

St. Louis City Ordinance 64718

FLOOR SUBSTITUTE

BOARD BILL NO. [99] 61

INTRODUCED BY ALDERMAN TERRY KENNEDY

An ordinance which authorizes and directs the Mayor and Comptroller of the City of Saint Louis to execute, upon receipt of the sum of Forty-Two Thousand Dollars (\$42,000) and other good and valuable consideration, a Quit Claim Deed to remise, release and forever quit-claim unto Ironhorse Resources Inc., certain City-owned property formerly known as the Illinois-Terminal Rail Line, and containing an emergency clause.

BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:

SECTION ONE. The Mayor and Comptroller are hereby authorized and directed to execute, upon receipt of the sum of Forty-Two Thousand Dollars (\$42,000) and other good and valuable consideration, a Quit Claim Deed (attached as Exhibit A) to remise, release and forever quit-claim unto Ironhorse Resources, Inc. certain City-owned property formerly known as the Illinois-Terminal Rail Line, which is more fully described in said Exhibit A.

SECTION THREE. Emergency Clause. This ordinance, being necessary for the immediate preservation of public peace, health, safety, and general welfare, shall be and is hereby declared to be an emergency measure within the meaning of Sections 19 and 20 of Article IV of the Charter of the City of St. Louis and, as such, this ordinance shall take effect immediately upon its passage and approval by the Mayor.

EXHIBIT A TO BOARD BILL 61

QUIT CLAIM DEED

THIS DEED, made and entered into as of this _____ day of June, 1999, by and between the City of Saint Louis, a municipal corporation of the State of Missouri, 1200 Market Street, St. Louis, Missouri, hereinafter **Grantor**, and Ironhorse Resources, Inc., whose address is 102 Willow Drive, O'Fallon, Illinois, hereinafter **Grantee**.

WITNESSETH, that the said Grantor, for and in consideration of the sum of Forty-Two Thousand Dollars (\$42,000) to it paid by the said Grantee, and other

good and valuable consideration, the receipt of which is hereby acknowledged, does by these presents Remise, Release, and Quit-Claim unto the said Grantee, the following described Real Estate, situated in the City of Saint Louis and State of Missouri, to-wit:

All that line of railroad and real property beginning at the north line of Washington Avenue at or near Tucker Boulevard and extending northwardly curving eastwardly then northwardly and ending 90 feet more or less northerly of the north line of Saint Louis Avenue as extended eastwardly, the beginning point being valuation station 0+00 and the ending point being valuation station 100+00. Said line of railroad lying in public rights of way except as more particularly described in the attached Exhibit A.

TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging, unto the said Grantee, and to its heirs and assigns, so that neither the said Grantor, nor its heirs, nor any other person or persons for it or in its name or behalf, shall or will hereafter claim or demand any right or title to the aforesaid premises, or any part thereof, but they and every one of them shall, by these presents, be excluded and forever barred.

IN WITNESS WHEREOF, the said parties hereto have executed these presents the day and year first above written.

GRANTOR

The City of Saint Louis

BY: _____

Clarence Harmon, Mayor

BY: _____

Darlene Green, Comptroller

Approved as to form:

City Counselor

GRANTEE

Ironhorse Resources, Inc.

Notary Public

Exhibit A to Quit Claim Deed
LEGAL DESCRIPTION

All that line of railroad and real property beginning at the north line of Washington Avenue at or near 12th Street (a/k/a Tucker Boulevard) and extending northwardly curving eastwardly then northwardly and ending 90 feet more or less northerly of the north line of Saint Louis Avenue as extended eastwardly, the beginning point being valuation station 0+00 and the ending point being valuation station 100+00. Said line of railroad lying in public rights of way except as more particularly described as follows.

PARCEL ONE. Beginning at the intersection of the southerly line of Cass Avenue and the westerly line of Hadley Street being the true Point of Beginning; thence southwardly along said Hadley Street line for a distance of 581.46 feet to a corner; thence westwardly for a distance of 127.5 feet to a point in the easterly line of a 15-foot wide alley and a corner; thence northwardly along said alley line for a distance of 310 feet to a corner; thence eastwardly for a distance of 25 feet to a corner; thence northeastwardly for a distance of 275 feet to a corner on the southerly line of Cass Avenue; thence eastwardly along said Cass Avenue line for a distance of 24.75 feet to the Point of Beginning.

PARCEL TWO. Beginning at the intersection of the easterly line of Hadley Street and the northerly line of Howard Street, being the true Point of Beginning; thence northwardly along said Hadley Street line for a distance of 548.72 feet to a corner; thence northeastwardly for a distance of 110 feet to a corner; thence northwardly for a distance of 54 feet to a corner; thence northwestwardly for a distance of 60 feet to a corner on the southeasterly line of Tyler Street; thence northeastwardly along said Tyler Street line for a distance of 126.4 feet to a corner and the westerly line of 11th Street; thence southeastwardly along said 11th Street line for a distance of 104.4 feet to a corner; thence southeastwardly continuing along said 11th Street line for a distance of 150.98 feet to a corner; thence southwardly continuing along said 11th Street line for a distance of 101.59 feet to a corner; thence westwardly along the north line of a 15-foot wide alley for a distance of 100 feet to a corner; thence northwardly for a distance of 10 feet to a corner; thence westwardly for a distance of 40 feet to a point on the west line of a 20-foot

wide alley; thence southwardly along said alley line for a distance of 217 feet to a corner; thence westwardly for a distance of 3 feet to a corner; thence southwardly along the westerly line of an alley for a distance of 240 feet to a corner on the northerly line of Howard Street; thence westwardly along said Howard Street line for a distance of 125.3 feet to the Point of Beginning.

PARCEL THREE. Beginning at the intersection of the easterly line of 10th Street and the northerly line of Chambers Street being the true Point of Beginning; thence northwestwardly along the said 10th Street line for a distance of 240 feet to a corner on the southerly line of Madison Street; thence northeastwardly along said Madison Street line for a distance of 85.5 feet to a corner; thence southeastwardly along a line parallel to aforesaid 10th Street line for a distance of 80 feet to a corner; thence northeastwardly along a line parallel to aforesaid Madison Street line for a distance of 64.5 feet to a corner; thence southeastwardly along a line parallel to aforesaid 10th Street line for a distance of 80 feet to a corner; thence southwestwardly along a line parallel to aforesaid Madison Street line for a distance of 54.5 feet to a corner; thence southeastwardly along a line parallel to aforesaid 10th Street line for a distance of 80 feet to a corner in the northerly line of Chambers Street; thence southwestwardly along said Chambers Street line for a distance of 95.5 feet to the Point of Beginning.

PARCEL FOUR. To find the point of beginning, commence at the intersection of the easterly line of 10th Street and the southerly line of Clinton Street then go northeastwardly along said Clinton Street line 108.45 feet to a point and the true Point of Beginning; thence northeastwardly continuing along said Clinton Street line for a distance of 41.0 feet to a corner; thence southwardly along a line parallel to and 20 feet easterly of the original centerline of the Illinois-Terminal Railroad Company main track, for a distance of 245.24 feet to a point on the northerly line of Madison Street; thence southwestwardly along said Madison Street line for a distance of 41.0 feet to a point 20 feet westerly as measured at a right angle from said centerline of track; thence northwardly along a line parallel to and 20 feet westerly of said centerline of track for a distance of 246.24 feet to the Point of Beginning.

PARCEL FIVE. To find the point of beginning, commence at the intersection of the easterly line of 10th Street and the northerly line of Clinton Street then go northeastwardly along said Clinton Street line 122.43 feet to a point and the true Point of Beginning; thence northeastwardly along a line parallel to then concentric with and 20 feet westerly of the original centerline of the Illinois Terminal Railroad Company main track for a distance of 251 feet to a corner on the southerly line of Monroe Street; thence northeastwardly along said Monroe

Street line for a distance of 41 feet to a point 20 feet easterly as measured radially from said centerline of track; thence southwestwardly along a line concentric with then parallel with and 20 feet easterly of said centerline of track for a distance of 253 feet to a corner on the northerly line of Clinton Street; thence southwestwardly along said Clinton Street line for a distance of 41 feet to the Point of Beginning.

PARCEL SIX. Beginning at the intersection of the westerly line of 9th Street and the northerly line of Monroe Street being the true Point of Beginning; thence southwestwardly along said Monroe Street line for a distance of 75 feet to a corner 20 feet westerly as measured radially from the original centerline of the Illinois Terminal Railroad main track; thence northeastwardly along a line concentric with and 20 feet westerly of said centerline of track for a distance of 98.23 feet to a point on a line parallel to and 80 feet northerly of said Monroe Street line 17.9 feet southwesterly of the southwest line of 9th Street; thence northeastwardly along said parallel line to a corner on the said line of 9th Street; thence southeastwardly along said 9th Street line for a distance of 80 feet to the Point of Beginning.

PARCEL SEVEN. To find the point of beginning, commence at the intersection of the easterly line of 9th Street and the southerly line of North Market Street then go northeastwardly along said Market Street line 150 feet to a point and the true Point of Beginning; thence northeastwardly continuing along said Market Street line for a distance of 150.0 feet to the intersection of said line and the westerly line of Broadway; thence southeastwardly along said Broadway Street line for a distance of 62.4 feet to a corner; thence southwestwardly for a distance of 44 feet to a corner; thence southwestwardly for a distance of 97.7 feet to a corner; thence southeastwardly along a line parallel to the aforesaid Broadway Street line for a distance of 20 feet to a corner; thence, southwestwardly along a line parallel to aforesaid Market Street line for a distance of 95 feet to a point 20 feet southeasterly as measured radially from the original centerline of the Illinois Terminal Railroad Company main track; thence southwestwardly along the arc of a curve concentric with and 20 feet southeasterly of said centerline of track for a distance of 75.6 feet to a point on the aforesaid 9th Street line; thence northwestwardly along said 9th Street line for a distance of 56.1 feet to a corner; thence northeastwardly for a distance of 181.2 feet to the Point of Beginning.

PARCEL EIGHT. Beginning at the intersection of the southerly line of North Market Street and the easterly line of Broadway being the true Point of Beginning; thence northeastwardly along said Market Street line for a distance of 300 feet to the intersection of said line and the westerly line of 2nd Street;

thence southeastwardly along said 2nd Street line for a distance of 40.1 feet to a point 20 feet southeasterly as measured at a right angle from the centerline of original main track of the Illinois Terminal Railroad Company; thence southwestwardly along a line parallel to and 20 feet southeastwardly of said centerline of track for a distance of 300 feet to a point on the aforesaid Broadway Street line; thence northwestwardly along said Broadway Street line 40.1 feet to the Point of Beginning.

PARCEL NINE. Beginning at the intersection of the easterly line of 2nd Street and the southerly line of North Market Street being the true Point of Beginning; thence northeastwardly along said North Market Street line for a distance of 300.2 feet to the intersection of said street line and the westerly line of 1st Street; thence southeastwardly along said 1st Street line for a distance of 80 feet to a corner; thence southwestwardly parallel to aforesaid Market Street line for a distance of 300.2 feet to a corner on the easterly line of 2nd Street; thence northwestwardly along said 2nd Street line for a distance of 80 feet to the Point of Beginning.

PARCEL TEN. Beginning at the intersection of the easterly line of 1st Street and the southerly line of North Market Street being the true Point of Beginning; thence northeastwardly along said Market Street line for a distance of 61.19 feet to a point 10 feet northwesterly as measured radially from the original centerline of a spur track of the SLMBT Company; thence southwestwardly along a line concentric with and 10 feet southeasterly of said spur track for a distance of 65 feet to a point 20 feet southerly as measured at a right angle from the original centerline of the Illinois Terminal Railroad Company main track; thence southwestwardly parallel to said centerline of main track for a distance of 10.2 feet to a corner on the easterly line of 1st Street; thence northwestwardly along said 1st Street line for a distance of 40 feet to the Point of Beginning.

PARCEL ELEVEN. Beginning at a point on the southerly line of North Market Street 10 feet southeasterly as measured radially from the original centerline of a spur track of the SLMBT Company and the true Point of Beginning; thence northeastwardly along said Market Street line for a distance of 4.9 feet to a point 10 feet westerly as measured at a right angle from the original centerline of the westernmost main track of the SLMBT Company thence southwestwardly along a line parallel to said SLMBT Company main track for a distance of 42 feet to a point 20 feet southerly as measured at a right angle from the original centerline of the Illinois Terminal Railroad Company main track; thence southwestwardly parallel to said Illinois Terminal Railroad Company main track for a distance of 35.53 feet to a point 10 feet southeasterly

as measured radially from the centerline of aforesaid spur track; thence northeastwardly along a line concentric with an 10 feet southeasterly of said spur track centerline for a distance of 63 feet to the Point of Beginning.

PARCEL TWELVE. Beginning at a point on the southerly line of North Market Street 10 feet easterly as measured at a right angle from the original centerline of the easternmost main track of the CB&Q Company being the true Point of Beginning; thence northeastwardly along said Market Street line for a distance of 80.4 feet to a point 7 feet southwesterly as measured at a right angle from the original centerline of the southwesternmost track of the Wabash Railroad Company; thence southeastwardly along a line parallel to said Wabash Railroad Company main track for a distance of 45 feet to a point 20 feet southerly as measured at a right angle from the original centerline of the Illinois Terminal Railroad Company main track; thence southwestwardly along a line parallel to the said centerline of the Illinois Terminal Railroad Company track for a distance of 118.3 feet to a point 10 feet southeasterly as measured at a right angle from the original centerline of the easternmost track of the CB&Q Company; thence northeastwardly along a line parallel to said CB&Q track centerline for a distance of 43 feet to the Point of Beginning.

PARCEL THIRTEEN. Beginning at a point on the southerly line of North Market Street 7 feet northeasterly as measured at a right angle from the original centerline of the northeasternmost track of the Wabash Railroad Company being the true Point of Beginning; thence northeastwardly along said Market Street line for a distance of 74.7 feet to a point on the westerly right of way line of the Saint Louis Transit Railway tracks; thence southeastwardly along said right of way line for a distance of 36.3 feet to a point 20 feet southeasterly as measured radially from the original centerline of the Illinois Terminal Railroad Company main track; thence southwestwardly along a line concentric with said Illinois Terminal Railroad Company main track for a distance of 61.5 feet to a point 7 feet northeasterly as measured at a right angle from the original centerline of the northeasternmost main track of the Wabash Railroad Company; thence northwestwardly along a line parallel to the centerline of said Wabash Railroad Company main track for a distance of 45 feet to the Point of Beginning.

PARCEL FOURTEEN. Beginning at a point on the southerly line of North Market Street 20 feet southeasterly as measured radially from the original centerline of the Illinois Terminal Railroad Company main track, said point being 30 feet more or less westerly of the west line of wharf as established by Ordinance 5403, as measured along said street line and being the true Point of Beginning; thence southwestwardly along a line concentric with the said

centerline of track for a distance of 130 feet to a corner; thence northwestwardly for a distance of 34.3 feet to a corner on the aforesaid street line; thence northeastwardly along said Market Street line for a distance of 134.4 feet to the Point of Beginning.

PARCEL FIFTEEN. Beginning at a point on the northerly line of North Market Street 20 feet northwesterly as measured radially from the original centerline of the Illinois Terminal Railroad Company main track, said point being 55 feet more or less northeasterly as measured along said street line from the west line of wharf as established by Ordinance 5403 and the true Point of Beginning; thence northeastwardly along a line concentric with and 20 feet northwestwardly as measured radially from said centerline of track for a distance of 220 feet more or less to the intersection of said arc with a line parallel to and 50 feet southwesterly as measured at right angles from the forward tangent of said centerline of track; thence, northwestwardly along said parallel line for a distance of 1150 feet more or less to a point 60 feet southwest of, as measured at a right angle from the said centerline of track opposite valuation station 100+00 on the existing main track of said railroad; thence northeastwardly along a line at a right angle to said centerline of track for a distance of 110 feet more or less to a point 15 feet southwesterly as measured at a right angle from the centerline of track number 94AB of the Illinois Terminal Railroad Company; thence southeastwardly parallel to, then concentric with the centerline of last said track for a distance of 225 feet to a point on the easterly property line of Grantor; thence southwestwardly along the said property line of Grantor for a distance of 190 feet to a corner; thence southwestwardly along Grantor's property line for a distance of 48 feet more or less to a point and corner 20 feet easterly as measured at a right angle from the original centerline of the Illinois Terminal Railroad Company main track; thence southeastwardly curving southwestwardly along a line parallel to, then concentric with said original centerline for a distance of 950 feet, more or less, to a point on the northerly line of North Market Street; thence, southwestwardly along said street line for a distance of 65 feet, more or less, to the Point of Beginning.

It is the intent of this description to describe and convey all of the interest City of Saint Louis (Grantor) received from Norfolk and Western Railway Company (successor in interest to the Illinois Terminal Railroad Company) in the line of railroad and real property formerly owned by Illinois Terminal Railroad Company within the area bounded by the west line of 12th Street (a.k.a. Tucker Boulevard) beginning at the north line of Washington Avenue and extending northwardly to the north line of Cass Avenue, thence eastwardly along said Cass Avenue line to the west line of Hadley Street, thence northwardly along

said line of Hadley Street to the northwesterly line of Tyler Street, thence northeastwardly along said line of Tyler Street to the east line of 11th Street, thence northeastwardly along a straight line to the northeast corner of 10th and Madison Streets, thence northwardly along a straight line to the northwest corner of 9th and North Market Streets, thence northeastwardly along the northerly line of North Market Street to the west line of wharf as established by Ordinance 5403, thence northwardly along said wharf line to a point between St. Louis Avenue and Wright Street, thence eastwardly crossing said line of railroad at valuation station 100+00 at a right angle thereto, to a line 15 feet southwesterly of Grantor's track 94AB, thence southeastwardly parallel to said track to Grantor's eastern line west of the municipal docks, thence southwardly along Grantor's property lines to the south line of North Market Street in the vicinity of aforesaid wharf line, thence southwardly along said wharf line to the southerly line of Monroe Street as extended eastwardly, thence westwardly along said Monroe Street line to the west line of 9th Street, thence southwardly along said line of 9th Street to the south line of Chambers Street, thence southwestwardly along said line of Chambers Street to the east line of 10th Street, thence southwestwardly along a straight line to a point on the west line of 11th Street at the centerline of Brooklyn Street as extended westwardly, thence southwardly along said line of 11th Street to the north line of Washington Avenue, thence westwardly along said line of Washington Avenue to the Point of Beginning.

Legislative History				
1ST READING	REF TO COMM	COMMITTEE	COMM SUB	COMM AMEND
05/28/99	05/28/99	W&M		
2ND READING	FLOOR AMEND	FLOOR SUB	PERFECTN	PASSAGE
07/16/99			07/23/99	07/23/99
ORDINANCE	VETOED		VETO OVR	
64718				