

**ACQUISITION FROM THE
BOSTON AND MAINE CORPORATION**

**ROCHESTER
STRAFFORD COUNTY REGISTRY
CHESHIRE COUNTY REGISTRY**

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OCT 1 1 1994

RELEASE DEED

BUREAU OF RAILROADS AND
PUBLIC TRANSPORTATION

94 SEP 16 AM 9:18
REGISTER OF DEEDS
STAFFORD COUNTY

The Boston and Maine Corporation, a corporation duly organized and existing under the laws of the State of Delaware, with its principal place of business at Iron Horse Park, North Billerica, Massachusetts 01862 (the "Grantor"), for consideration paid to it by the State of New Hampshire, Department of Transportation, whose mailing address is 1 Hazen Drive, P. O. Box 483, Concord, New Hampshire 03302-0483 (the "Grantee") hereby grants to the Grantee without any warranties or covenants of title whatsoever, all of the Grantor's right, title and interest in and to the following described premises (the "Premises"):

SEE "EXHIBIT A" ANNEXED HERETO AND
MADE A PART HEREOF BY THIS REFERENCE

The Premises include any and all bridges, crossings, culverts, walls, buildings, ditches, trackage, except as hereinafter excepted and other fixtures or improvements of any description located in, over, under or upon the Premises.

The Grantor excepts from this conveyance any and all railroad tracks, railroad track materials (including, but not limited to, ties, connections, switches and ballast) and/or related equipment of any description located in whole or in part upon the "Gonic Branch", so-called, more particularly defined on "Exhibit A" hereof (the "Trackage") and this conveyance is subject to the right of the Grantor to enter said Gonic Branch from time to time and at any and all times up to November 1, 1995, with such men, equipment and materials as, in the reasonable opinion of the Principal Engineering Officer of the Grantor, are necessary for the removal of the Trackage. If the Trackage is not removed from said Gonic Branch by November 1, 1995, the Trackage shall be deemed abandoned by the Grantor and shall then become the property of the Grantee.

The Premises are conveyed subject to all easements, restrictions, covenants, agreements or rights in others as may appear of record, or otherwise.

The requirements of deed stamps and a declaration of consideration do not apply to this transaction, pursuant to RSA 78-B:2 and RSA 78-B: 10, III.

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IN WITNESS WHEREOF, the Boston and Maine Corporation has caused this Release Deed to be executed in its name, and its corporate seal to be hereto affixed by David A. Fink, its President, thereunto duly authorized this 30th day of August, 1994.

BOSTON AND MAINE CORPORATION

Phil Tremblay-Tenn
Witness

By: David A. Fink
David A. Fink
President

COMMONWEALTH OF MASSACHUSETTS

Middlesex, ss.

August 30, 1994

Then personally appeared the above-named David A. Fink, the President of the Boston and Maine Corporation and acknowledged the foregoing release deed to be his free act and deed and the free act and deed of said Boston and Maine Corporation, before me.

Paul A. Ferraro
Notary Public
My Commission Expires: 11-25-96

BK 1 / 68 PGO 196

EXHIBIT A

PROPERTY DESCRIPTION

Three certain strips or parcels of land (railroad right-of-way) located in New Hampshire and being portions of the rail lines sometimes referred to as the "Gonic Branch", so-called, the "Fort Hill Branch", so-called, and the "Lakeport Branch", so-called, and being more particularly described as follows:

Gonic Branch

Beginning at approximately centerline engineering station ("CLE") 4920+80 as shown on plans for federal valuation section V6 at map 94 in Rochester, New Hampshire;

thence running in a generally northeasterly direction through Rochester to the point of termination at CLE 2770+00 as shown on said valuation section V6 at map 96, all within Strafford County, New Hampshire.

Said strip of land is the Gonic Branch, so-called, and includes the entire width of said portion of said rail line and any and all appurtenances thereto and all fixtures attached or affixed thereon except as hereinbefore excepted. Said strip of land runs generally in a northeasterly direction and is more particularly defined as shown outlined within heavy dashed lines (____ _ _ _ _) as shown on federal valuation plans on file with the Chief Engineer of the Boston and Maine Corporation, Iron Horse Park, North Billerica, Massachusetts 01862 and the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P. O. Box 483, Concord, New Hampshire 03302-0483.

Fort Hill Branch

Beginning at approximately CLE 2651+48 as shown on plans for federal valuation section V42.1 at map 52 in Hinsdale, New Hampshire;

thence continuing in a generally northwesterly direction through Hinsdale to the point of termination at CLE 3120+79.4 in Hinsdale as shown on plans for federal valuation section V42.1 at map 61, all within Cheshire County, New Hampshire.

Said railroad right-of-way is the Fort Hill Branch, so-called, and extends for approximately 8.89 contiguous miles of rail line and includes the entire width of said portion of said rail line including all appurtenances thereto and all fixtures attached or affixed thereon. Said right-of-way runs in a

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generally northwesterly direction and is more particularly defined as shown outlined within heavy dashed lines (____ - - ____) as shown on federal valuation plans on file with the Chief Engineer of the Boston and Maine Corporation, Iron Horse Park, North Billerica, Massachusetts 01862 and the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P. O. Box 483, Concord, New Hampshire 03302-0483.

Lakeport Branch

Beginning at approximately CLE 434+69.5 as shown on plans for federal valuation section 4.2 at map 9 in Rochester, New Hampshire;

thence continuing in a generally northerly direction through said Rochester to the point of termination at CLE 512+90 in Rochester as shown on plans for federal valuation section 4.2 at map 10, all within Strafford County, New Hampshire.

Said railroad right-of-way is the Lakeport Branch, so-called, and extends for approximately 1.48 contiguous miles of rail line and includes the entire width of said portion of said rail line including all appurtenances thereto and all fixtures attached or affixed thereon. Said right-of-way runs in a generally northerly direction and is more particularly defined as shown outlined within heavy dashed lines (____ - - ____) as shown on federal valuation plans on file with the Chief Engineer of the Boston and Maine Corporation, Iron Horse Park, North Billerica, Massachusetts 01862 and the State of New Hampshire, Department of Transportation, Bureau of Railroads and Public Transportation, 91 Airport Road, P. O. Box 483, Concord, New Hampshire 03302-0483.

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CHESHIRE COUNTY
SEPTEMBER 26, 1994

RELEASE DEED

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MADE A PART HEREOF BY THIS REFERENCE

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IN WITNESS WHEREOF, the Boston and Maine Corporation has caused this Release Deed to be executed in its name, and its corporate seal to be hereto affixed by David A. Fink, its President, thereunto duly authorized this 30th day of August, 1994.

BOSTON AND MAINE CORPORATION

Philip Tremblay - Term
Witness

By: David A. Fink
David A. Fink
President

COMMONWEALTH OF MASSACHUSETTS

Middlesex, ss.

August 30, 1994

Then personally appeared the above-named David A. Fink, the President of the Boston and Maine Corporation and acknowledged the foregoing release deed to be his free act and deed and the free act and deed of said Boston and Maine Corporation, before me.

[Signature]
Notary Public
My Commission Expires: 11-25-99

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PROPERTY DESCRIPTION

Property being located in Hinsdale, & Rochester, N.H.

Three certain strips or parcels of land (railroad right-of-way) located in New Hampshire and being portions of the rail lines sometimes referred to as the "Gonic Branch", so-called, the "Fort Hill Branch", so-called, and the "Lakeport Branch", so-called, and being more particularly described as follows:

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