93 feet, 50 feet from and parallel to said center line of railway, 996.1 feet to a stake; thence Southwardly along the half section line of said Section 30, 968.1 feet to a stake; thence along the line of land belonging to the Chicago, St. Louis and Pittsburgh Railroad, South 52 degrees and 2 minutes East, 10 feet to a stake; thence eastwardly along the half section line 115.3 feet to the place of beginning (excepting therefrom that part thereof falling within a tract of land in the North 1/2 of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, described as follows:

Beginning at the point of intersection of the South line of the Northeast 1/4 of said Section 30 with the Northeasterly line of the 100 foot wide right of way of the Philadelphia, Baltimore and Washington Railroad Company, said South line of the Northeast 1/4 of Section 30 being coincident with the center line of Bernice Road (171st Street) 66 feet wide, and running thence Northwesterly along said Northeasterly line of 100 feet wide right of way crossing the West line of said Northeast 1/4 of said Section 30, the distance of 41.2 feet to an iron pipe in the North line of the South 33 feet of the Northwest 1/4 of said Section 30, said pipe being at the distance of 9.01 feet measured westwardly along said North line of South 33 feet from its intersection with the East line of said Northwest 1/4 of Section 30; thence continuing Northwesterly along said Northeasterly line of 100 foot wide right of way, a distance of 891.43 feet to an iron pipe, thence Eastwardly along the arc of a circle having a radius of 440.84 feet and convex Southerly, a distance of 527.60 feet to an iron pipe which is 93.40 feet west from said East line of Northwest 1/4 and 911.75 feet (measured perpendicularly) North from the South line of said Northwest 1/4; thence Southwardly along the arc of a circle having a radius of 2911.43 feet and convex

Westerly, a distance of 896.70 feet to an iron pipe on the North line of the South 33 feet of said Northeast 1/4 of Section 30, which iron pipe is 69.69 feet East from said West line of the Northeast 1/4; thence continuing Southwardly along the prolongation of the last described course, along the arc of a circle having a radius of 2911.43 feet and convex Westerly a distance of 35.0 feet to said South line of the Northeast 1/4 of Section 30 and thence West along said South line a distance of 64.5 feet to the point of beginning), in Cook County, Illinois.

Parcel 5:

That part of the West 1/2 of the Southeast 1/4 of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, described as follows:

Beginning at a point in the center line of the East branch of Wye of the South Chicago and Southern Railroad and running Eastwardly along the half section line of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, 53.2 feet to a stake; thence by a curved line of radius 2814.93 feet, 50 feet from and parallel to said center line of railway, 868 feet to a stake; thence along the line of land belonging to the Chicago, St. Louis and Pittsburgh Railroad North 52 degrees 2 minutes West 958.75 feet to a stake; thence Eastwardly along said half section line, 115.3 feet to the place of beginning, in Cook County, Illinois.

Parcel 6:

All that part of the right of way of the Chicago and Great Eastern Railway Company as originally laid out 100 feet in width in a Northwesterly and Southeasterly direction through the West 1/2 of the Northwest 1/4 of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Excepting therefrom a parcel of land conveyed from Consolidated Rail Corporation to Kenneth W. Graske by Deed recorded April 23, 1990 as Document 90182699 described as follows:

All that certain piece or parcel of land, being a part or portion of Grantor's property known as the Main Line Columbus-Chicago, identified as Line Code 3207 in Grantor's corporate records, situate in the West 1/2 of the Northwest 1/4 of Section 30, Township 36 North, Range 15 East of the Third Principal Meridian, City of Lansing, County of Cook and State of Illinois, bounded and described in accordance with a plat of survey prepared by Robert A. Nowicki, registered Land Surveyor No. 2544, of Robert A. Nowicki and Associated, Ltd., 956 E. 161st Place, South Holland, Illinois, dated February 8, 1988, being that part of the 100 foot Consolidated Rail Corporation right of way (formerly Pittsburgh, Cincinnati, Chicago and St. Louis Railroad), being a tract of land fifty (50) feet on either side of the following described parcel of land.

Beginning at a point on the North line of the Northwest 1/4 of said Section 30, said point being 552.30 feet East of the Northwest corner of said Northwest 1/4

of Section 30, said North line of the Northwest 1/4 of Section 30 bearing South 89° 44' 10" East; thence South 37° 47' 02" East on the center line of Consolidated Rail Corporation, a distance of 413.97 feet to a terminal point on the Southeasterly line of said tract of land, (said terminal point and the Southeasterly line of said tract being on a line drawn at 90° at the terminal point to the centerline of said Consolidated Rail Corporation right of way).

Parcel 7:

All that part of the right of way of the Chicago and Great Eastern Railway Company as originally laid out 100 feet in width in a Northwesterly and Southeasterly direction through the East 1/2 of the Northwest 1/4 of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 8:

All that part of the right of way of the Chicago and Great Eastern Railway Company as originally laid out 100 feet in width in a Northwesterly and Southeasterly direction through the East 1/2 of the Southwest 1/4 of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 9:

All that part of the right of way of the Chicago and Great Eastern Railway Company as originally laid out 100 feet in width in a Northwesterly and Southeasterly direction through the West 1/2 of the Southeast 1/4 of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 10:

All that part of the right of way of the Chicago and great Eastern Railway Company as originally laid out 100 feet in width in a Northwesterly and Southeasterly direction through the East 1/2 of the Southeast 1/4 of Section 30, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 11:

All that part of the right of way of the Chicago and Great Eastern Railway Company as originally laid out 100 feet in width in a Northwesterly and Southeasterly direction through the East 1/2 of the Northeast 1/4 of Section 31, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 12:

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All that part of the right of way of the Chicago and Great Eastern Railway Company as originally laid out 100 feet in width in a Northwesterly and Southeasterly direction through the West 1/2 of the Northwest 1/4 of Section 32, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 13:

All that part of the right of way of the Chicago and Great Eastern Railway Company as originally laid out 100 feet in width in a Northwesterly and Southeasterly direction through the East 1/2 of the Northwest 1/4 of Section 32, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 14:

All that part of the right of way of the Chicago and Great Eastern Railway Company as originally laid out 100 feet in width in a Northwesterly and Southeasterly direction through the East 1/2 of the Southwest 1/4 of Section 32, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 15:

All that part of the East 1/2 of the Northeast 1/4 of the Southwest 1/4 of Section 32, Township 36 North, Range 15, East of the Third Principal Meridian, lying Southwesterly of the Southwesterly line of Parcel 14 and lying Northeasterly of the Northeasterly line of Lot 43 in Axtrell's Addition to Lansing in Section 32, Township 36 North, Range 15, East of the Third Principal Meridian, according to the plat thereof recorded October 14, 1898, as Document Number 2738620, in Cook County, Illinois.

Parcel 16:

All that part of the West 1/2 of the Northeast 1/4 of the Southwest 1/4 of Section 32, Township 36 North, Range 15, East of the Third Principal Meridian, lying Southwesterly of the Southwesterly line of Parcel 14 aforesaid and lying Northeasterly of the Northeasterly line of Lots 1, 2, and 3 in Block "13" in Lansing's Resubdivision in Section 32, Township 36 North, Range 15, East of the Third Principal Meridian, and lying East of the Northerly extension of the West lines of said Lots 1, 2 and 3, in Cook County, Illinois.

Parcel 17:

All that part of the East 1/2 of the Southwest 1/4 of Section 32, Township 36 North, Range 15, East of the Third Principal Meridian, lying Northeasterly of the Northeasterly line of Parcel 14 aforesaid and lying Westerly of a line described as follows: commencing at the intersection of the East line of said Southwest 1/4 of Section 32, said East line being also the center line of Wentworth Avenue (66

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feet wide), and a line 50.00 feet (as measured at right angles) Northeast of and parallel with the center line of the Westward main track of railroad formerly of the Philadelphia, Baltimore and Washington Railroad Company; thence Northwesterly, along said parallel line 520.00 feet; thence Northeasterly at 90 degrees to the last described course, 37.65 feet to the Southwest line of West Street (66 feet wide); thence Northwesterly along the Southwest line of West Street and its Northwesterly extension (being in part the Southwesterly lines of Lots 7 and 8 in Winterhoff's Subdivision of Lots 5 and 6 in Block "B" and Lots 2, 3 and 4 of Block "C" of Lansing, a Resubdivision of the West 1/2 of the Northeast 1/4 of the Southwest 1/4 of Section 32, Township 36 North, Range 15, East of the Third Principal Meridian, according to the plat thereof recorded December 6, 1894, in Book 63, at page 45) to its intersection with the South line of Block "D" in said Lansing; thence West along said South line to its intersection with the Northeasterly line of Parcel 14 aforesaid, in Cook County, Illinois.

Parcel 18:

All that part of the right of way of the Chicago and Great Eastern Railway Company as originally laid out 100 feet in width in a Northwesterly and Southeasterly direction through the fractional Southeast 1/4 of Section 32, Township 36 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 19:

All that part of the right of way of the Chicago and Great Eastern Railway Company as originally laid out 100 feet in width in a Northwesterly and Southeasterly direction through the fractional Northeast 1/4 of Section 5, township 35 North, Range 15, East of the Third Principal Meridian, in Cook County, Illinois.

The aforementioned parcels 1 through 19 are also known as the Bernice Secondary Track and South Chicago and Southern Branch, as hereinafter alternately described:

Description of the Bernice Secondary Track:

All Right, Title and Interest of Grantor in that line of railroad being a portion of Pennsylvania Lines LLC commonly known as the Bernice Secondary Track, formerly the Main Line - Columbus and Chicago of the Philadelphia, Baltimore and Washington Railroad, comprised of land and right of way now or formerly supporting main tracks, branch lines, sidings and other appurtenant railroad facilities situate in Cook County, Illinois. This property being more particularly described as follows:

Said portion of railroad beginning at a point on the center line of the main track system of said railroad at its intersection with the Illinois-Indians State Line, located at or near to railroad valuation station 10,745+60 as shown on

Pennsylvania Line LLC valuation map 7175/1, formerly Philadelphia, Baltimore and Washington Railroad map V 1 Ill./1. This point of beginning further being on the easterly line of Township 35 North, Range 15, Section 5, Cook County, Illinois. Said railroad, with a strip of land of varying width on each side of said center line, then extending in a Northwesterly direction a distance of 13,543.83 feet, more or less, through Township 36 North, Range 14, Sections 32, 31 and 30; to a point of ending at a perpendicular cut line at or near to railroad valuation station 10,881+06 as shown on railroad valuation map 7175/3. This being also a point 413.97 feet Southeast measured along the center line of the former main track system from the intersection of said center line and the North line of Township 36 North, Range 15, Section 30, said North line located within the limits of 170th Street.

Description of the South Chicago and Southern (S. C. & S.) Branch:

All Right, Title and Interest of Grantor in that line of railroad being a portion of Pennsylvania Lines LLC commonly known as the S. C. & S. Branch, formerly the South C. & S. Branch of the Pennel Company, comprised of land and right of way now or formerly supporting main tracks, branch lines and other appurtenant railroad facilities situate in Cook County, Illinois. This property being more particularly described as follows:

Said portion of railroad beginning at a point where the Easterly right of way line of the S. C. & S. Branch diverges from the Easterly right of way line of the Bernice Secondary Track of Pennsylvania Lines LLC in the area of the former Bernice interlocking, located at or near to railroad valuation station 492+41.9 as shown on Pennsylvania Lines LLC valuation map 7256/10, formerly Pennel Company map V 25A ILL./10. Said railroad, with a strip of land of varying width on each side of the established center line of the right of way, noted "original centerline" on said map, (said center line not being coincident with the center of the main track in its most recent location) then extending in a Northerly direction from the point of beginning a distance of 6061.9 feet, more or less, through Township 36 North, Range 15, Sections 30 and 19; to a point of ending at a perpendicular cut line at or near to railroad valuation station 431+80 as shown on railroad valuation map 7256/9, formerly Pennel Company Map V 25A ILL./9. Said ending point also being at a location common to the South line of the prior sale of lands of the railroad 140 feet more or less to the South of the North part Southwest 1/4 of Township 36 North, Range 15, Section 19 as measured along said center line.