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Daneen Schindler, RECORDER/REGISTRAR
DELAWARE COUNTY IOWA

**INDIVIDUAL TRUSTEE'S AFFIDAVIT
Recorder's Cover Sheet**

Preparer Information: Matthew M. Craft, 3151 Brockway Rd., PO Box 810, Waterloo, IA 50704, Phone: (319) 234-4471

Taxpayer Information: Rick and Paula Deutmeyer, 2147 170th St., Manchester, IA 52057

Return Document To: Matthew M. Craft, 3151 Brockway Rd., PO Box 810, Waterloo, Iowa, 50704

Grantors: Steve J. Engelken as trustee of Julius and Irene Engelken Revocable Trust, dated February 25, 1992

Grantees: Rick Deutmeyer and Paula Deutmeyer

Legal Description: See Pages 3-5

Document or instrument number of previously recorded documents:



INDIVIDUAL TRUSTEE'S AFFIDAVIT

RE: See attached Exhibit "A".

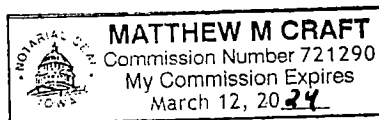
STATE OF IOWA, COUNTY OF Black Hawk, ss:

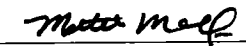
I, Steve J. Engelken, being first duly sworn (or affirmed) under oath, state of my personal knowledge that:

- 1 I am the trustee under the Julius and Irene Engelken Revocable Trust dated February 25, 1992, to which the above-described real estate was conveyed to the trustee by Julius H. Engelken and Irene L. Engelken, pursuant to an instrument recorded March 25, 1993, in the office of the Delaware County Recorder in File No. 271-2841, Book 131, page 128.
- 2 I am the presently existing trustee under the Trust and I am authorized to execute documents without any limitation or qualification whatsoever.
- 3 The Trust is in existence and I, as trustee, am authorized to transfer the interest in the real estate as described in paragraph 2, free and clear of any adverse claims.
- 4 The grantor of the trust is not alive.
- 5 Form 706, United States Estate Tax return, **IS NOT** required to be filed as a result of the death of the Grantor.
- 6 An Iowa inheritance tax return is not required to be filed pursuant to section 450.22 subsection 2 and 3.
- 7 The trust is revocable or, if the trust is irrevocable, none of the beneficiaries of the trust are deceased.


Steve J. Engelken, Affiant

Signed and sworn to (or affirmed) before me on October 29, 2021, by Steve J. Engelken.




Signature of Notary Public

The South one-half

(S $\frac{1}{2}$) of the Northeast Quarter (NE $\frac{1}{4}$) of Section Seven (7), and the West one-half (W $\frac{1}{2}$) of the Northwest Quarter (NW $\frac{1}{4}$) of Section Eight (8), Township Eighty Nine (89) North, Range Four (4), West of the Fifth P.M., except the railroad right of way.

All that part of Lot Eighteen (18) of the Subdivision of the Northeast Quarter (NE $\frac{1}{4}$) of the Northeast Quarter (NE $\frac{1}{4}$) of Section Seven (7), Township Eighty Nine (89) North, Range Four (4), West of the Fifth P.M., lying East of the right of way of the Chicago, Milwaukee & St. Paul Railway, and all that part of the Northwest Quarter (NW $\frac{1}{4}$) of the Northeast Quarter (NE $\frac{1}{4}$) of said Section Seven (7), lying North and East of the Chicago, Milwaukee & St. Paul Railway right of way, excepting from the above tract a parcel of land described as commencing at a point eighty four (84) rods and fourteen (14) feet West of the Northeast corner of the Northeast Quarter (NE $\frac{1}{4}$) of said Section Seven (7), running thence in a Southeasterly direction along the East line of the Chicago, Milwaukee and St. Paul Railway right of way one hundred eighty three (183) feet, thence East sixty (60) feet, thence North one hundred eighty three (183) feet to a point sixty five (65) feet East of beginning, thence West sixty five (65) feet to beginning, and further excepting commencing at a point fifteen (15) feet West of the Northwest corner of the Northeast Quarter (NE $\frac{1}{4}$) of the Northeast Quarter (NE $\frac{1}{4}$) of said Section Seven (7), thence Easterly eighty nine (89) feet to the intersection of the North line of said Section Seven (7) with the Chicago Great Western Railway right of way, thence Southeasterly five hundred thirteen and fifty one-hundredths (513.50) feet to the Northwest corner of Lot Fourteen (14) of the Subdivision of said Northeast Quarter (NE $\frac{1}{4}$) of the Northeast Quarter (NE $\frac{1}{4}$) of Section Seven (7), thence Southwesterly one hundred thirty two (132) feet to the Southwest corner of said Lot Fourteen (14), thence Northwesterly five hundred thirty (530) feet to the East line of that certain tract herein previously excepted, thence North one hundred (100) feet to point of beginning, said exceptions being a part of the North one-half (N $\frac{1}{2}$) of the Northeast Quarter (NE $\frac{1}{4}$) of Section Seven (7), Township Eighty Nine (89) North, Range Four (4), West of the Fifth P.M.

Lots Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Fourteen (14), Fifteen (15), Sixteen (16) and Seventeen (17) of the Subdivision of the Northeast Quarter (NE $\frac{1}{4}$) of the Northeast Quarter (NE $\frac{1}{4}$) of Section Seven (7), Township Eighty Nine (89) North, Range Four (4), West of the Fifth P.M., according to plat recorded in Book A Plats, Page 75.

All of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company's one hundred (100) foot wide right-of-way across the North one-half (N $\frac{1}{2}$) of the Northeast Quarter (NE $\frac{1}{4}$) and the

Southeast Quarter (SE¼) of the Northeast Quarter (NE¼) of Section Seven (7), Township Eighty Nine (89) North, Range Four (4), West of the Fifth P.M., except the North one hundred eighty three (183) feet of said one hundred (100) foot right-of-way across the Northwest Quarter (NW¼) of the Northeast Quarter (NE¼) of said Section Seven (7).

A strip of land two hundred twenty five (225) feet in width extending over and across the North one-half (N½) of the Northeast Quarter (NE¼) of Section Seven (7), Township Eighty Nine (89) North, Range Four (4), West of the Fifth P.M., said strip of land being seventy five (75) feet in width on the Northeasterly side and one hundred fifty (150) feet in width on the Southwesterly side of the center line of the main track (now removed) of the Dubuque and North Western Railway Company (later the Chicago Great Western Railway Company, now the Chicago and North Western Transportation Company), as said main track center line was originally located and established over and across said Section Seven (7), except that part conveyed by Quit Claim Deed recorded in Book 115 L.D., Page 314.

Also a strip of land one hundred (100) feet in width extending over and across the West one-half (W½) of the Northwest Quarter (NW¼) of Section Eight (8), Township Eighty Nine (89) North, Range Four (4), West of the Fifth P.M., said strip of land being fifty (50) feet in width on each side of the center line of the main track (now removed) of said Transportation Company, as said main track center line was originally located and established over and across said Section Eight (8).

Also two (2) strips of land, each one hundred (100) feet in width, lying on each side of and adjoining said above described strip of land in the Northwest Quarter (NW¼) of the Northwest Quarter (NW¼) of said Section Eight (8), and lying Northwesterly of a line drawn at right angles to said original main track center line at a point thereon distant four hundred eighty seven and five-tenths (487.5) feet Southeasterly from the intersection thereof with the West line of said Section Eight (8).

Also a strip of land fifty (50) feet in width, lying Southwesterly of and adjoining said above described one hundred (100) foot wide strip of land in the West one-half (W½) of the Northwest Quarter (NW¼) of said Section Eight (8), and lying Southeasterly of a line drawn at right angles to said original main track center line at a point thereon distant one thousand eighty seven and five-tenths (1087.5) feet Southeasterly from the intersection thereof with the West line of said Section Eight (8).

AND

That part of the North one-half (N½) of the Northeast Quarter (NE¼) of Section Seven (7), Township Eighty Nine (89) North, Range Four (4), West of the Fifth Principal Meridian described as commencing at a point fifteen (15.0) feet West of the Northwest corner of the Northeast Quarter (NE¼) of the Northeast Quarter (NE¼) of said Section Seven (7), running

thence East eighty nine (89.0) feet to the intersection of the North line of said Section Seven (7) with the Chicago, Great Western Railway right-of-way, thence Southeasterly five hundred thirteen and five-tenths (513.5) feet along said railroad right-of-way to the Northwest corner of Lot Fourteen (14) of Railroad Addition to the Town of Oneida, Iowa, thence Southwesterly one hundred thirty two (132.0) feet to the Southwest corner of said Lot Fourteen (14), thence Northwesterly five hundred thirty (530.0) feet to a point one hundred (100.0) feet directly South of point of beginning, thence North one hundred (100.0) feet to the point of beginning, except that part described in Quit Claim Deed recorded in Book 115, L.D., Page 314, from the 23rd day of May, 1986, at 8:00 o'clock A.M. to the 28th day of September, 2021, at 8:00 o'clock A.M.

AND

Lots Twelve (12) and Thirteen (13) of the Subdivision of the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ Sec. 7 T 89 N R 4 W 5 P M, according to plat recorded in Book A Plats, Page 75