H 5 6 4 3 8

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IDENTIFICATION REFERENCE

JUN 27 3 04 PM '83

FELIX [illegible] REGISTER
DAVIDSON COUNTY, TN

This instrument prepared by
Joseph F. Neary, Attorney at Law
908 West Broadway
Louisville, Kentucky

Map 82-14, Parcel 87
Map 82-14, Parcel 89

CHECK - 567.12

Address New Owner as Follows:

NASHVILLE CRAWDADDY, INC.
(Name)
c/o Specialty Restaurants Corporation
2977 Redondo Avenue
(Address)
Long Beach, California 90806
(City) (State) (Zip Code)

Send Tax Bills To:

New Owner
(Name)

(Address)

(City) (State) (Zip Code)

FOR AND IN CONSIDERATION of the sum of Two Hundred Eight Thousand Seven Hundred Fifty Dollars ($208,750.00), cash in hand paid, and other good and valuable consideration paid by NASHVILLE CRAWDADDY, INC., a Tennessee corporation, hereinafter called "Nashville Crawdaddy," the receipt of which is hereby acknowledged SEABOARD SYSTEM RAILROAD, INC., a Virginia corporation, hereinafter called "Seaboard," has bargained and sold, and by these presents does hereby bargain, sell, transfer and convey unto Nashville Crawdaddy, its successors and assigns, subject to the conditions hereinafter stated, two tracts or parcels of land in Nashville, in the First Civil District of Davidson County, Tennessee, to-wit:

Tract No. 1

Land in the First Civil District of Davidson County, Tennessee, being Lot 1, Parcel 87, on the L&N Railroad and Alley-Cassetty Plat, of record in Book 5200, page 505, Register's Office for Davidson County, Tennessee, and being more particularly described as follows:

Beginning at an iron pin in the westerly right of way line of the forty (40) foot L&N Railroad, now Seaboard System Railroad, spur track number 43, said iron pin being southerly along said westerly railroad right of way five hundred fifty-nine and eighty-two hundredths (559.82) feet from an iron pin in the intersection of the said westerly railroad right of way and the original southerly right of way of Oldham Street; thence, with said

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westerly railroad right of way on a curve to the left having a radius of four hundred thirty and two tenths (430.2) feet, a distance of two hundred seventy-nine and nineteen hundredths (279.19) feet to a concrete monument in the northerly right of way of the L&N Railroad, now Seaboard System Railroad, west bound main track and being one hundred (100) feet from the centerline of said west bound main track; thence, with the northerly right of way of the L&N Railroad, now Seaboard System Railroad, west bound main track S 64° 59' 07" W a distance of six hundred fourteen (614.0) feet, more or less, to a point in the water's edge of the Cumberland River, as of August 20, 1982, said line passing through a concrete monument at a distance of five hundred seventy (570.0) feet; thence, with the water's edge of the Cumberland River, as of August 20, 1982, in a northerly direction, downstream, a distance of two hundred eight (208.0) feet, more or less, to a point; thence, leaving the water's edge N 65° 15' 07" E a distance of four hundred forty-three and eighty-six hundredths (443.86) feet, more or less, to an iron pin, said line passing through an iron pin at a distance of twenty-six and eleven hundredths (26.11) feet, more or less; thence, N 35° 01' 53" W a distance of thirty-five and one hundredths (35.01) feet to an iron pin; thence, N 65° 15' 07" E a distance of fifteen and four tenths (15.4) feet to the point of beginning, containing 2.516 acres, more or less, according to a survey by Turner Engineering Company, dated March 17, 1983, Issue 2, Job Number 23-82, W.O. No. 5545, and as shown on the above-referred to recorded plat.

Being part of the same property conveyed to the Louisville and Nashville Railroad Company by deed from John Shelby, dated April 16, 1859, of record in Book 29, page 251, and acquired by the Seaboard Coast Line Railroad Company through merger between the Seaboard Coast Line Railroad Company and the Louisville and Nashville Railroad Company, effective December 29, 1982, recorded in Book 5992, page 495, and name of the surviving company changed to the Seaboard System Railroad, Inc., by virtue of name

change effective December 29, 1982, recorded in Book 5992, page 498, all in the Register's office, Davidson County, Tennessee.

Tract No. 2

Land in the First Civil District of Davidson County, Tennessee, being Reserved Parcel "A," Parcel 89, on the L&N Railroad and Alley-Cassetty Plat, of record in Book 5200, page 505, Register's Office for Davidson County, Tennessee, and being more particularly described as follows:

Beginning at an iron pin in the northeast corner of the herein described tract, said pin being S 65° 15' 07" W a distance of fifteen and four tenths (15.4) feet from an iron pin in the westerly right of way line of the forty (40) feet L&N Railroad, now Seaboard System Railroad, spur track number 43, with this iron pin being southerly along said westerly railroad right of way five hundred fifty-nine and eighty-two hundredths (559.82) feet from an iron pin in the intersection of the said westerly railroad right of way and the original southerly right of way of Oldham Street; thence, S 35° 01' 53" E a distance of thirty-five and one hundredths (35.01) feet to an iron pin; thence, with the northerly line of Lot 1, Parcel 87, on the above-referred to L&N Railroad and Alley-Cassetty Plat S 65° 15' 07" W a distance of four hundred forty-three and eighty-six hundredths (443.86) feet, more or less, to a point in the water's edge of the Cumberland River, as of August 20, 1982, said line passing through an iron pin at a distance of four hundred seventeen and seventy-five hundredths (417.75) feet; thence, with the water's edge of the Cumberland River, as of August 20, 1982, in a northerly direction, downstream, a distance of thirty-five and six tenths (35.6) feet, more or less, to a point; thence, leaving the water's edge and with the southerly line of the Alley-Cassetty Coal Company property N 65° 15' 07" E a distance of four hundred thirty-six (436.0) feet, more or less, to the point of beginning, said line passing through an iron pin at a distance of twenty-five and two tenths (25.2) feet, more or less, containing 0.347 acre, more or less, according to a survey by

Turner Engineering Company, dated March 17, 1983, Issue 2, Job Number 23-82, W.O. No. 5545, and as shown on the above-referred to recorded plat.

Being part of the same property conveyed to the Louisville and Nashville Railroad Company by deed from John Shelby, dated April 16, 1859, of record in Book 29, page 251, and acquired by the Seaboard Coast Line Railroad Company through merger between the Seaboard Coast Line Railroad Company and the Louisville and Nashville Railroad Company, effective December 29, 1982, recorded in Book 5992, page 495, and name of the surviving company changed to the Seaboard System Railroad, Inc., by virtue of name change effective December 29, 1982, recorded in Book 5992, page 498, all in the Register's office, Davidson County, Tennessee.

Tracts No. 1 and 2 described above are subject to a perpetual easement and right to flood granted by the Louisville and Nashville Railroad Company to the United States of America by instrument dated December 17, 1954, of record in Book 2339, Page 30, Register's Office for Davidson County, Tennessee, the 100-year flood plain, a floodway, a 30' sewer easement for an existing 36" sanitary sewer line, an existing 8-5/8" O.D. (outside diameter) steel petroleum pipe line and Tract No. 1 is further subject to a proposed relocation for a portion of said 8-5/8" O.D. steel petroleum pipe line, and a 10' public utility, drainage and water service line easement, all as shown on the above-referred to recorded plat. The flood plain and the floodway have been determined by the Nashville District, Corps of Engineers and the Metropolitan Department of Public Works. The 36" sanitary sewer line is covered under license agreement between the City of Nashville and L&N Railroad, now Seaboard System Railroad, dated August 31, 1953, not of record, which agreement will be assigned to Nashville Crawdaddy under separate agreement. The 8-5/8" O.D. steel petroleum pipe line is covered under license agreement between Colonial Pipeline Company and L&N Railroad, now Seaboard System Railroad, dated February 3, 1964, not of record, which agreement will be modified to delete that portion located on

the land herein conveyed and a partial assignment of said agreement will be made to Nashville Crawdaddy under separate agreement.

Taxes on the hereinabove described property shall be prorated as of the date of this document, with the exception of taxes on improvements placed on the property after date of this document, which Nashville Crawdaddy agrees to pay.

TO HAVE AND TO HOLD, the said tracts or parcels of land, with all the appurtenances thereunto belonging to Nashville Crawdaddy, its successors and assigns forever in fee simple with covenants of General Warranty.

AND, SEABOARD SYSTEM RAILROAD, INC., does hereby grant, bargain, transfer and convey, , unto NASHVILLE CRAWDADDY, INC., its successors and assigns, a ten (10) foot perpetual easement for ingress and egress for the benefit of Tract No. 1 and Tract No. 2, together with the right to construct, maintain, repair and replace a road or highway on, over, upon and/or across the real property within which said easement is situated, said easement being within, adjacent to and parallel with the westerly portion of the forty-foot (40) foot L&N Railroad, now Seaboard System Railroad, spur track number 43 right of way, and being more particularly described as follows:

Beginning at the point of intersection of the easterly right of way of the forty (40) foot L&N Railroad, now Seaboard System Railroad, spur track number 43 and the southerly portion of the ingress-egress easement granted to the Louisville and Nashville Railroad Company by Partial Assignment of Easement, dated December 30, 1982, of record in Book 6030, page 302, Register's Office for Davidson County, Tennessee, said point being N 83° 18' W a distance of three hundred ninety-eight and sixty-one hundredths (398.61) feet from the westerly right of way of Cowan Street where it intersects with the southerly portion of said ingress-egress easement; thence, crossing the right of way of the said L&N Railroad, now Seaboard System Railroad, spur track with a curve to the left having a radius of fifty (50.0) feet a distance of fifty-seven and fifty-one hundredths (57.51) feet to a point,

said point being ten (10) feet easterly of the westerly right of way of the said forty (40) foot railroad spur track number 43; thence, continuing ten (10) feet from, adjacent to and parallel with said westerly right of way S 35° 01' 53" E a distance of four hundred ninety-five and thirty hundredths (495.30) feet to a point; thence, continuing with a curve to the left having a radius of four hundred twenty and two tenths (420.2) feet a distance of sixty-five and seven tenths (65.7) feet to a point; thence, S 46° 00' 37" W a distance of ten (10) feet to a point in the westerly right of way of the said forty (40) foot L&N Railroad, now Seaboard System Railroad, spur track number 43; thence, with a curve to the right having a radius of four hundred thirty and two tenths (430.2) feet a distance of sixty-seven and twenty-six hundredths (67.26) feet to an iron pin; said line passing through an iron pin at a distance of fifty-six and twenty-six hundredths (56.26) feet; thence, continuing with said westerly railroad right of way N 35° 01' 53" W a distance of five hundred forty-eight and eighty-two hundredths (548.82) feet to a point, said point being at the intersection of the westerly forty (40) foot L&N Railroad, now Seaboard System Railroad, spur track number 43 right of way and the original southerly right of way of Oldham Street; thence, with a curve to the right having a radius of sixty (60.0) feet a distance of sixty-two and eighty-three hundredths (62.83) feet to a point in the northerly portion of the aforesaid ingress-egress easement, said point being S 83° 18' E a distance of three hundred eighty-eight and seventy-one hundredths (388.71) feet from a radius turn out point at the northwest intersection of said ingress-egress easement and Cowan Street; thence, with the easterly right of way of the forty (40) foot L&N Railroad, now Seaboard System Railroad, spur track number 43 and with a curve to the left having a radius of six hundred ninety-two and two tenths (692.2) feet a distance of twenty-six and thirty-five hundredths (26.35) feet to a point; thence, continuing with said easterly right of way S 35° 01' 53" E a distance of twenty-six and seventy-nine hundredths (26.79) feet to the point of beginning, as shown on a plat by Turner Engineering Company entitled Access

Easement, L&N Railroad and Alley-Cassetty Plat, dated May 3, 1983, Issue 3, Job Number 23-83, W. O. No. 5545.

Said easement for ingress and egress shall also be for the benefit of any land that may hereafter come into common ownership with said Tract No. 1 and/or Tract No. 2 that adjoins, abuts or is contiguous thereto.

Said easement for ingress and egress being on, over, upon and/or across a part of the L&N RR, now Seaboard System Railroad, Inc., spur track number 43 right of way and a part of the same property conveyed to the Louisville and Nashville Railroad Company by deed from John Shelby, dated April 16, 1859, of record in Book 29, page 251, and by deed from First National Bank of Nashville, dated August 15, 1890, of record in Deed Book 144, page 569, and acquired by the Seaboard Coast Line Railroad Company through merger between the Seaboard Coast Line Railroad Company and the Louisville and Nashville Railroad Company, effective December 29, 1982, recorded in Book 5992, page 495, and name of the surviving company changed to the Seaboard System Railroad, Inc., by virtue of name change effective December 29, 1982, recorded in Book 5992, page 498, all in the Register's office, Davidson County, Tennessee.

Included in the above description is a twenty (20) foot railroad spur track easement, spur track number 44 and as shown on above referred to plat.

As consideration for the easement hereinabove conveyed Nashville Crawdaddy, its successors and assigns agree to bear any expense, and to reimburse Seaboard for the cost of all expenditures that Seaboard may make at the grade crossing over Seaboard, spur track number 43, at the extension of Oldham Street, including, but not limited to, installing and maintaining the crossing, paving, and approaches and any automatic grade crossing warning signals, when such expenditures are made because of or in connection with the use of said grade crossing by highway traffic going to and from the property conveyed to Nashville Crawdaddy as Tract No. 1 and 2 above described.

STATE OF TENNESSEE
COUNTY OF DAVIDSON
THE ACTUAL CONSIDERATION OR TRUE VALUE, WHICHEVER IS GREATER, FOR THIS TRANSFER IS
$ 208,150.00
D. Rudd Houk
Affiant
SUBSCRIBED AND SWORN TO BEFORE ME, THIS
THE 27th DAY OF June 1983.
B. Edwards
Deputy Register

In further consideration of the granting of the above easement Nashville Crawdaddy, its successors and assigns agree to construct or have constructed and maintain a fence or guard rail along the easterly edge of the easement hereinabove described, adequate to act as a barrier between vehicles on the easement area and Seaboard, spur track number 43.

The foregoing convenants of Nashville Crawdaddy shall be covenants running with the land and the perpetual roadway easement and binding upon Seaboard, Nashville Crawdaddy, their successors and assigns forever.

IN WITNESS WHEREOF, Seaboard System Railroad, Inc., has hereunto subscribed its name, this 10th day of June, 1983.

SEABOARD SYSTEM RAILROAD, INC.

Attest: _____
Corporate Secretary

By _____

STATE OF FLORIDA

COUNTY OF DUVAL

Before me, a Notary Public of the State and County aforesaid, personally appeared J. T. Rice with whom I am personally acquainted, and who, upon oath, acknowledged himself to be Vice-President of the Seaboard System Railroad, Inc., the within named bargainor, a Virginia corporation, and that he as such Vice-President, being authorized so to do, executed the foregoing instrument for the purpose therein contained, by signing the name of the corporation by himself as Vice-President.

My commission expires July 1, 1986.

Witness my hand and seal, at office in Jacksonville, Duval County, Florida, this 10th day of June, 1983.

Ronnie Davis
Notary Public

Exp 7-1-86

APPROVED
SBD. LAW DEPT.

OFFICIAL RECEIPT

FELIX Z. WILSON, II

REGISTER OF DAVIDSON COUNTY
NASHVILLE, TENNESSEE

RECEIVED OF _____ BOOK 6082 PAGE 834

FOR _____

CO -CONVEYANCE	CC -CERTIFIED COPY	MISC -MISCELLANEOUS
MO -MORTGAGE	REL -RELEASE	CO TX -STATE TAX CONVEY
WD -WARRANTY DEED	UCC -UNIFORM COMMERCIAL CODE	MO TX -STATE TAX MORT
TD -TRUST DEED		PRFEE -PROBATE FEE

DATE	SYMBOL	VALUATION	TAX AND FEES	TOTAL PAID

CO. - 208,750.00
CO. TX - $42.62
PR. - .50
REC. - 24.00
CHECK - $67.12

RECEIPT IS NOT VALID UNTIL CHECK IS PAID BY BANK

H 5 6 4 3 8

IDENTIF. REFERENCE

JUN 27 3 04 PM '83

FELIX Z. WILSON, REGISTER
DAVIDSON COUNTY, TN

No. 959060