

COMMONWEALTH OF MASSACHUSETTS

MIDDLESEX, ss.

LAND COURT
DEPARTMENT OF THE TRIAL COURT
CIVIL ACTION NO. 23 MISC 000030 (JSDR)

BORG BROTHERS, LLC and MOST NOBLE,
LLC,

Plaintiffs,

v.

MASSACHUSETTS BAY TRANSPORTATION
AUTHORITY,

Defendant.

COMPLAINT

INTRODUCTION

By this action, Plaintiffs Borg Brothers, LLC and Most Noble, LLC (collectively, “Plaintiffs”) seek to quiet title to the properties known as 19 Brent Drive, Hudson, Massachusetts and 569 Main Street, Hudson, Massachusetts (collectively, the “Properties”) and seek a declaratory judgment that they own their respective properties free and clear of any fee interest of Defendant Massachusetts Bay Transportation Authority (“Defendant” or “MBTA”). The MBTA claims to own the fee interest in a railroad right of way corridor previously known as the Central Massachusetts Branch (“Line”) of the Boston and Maine Corporation (“B&M”), which abuts Plaintiffs’ properties, by way of a 1977 taking by eminent domain dated February 16, 1977 and recorded with the Middlesex South Registry of Deeds (“Registry”) on March 17, 1977 in Book 13156, Page 34 (“Taking”). Plaintiffs contend that the Taking is void as a matter of law as

to all property in Hudson, Massachusetts because the MBTA does not have jurisdiction in Hudson pursuant to G.L. 161A. In addition, Plaintiffs had no actual or constructive notice of the Taking, which was done improperly. Accordingly, the Taking is invalid as to Plaintiffs' Properties, and Plaintiffs are entitled to a judgment declaring that the Taking is void, and that the fee title to the center of the Line abutting their Properties vests in Plaintiffs.

PARTIES, JURISDICTION AND VENUE

1. Plaintiff Borg Brothers, LLC is a Massachusetts limited liability company with a principal place of business located at 19 Brent Drive, Hudson, Massachusetts and owner of record of the property located at 19 Brent Drive, Hudson, Massachusetts.

2. Plaintiff Most Noble, LLC is a Massachusetts limited liability company with a principal place of business located at 569 Main Street, Hudson, Massachusetts and owner of record of the property located at 569 Main Street, Hudson, Massachusetts.

3. Defendant MBTA, upon information and belief, is a body politic and corporate, and a political subdivision of the Commonwealth of Massachusetts under G.L. c. 161A, § 2, with a principal place of business located at 10 Park Plaza, Boston, Massachusetts.

4. Jurisdiction and venue exist in this action pursuant to G.L. c. 185, § 1. Venue is proper in Middlesex County as the properties at issue are located within Middlesex County.

FACTUAL BACKGROUND

History of the Line and Taking

5. The Line is a portion of a railroad right of way corridor ("ROW") previously known as the Central Massachusetts Branch of B&M, running through Sudbury and Hudson, Massachusetts.

6. The ROW was originally created through the filing of various railroad location plans in the 1870s, which created an easement in favor of B&M. The fee interest in the land taken through location plans remains with the owners of the land taken.

7. Plaintiffs, as owners of record of property abutting the Line, own the fee to center of the Line abutting their properties.

8. B&M filed for bankruptcy relief in 1970 and sold its interest in the Line to the MBTA by deed dated December 24, 1976 and recorded with the Registry in Book 13117, Page 113 (“MBTA Deed”). A copy of the first two pages of the MBTA Deed are attached hereto as **Exhibit A**¹.

9. Through the MBTA Deed, the MBTA acquired only the interest of B&M, which was an easement interest as to Plaintiffs’ Properties.

10. On February 16, 1977, the MBTA purported to take by eminent domain a fee interest in the Line it acquired from B&M through a taking against “owners unknown” recorded with the Registry on March 17, 1977 in Book 13156, Page 34 (“Taking”). A copy of the Taking is attached hereto as **Exhibit B**.

11. The MBTA did not identify or provide notice to the owners of land taken by the MBTA through the Taking nor did it pay the fair market value of the property taken.

MBTA Jurisdiction

12. The authority of the MBTA is governed by G.L. c. 161A.

13. Pursuant to G.L. c. 161A, § 1, the area constituting authority of the MBTA consists of the defined “14 cities and towns,” “51 cities and towns,” and “other served communities.”

¹ An excerpt is attached because the MBTA Deed is over 120 pages.

14. The authority of the MBTA is currently limited to 175 communities defined by 161A, which include cities and towns with transit stops or located adjacent to communities with transit stops. A copy of a printout from the MBTA's website identifying the 175 current MBTA communities is attached hereto as **Exhibit C**.

15. The town of Hudson, Massachusetts is not and has never been an MBTA community, and therefore is outside of the MBTA's authority.

16. Pursuant to G.L. c. 161A, § 3(o), the MBTA has authority to take land by eminent domain in accordance with G.L. c. 79 only within the area constituting the authority of the MBTA.

17. The MBTA does not have and has never had authority to take land by eminent domain in Hudson, Massachusetts.

Borg Brothers, LLC Property

18. Borg Brothers, LLC is the owner of record of the property located at 19 Brent Drive, Hudson, Massachusetts ("Borg Brothers Property") by virtue of a quitclaim deed dated as of September 4, 2014 and recorded with the Registry in Book 64238, Page 198 ("Borg Brothers Deed"), as affected by a Confirmatory Deed dated as of September 4, 2014 and recorded with the Registry in Book 64780, Page 535 ("Confirmatory Deed"). Copies of the Borg Brothers Deed and the Confirmatory Deed are attached hereto as **Exhibit D**.

19. The Borg Brothers Property abuts a portion of the Line subject to the Taking.

20. The Taking is void as a matter of law and is a nullity as to the Borg Brothers Property because Hudson is outside the MBTA's area of authority.

21. In addition, the MBTA did not provide notice to the owner of the Borg Brothers Property at the time of the Taking in accordance with G.L. c. 79, nor did it provide compensation.

22. Borg Brothers, LLC is a *bona fide* purchaser with no actual or constructive notice of the Taking.

23. Accordingly, Borg Brothers, LLC is entitled to a judgment declaring that the Taking is void and of no force and effect as to the Borg Brothers Property and declaring that the fee interest to the center of the Line abutting the Borg Brothers Property reverts to Borg Brothers, LLC.

Most Noble, LLC Property

24. Most Noble, LLC is the owner of record of the property known as 569 Main Street, Hudson, Massachusetts (“Most Noble Property”) by virtue of a quitclaim deed dated as of June 10, 2015 and recorded with the Registry in Book 64238, Page 198 (“Most Noble Deed”). A copy of the Most Noble Deed is attached hereto as **Exhibit E**.

25. The Most Noble Property abuts a portion of the Line subject to the Taking.

26. The MBTA did not provide notice to the owner of the Most Noble Property at the time of the Taking in accordance with G.L. c. 79, nor did it provide compensation.

27. Most Noble, LLC is a *bona fide* purchaser with no actual or constructive notice of the Taking.

28. The Taking is void as a matter of law and is a nullity as to the Most Noble Property because Hudson is outside the MBTA’s area of authority.

29. Accordingly, Most Noble, LLC is entitled to a judgment declaring that the Taking is void and of no force and effect as to the Most Noble Property and declaring that the fee interest to the center of the Line abutting the Most Noble Property reverts to Most Noble, LLC.

Sudbury-Hudson Transmission Line Project

30. The MBTA entered into an agreement with Eversource Energy on June 9, 2017 to construct a 115 KV Transmission Line Facility (“Sudbury-Hudson Transmission Line Project”) on a portion of the Line through Sudbury and Hudson abutting Plaintiffs’ properties.

31. Construction has commenced on the Sudbury-Hudson Transmission Line Project and is ongoing.

32. Plaintiffs will be irreparably harmed if construction is not enjoined on the portions of the Line abutting their properties.

CLAIMS

COUNT I – DECLARATORY JUDGMENT **[BORG BROTHERS, LLC v. MBTA]**

33. Plaintiffs reallege and incorporate herein by reference the allegations set forth in paragraphs 1 through 32 as if fully set forth herein.

34. An actual controversy exists over whether the Taking is void as a matter of law in Hudson, Massachusetts because Hudson is outside the MBTA’s area of authority, and whether Borg Brothers, LLC owns the fee to the center of the Line abutting the Borg Brothers Property.

35. An actual controversy exists as to whether the Taking is void because of a failure to provide notice to Borg Brothers, LLC and a failure to pay the fair market value of the property taken.

36. Borg Brothers, LLC is entitled to a declaratory judgment, pursuant to M.G.L. 231A, declaring and adjudging that the Taking is void and is of no force and effect as to the Borg

Brothers Property, and declaring that fee title to the to the center of the Line abutting the Borg Brothers Property reverts to Borg Brothers, LLC.

COUNT II – QUIET TITLE
[BORG BROTHERS, LLC v. MBTA]

37. Plaintiffs reallege and incorporate herein by reference the allegations set forth in paragraphs 1 through 36 as if fully set forth herein.

38. Pursuant to M.G.L. c. 240, § 6, Borg Brothers, LLC seeks to quiet title to the center of the Line abutting the Borg Brothers Property.

39. The Taking is void as a matter of law and is of no force and effect as to the Borg Brothers Property because Hudson is outside the MBTA’s area of authority.

40. The MBTA did not provide notice to the owner of the Borg Brothers Property at the time of the Taking in accordance with G.L. c. 79, nor did it pay the fair market value of the property taken.

41. Accordingly, Borg Brothers, LLC is entitled to a judgment declaring that the Taking is void and of no force and effect as to the Borg Brothers Property and declaring that the fee interest to the center of the Line abutting the Borg Brothers Property reverts to Borg Brothers, LLC.

COUNT III – DECLARATORY JUDGMENT
[MOST NOBLE, LLC v. MBTA]

42. Plaintiffs reallege and incorporate herein by reference the allegations set forth in paragraphs 1 through 41 as if fully set forth herein.

43. An actual controversy exists over whether the Taking is void as a matter of law in Hudson, Massachusetts because Hudson is outside the MBTA’s area of authority, and whether Most Noble, LLC owns the fee to the center of the Line abutting the Most Noble Property.

44. An actual controversy exists as to whether the Taking is void because of a failure to provide notice to Most Noble, LLC and a failure to pay the fair market value of the property taken.

45. Most Noble, LLC is entitled to a declaratory judgment, pursuant to M.G.L. 231A, declaring and adjudging that the Taking is void and is of no force and effect as to the Most Noble Property, and declaring that fee title to the to the center of the Line abutting the Most Noble Property reverts to Most Noble, LLC.

COUNT IV – QUIET TITLE
[MOST NOBLE, LLC v. MBTA]

46. Plaintiffs reallege and incorporate herein by reference the allegations set forth in paragraphs 1 through 45 as if fully set forth herein.

47. Pursuant to M.G.L. c. 240, § 6, Most Noble, LLC seeks to quiet title to the center of the Line abutting the Most Noble Property.

48. The Taking is void as a matter of law and is of no force and effect as to the Most Noble Property because Hudson is outside the MBTA's area of authority.

49. The MBTA did not provide notice to the owner of the Most Noble Property at the time of the Taking in accordance with G.L. c. 79, nor did it pay the fair market value of the property taken.

50. Accordingly, Most Noble, LLC is entitled to a judgment declaring that the Taking is void and of no force and effect as to the Most Noble Property and declaring that the fee interest to the center of the Line abutting the Most Noble Property reverts to Most Noble, LLC.

COUNT V –INJUNCTIVE RELIEF
[PLAINTIFFS v. MBTA]

51. Plaintiffs reallege and incorporate herein by reference the allegations set forth in paragraphs 1 through 50 as if fully set forth herein.

52. The Sudbury-Hudson Transmission Line Project is interfering with the Borg Brothers Property and the Most Noble Property, and Plaintiffs will be irreparably harmed if Plaintiffs are not granted injunctive relief pending resolution of their claims.

53. Plaintiffs request that the Court enter preliminary and permanent injunctive relief prohibiting and enjoining any construction or activity pursuant to the Sudbury-Hudson Transmission Line Project, or otherwise, on the portions of the Line abutting their properties.

WHEREFORE, Plaintiffs request this Court to enter the following judgment:

1. As to Counts I and II, enter a judgment declaring and adjudging that the Taking is void and of no force and effect as to the Borg Brothers Property and declaring that fee title to the to the center of the Line abutting the Borg Brothers Property reverts to Borg Brothers, LLC.

2. As to Counts III and IV, enter a judgment that the Taking is void and is of no force and effect as to the Most Noble Property and declaring that fee title to the to the center of the Line abutting the Most Noble Property reverts to Most Noble, LLC.

3. As to Count V, in accordance with Mass. R. Civ. P. 65 and in exercise of its general equity powers, enter preliminary and permanent injunctive relief prohibiting and enjoining any construction or activity pursuant to the Sudbury-Hudson Transmission Line Project, or otherwise, on the portions of the Line abutting Plaintiffs' Properties; and

4. Grant such other and further relief as this Court deems just and proper.

PLAINTIFFS,
BORG BROTHERS, LLC and MOST
NOBLE, LLC,
By their attorneys, -



Meredith A. Swisher, Esq. (BBO # 646866)

Jason A. Manekas, Esq. (BBO # 632073)

BERNKOPF GOODMAN LLP

Two Seaport Lane, 9th Floor

Boston, MA 02110

(617) 790-3436 – Tel.

(617) 790-3300 – Fax

mswiper@bernkopflegal.com

jmanekas@bernkopflegal.com

Dated: January 23, 2023

EXHIBIT A

130.50
3-
2-
<hr/>
135.50

1.73

Robert W. Meserve and Benjamin H. Lacy,
 Trustees of the Property of
 Boston and Maine Corporation, Debtor
 (See In the Matter of Boston and Maine Corporation, Debtor,
 United States District Court for the
 District of Massachusetts,
 Docket No. 70-250-M)

and

Massachusetts Bay Transportation Authority

December 24, 1976

05-28-78 in 119
 119
 611
 366
 26
 230

KNOW ALL MEN BY THESE PRESENTS

This Indenture, dated this 24th day of December, 1976, by and between ROBERT W. MESERVE and BENJAMIN H. LACY, as they are Trustees of the Property of Boston and Maine Corporation, Debtor, and not individually, (see In the Matter of Boston and Maine Corporation, Debtor, United States District Court for the District of Massachusetts, Docket No. 70-250-M) with offices at 150 Causeway Street, Boston, Suffolk County, Massachusetts, 02114, hereinafter called the "Trustees", (which expression shall include their successors and assigns where the context so requires or admits) and the MASSACHUSETTS BAY TRANSPORTATION AUTHORITY, a body politic and corporate and a political subdivision of the Commonwealth of Massachusetts, established under the provisions of Massachusetts General Laws, Chapter 161A, as amended, and having an usual place of business at 45 High Street in Boston, Suffolk County, Massachusetts, 02110, hereinafter called the "Authority", (which expression shall include its successors and assigns where the context so requires or admits).

WITNESSETH that the Trustees, in consideration of Thirty Six Million Five Hundred Forty Nine Thousand and no/100 Dollars (\$36,549,000.00), paid to them by the Authority, receipt whereof is hereby acknowledged, the said Trustees hereby grant to the Authority all of the said Trustees' right, title and interest (sufficient to permit the Authority to operate a passenger and freight rail service over the rail line rights of way and the Boston Engine Terminal Area, as hereinafter described), in and to the Trustees Railroad rights of way and other lands thereon

EXHIBIT B

ew 4.5

35

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

Order of Taking M.B.T.A. 71

City of Somerville
 City of Cambridge
 City of Everett
 City of Medford
 City of Malden
 Towns of Arlington, Acton,
 Lexington, Concord, Bedford,
 Belmont, Waltham, Weston,
 Wayland, Sudbury, Marlboro,
 Hudson, South Bolton, Groton,
 Winchester, Woburn, Maynard,
 Stoneham, Wakefield, Ayer,
 Townsend, Lincoln, Littleton,
 Boxboro, Shirley

County of Middlesex South

RECORDED
 MAR 19 1969
 13117 PAGE 113

WHEREAS, the Massachusetts Bay Transportation Authority,
 a body politic and corporate, and a political subdivision of the
 Commonwealth of Massachusetts, established by and acting pursuant
 to the provisions of Chapter 161A of the General Laws, as amended,
 for the purpose of providing and extending mass transportation
 facilities for public use under the power granted to it by
 Section 3(o) thereof, hereby adjudges that public necessity and
 convenience require that the Authority lay out and construct
 Rapid Transit Extension, and in order to carry out the mandate
 of Chapter 161A as amended, and to insure this availability of
 lands for that purpose, the lands located in the Cities of
 Somerville, Medford, Malden, Everett, Cambridge and the Towns of
 Arlington, Lexington, Concord, Bedford, Belmont, Waltham, Weston,
 Wayland, Sudbury, Marlboro, Hudson, South Bolton, Winchester,
 Woburn, Acton, Maynard, Stoneham, Wakefield, Ayer, Groton,

169
 2.1450 P.
 45.00

13117-1118
 273

- 2 -

Townsend, Lincoln, Littleton, Boxboro, and Shirley hereinafter referred to are hereby taken in fee simple.

This lay out is in fourteen sections.

SECTION 1. (Terminal Area) Beginning at the Boston/Cambridge city line as shown on railroad Val plan VS1/SL1 and continuing generally in a northwesterly direction to station 35+68 on the westerly sideline of Austin Street as shown on said plan; thence continuing generally from the Boston/Somerville city line as shown on railroad Val plan VS1/SL2 and continuing generally in a northwesterly direction to the Somerville/Boston city line or station 70+10 as shown on said plan.

SECTION 2. (Main Line East Route) Beginning at station 143_09.3 (approximately) as shown on railroad Val plan V3M/SL1 and continuing generally in an easterly direction to station 195+84 as shown on said plan; thence continuing generally in a southeasterly direction from station 195+84 as shown on railroad Val plan V3M/SL2 to the Everett/Chelsea city line at station 209+10 as shown on said plan.

SECTION 3. (Terminal Area) Beginning at a point approximately 220 feet easterly of the easterly sideline of point Bridge the north sideline of Bridge Street as shown on railroad Val plan V12/SL1 and continuing generally in a north easterly direction; thence turning in an easterly direction for

approximately 150 feet thence turning in a northeasterly direction for a distance of approximately 1,000 feet, thence turning in a westerly direction 150 feet and continuing in a southwesterly direction for 980 feet, thence turning in a westerly direction to about 200 feet, thence turning in a southerly direction for 200 feet, thence turning in a westerly direction for about 150 feet to the point of beginning as shown on said plan; thence continuing from the westerly sideline of East Street as shown on railroad Val plan VS12/SL2 and continuing generally in a westerly direction to approximately the easterly sideline of Washington Street in Somerville, Massachusetts as shown on said plan; thence continuing generally from the southerly sideline of Washington Street as shown on railroad Val plan VS12/2(a) and continuing generally in an easterly direction following an irregular pattern as indicated by property lines on said plan; thence continuing from the northwesterly sideline of Washington Street as shown on railroad Val plan V12/SL3 and continuing generally in a northwesterly direction to approximately station 125+0 as shown on said plan.

SECTION 4. (Terminal Area) Beginning at the Somerville/Boston city line as shown on railroad Val plan V35/SL2 and continuing generally in a northerly direction forming generally a large rectangular parcel to approximately station 76+50 as shown on said plan; thence continuing generally at approximately

the north sideline of Somerville Avenue as shown on railroad Val plan V35/SL3 and continuing generally in a westerly direction to the westerly sideline of Prospect Street as shown on said plan.

SECTION 5. (Central Mass Branch) Beginning at approximately station 6+00 as shown on railroad Val plan V5/1 and continuing generally in a westerly direction to station 50+00 as shown on said plan; thence continuing generally in a westerly direction from station 50+00 as shown on railroad Val plan V5/2 to the easterly sideline of Brighton Street or station 71+60 commencing again at station 79+40 to station 102+80 as shown on said plan; thence continuing generally in a southwesterly direction from station 102+80 as shown on railroad Val plan V5/3 to station 155+60 as shown on said plan; thence continuing generally in a westerly direction from station 155+60 as shown on railroad Val plan V5/4 to station 177+90 (approximately) as shown on said plan; commencing again at the westerly sideline of Beaver Street to station 219+00 and continuing generally in a westerly direction as shown on railroad Val plan V5/5 to station 261+20 as shown on said plan; thence continuing generally in a westerly direction from station 261+20 as shown on railroad Val plan V5/6 to station 314+00 as shown on said plan; thence continuing generally in a westerly direction

from station 314+00 as shown on railroad Val plan V5/7 to station 366+80 as shown in said plan; thence continuing generally in a westerly direction from station 366+80 as shown on railroad Val plan V5/8 to station 419+60 as shown on said plan; thence continuing generally in a westerly direction from station 419+60 as shown on railroad Val plan V5/9 to station 472+40 as shown on said plan; thence continuing generally from station 472+40 as shown on railroad Val plan V5/10 in a westerly direction to station 525+20 as shown on said plan; thence continuing generally in a westerly direction from station 525+20 as shown on railroad Val plan V5/11 to station 578+00 as shown on said plan; thence continuing generally in a westerly direction from station 578+00 as shown on railroad Val plan V5/12 to station 630+80 as shown on said plan; thence continuing generally in a westerly direction from station 630+80 as shown on railroad Val plan V5/13 to station 683+60 as shown on said plan; thence continuing generally in a westerly direction from station 683+60 as shown on railroad Val plan V5/14 to station 736+40 as shown on said plan; thence continuing generally in a westerly direction from station 736+40 as shown on railroad Val plan V5/15 to station 789+20 as shown on said plan; thence continuing generally in a northwesterly direction from station 789+20 as shown on railroad Val plan V5/16 to station 848+00 as shown on

- 6 -

said plan; thence continuing generally in a northwesterly direction from station 848+00 as shown on railroad Val plan V5/17 to station 894+80 as shown on said plan; thence continuing generally in a northwesterly direction from station 894+80 as shown on railroad Val plan V5/18 to station 947+60 as shown on said plan; thence continuing generally in a northwesterly direction from station 947+60 as shown on railroad Val plan V5/19 to station 1000+40 as shown on said plan; thence continuing generally in a northwesterly direction from station 1000+40 as shown on railroad Val plan V5/20 to station 1053+20 as shown on said plan; thence continuing generally in a northwesterly direction from station 1053+20 as shown on railroad Val plan V5/21 to station 1106+00 as shown on said plan; thence continuing generally in a northwesterly direction from station 1106+00 as shown on railroad Val plan V5/22 to station 1158+80 as shown on said plan; thence continuing generally in a northwesterly direction from station 1158+80 as shown on railroad Val plan V5/23 to station 1211+60 as shown on said plan; thence continuing generally in a northwesterly direction from station 1211+60 as shown on railroad Val plan V5/SL24 to station 1264+40 as shown on said plan; thence continuing generally in a northwesterly direction from station 1264+40 as shown on railroad Val plan V5/25 to station 1317+20 as shown on said plan; thence

continuing generally in a northwesterly direction from station 1317+20 as shown on railroad Val plan V5/26 to the Middlesex/Worcester County lines at station 1339+40 as shown on said plan.

SECTION 6. (main line New Hampshire) Beginning at the northwesterly sideline of School Street and continuing generally in a northwesterly direction as shown on railroad Val plan V13.1/SL1 to station 178+71 as shown on said plan; thence continuing generally in a northwesterly direction from station 178+71 as shown on railroad Val plan V13.1/2 to station 231+51 as shown on said plan; thence continuing generally in a northwesterly direction from station 231+51 as shown on railroad Val plan V13.1/3 to station 284+31 as shown on said plan; thence continuing generally in a northwesterly direction from station 284+31 as shown on railroad Val plan V13.1/4 to station 337+11 as shown on said plan; thence continuing generally in a northerly direction from station 337+11 as shown on railroad Val plan V13.1/5 to station 389+91 as shown on said plan; thence continuing generally in a northerly direction from station 389+91 as shown on railroad Val plan V13.1/6 to station 442+71 as shown on said plan; thence continuing generally in a northerly direction from station 442+71 as shown on railroad Val plan V13.1/7 to station 495+51 as shown on said plan; thence

continuing generally in a northerly direction from station 495+51 as shown on railroad Val plan V13.1/8 to station 548+31 as shown on said plan; thence continuing generally in a northerly direction from station 548+31 as shown on railroad Val plan V13.1/9 to station 601+11 as shown on said plan; thence continuing generally in a northerly direction from station 601+11 as shown on railroad Val plan V13.1/10 to station 653+91 as shown on said plan; thence continuing generally in a northerly direction from station 653+91 as shown on railroad Val plan V13.1/11 to the Wilmington/Woburn town line at station 699+47.53 as shown on said plan.

SECTION 7. (Lexington Branch) Beginning at station 1+00 as shown on railroad Val plan V13.2/1 and continuing generally in a northwesterly direction to station 51+39 as shown on said plan; thence continuing generally in a westerly direction from station 51+39 as shown on railroad Val plan V13.2/2 to station 89+60 as shown on said plan; commencing again at station 0+00 as shown on railroad Val plan V13.2/3(a) and continuing generally in a northerly direction to station 38+90 as shown on said plan; thence continuing generally in a northerly direction from station 104+19 as shown on railroad Val plan V13.2/3 and continuing to station 156+99 as shown on said plan; thence continuing generally in a northwesterly direction from station 156+99 as shown on railroad Val plan V13.2/4 to station 209+79 as shown on said plan; thence continuing generally in a northwesterly direction from

station 209+79 as shown on railroad Val plan V13.2/5 to station 262+59 as shown on said plan; thence continuing generally in a westerly direction from station 262+59 as shown on railroad Val plan V13.2/6 to station 315+39 as shown on said plan; thence continuing generally in a northwesterly direction from station 315+39 as shown on railroad Val plan V13.2/7 to station 368+19 as shown on said plan; thence continuing generally in a northwesterly direction from station 368+19 as shown on railroad Val plan V13.2/8 to station 420+99 as shown on said plan; thence continuing generally in a northerly direction from station 420+99 as shown on railroad Val plan V13.2/SL9 to station 473+79 as shown on said plan; thence continuing generally in a northwesterly direction from station 473+79 as shown on railroad Val plan V13.2/10 to station 526+59 as shown on said plan; thence continuing generally in a northwesterly direction from station V13.2/11 to station 579+39 as shown on said plan; thence continuing generally in a northwesterly direction from station 579+39 as shown on railroad Val plan V13.2/12 to station 620+00 as shown on said plan; thence continuing generally in a westerly direction from station 620+00 as shown on railroad Val plan V13.2/13 to station 637+50 as shown on said plan.

SECTION 8. (Maynard/Marlboro Branch) Beginning at station -1+60 and continuing generally in a southerly direction as shown on railroad Val plan V36.3/1 to station 50+00 as shown on said plan; thence continuing generally in a southerly direction

- 10 -

from station 50+00 as shown on railroad Val plan V36.3/2 to station 102+80 as shown on said plan; thence continuing generally in a northwesterly direction from station 102+80 as shown on railroad Val plan V36.3/3 to station 139+60 of the northerly side of Great Road as shown on said plan; commencing again and continuing generally in a westerly direction from station 376+00 as shown on railroad Val plan V36.3/8 to station 419+60 as shown on said plan; thence continuing generally in a southwesterly direction from station 419+60 as shown on railroad Val plan V36.3/9 to station 472+40 as shown on said plan; thence continuing generally in a southwesterly direction from station 472+40 as shown on railroad Val plan V36.3/10 to station 525+20 as shown on said plan; thence continuing generally in a south easterly direction from station 525+20 as shown on railroad Val plan V36.3/11 to station 578+00 as shown on said plan; thence continuing generally in a southerly direction from station 578+00 as shown on railroad Val plan V36.3/12 to station 625+00 as shown on said plan; thence continuing generally in a south easterly direction from station 625+00 as shown on railroad Val plan V36.3/13 to the northerly sideline of Lincoln Street or station 647+40 as shown on said plan.

SECTION 9. (Woburn Branch) Beginning at station 2+65 and continuing generally in a northwesterly direction as shown on railroad Val plan V13.4/SL1 to station 51+50 as shown on said plan; thence continuing generally in a northerly direction from

station 51+50 as shown on railroad Val plan V13.4/SL2 to station 97+90 as shown on said plan and including an irregular parcel to the east of the right of way not heretofore described in the aforementioned plan.

SECTION 10. (Stoneham Branch) Beginning at station 0+90 and continuing generally in an easterly direction as shown on railroad Val plan V13.5/1 to station 40+0 as shown on said plan; thence continuing generally in a northwesterly direction from station 40+0 as shown on railroad Val plan V13.5/2 to station 80+0 as shown on said plan; thence continuing generally in a northeasterly direction from station 80+0 to the westerly sideline of Main Street at station 86+10 as shown on railroad Val plan V13.5/3; commencing again at the easterly sideline of Central Street at station 89+10 and continuing generally in a southerly direction to station 124+15 as shown on said plan.

SECTION 11. (Saugus Branch) Beginning from station 147+52.31 and continuing generally in a northerly direction as shown on railroad Val plan V7.7/1 to station 200+15 as shown on said plan; thence continuing generally in a northerly direction from station 200+15 as shown on railroad Val plan V7.7/2 to station 252+95 as shown on said plan; thence continuing generally in a northeasterly direction from station 252+95 as shown on railroad Val plan V7.7/3 to station 305+75 as shown on said plan;

- 12 -

thence continuing generally in an easterly direction from station 305+75 as shown on railroad Val plan V7.7/4 to station 358+55 as shown on said plan; thence continuing generally in a south easterly direction from station 358+55 as shown on railroad Val plan V7.7/5 to station 381+75 to the Suffolk County line as shown on said plan.

SECTION 12. (Newbury Branch) Beginning at station 0+0 and continuing generally in a northeasterly direction as shown on railroad Val plan V7.3/1 to station 52+80 as shown on said plan; thence continuing generally in a northerly direction from station 52+80 as shown on railroad Val plan V7.3/2 to station 105+60 as shown on said plan; thence continuing generally in a northeasterly direction from station 105+60 as shown on railroad Val plan V7.3/3 to station 158+40 as shown on said plan.

SECTION 13. (Main Line Fitchburg) Beginning at station 105+10 as shown on railroad Val plan V36.1/SL1 and continuing generally in a westerly direction to station 157+20 as shown on said plan; thence continuing generally in a westerly direction from station 157+20 as shown on railroad Val plan V36.1/SL2 to station 210+00 as shown on said plan; thence continuing generally in a westerly direction from station 210+00 as shown on railroad Val plan V36.1/SL3 to station

250+00 as shown on said plan; thence continuing generally in a northwesterly direction from station 250+00 as shown on railroad Val plan V36.1/SL4 to station 302+80 as shown on said plan also included are areas leading from station 250+00 in a southerly direction to Smith Place on said plan, also included is an irregular shaped parcel easterly of the right of way bounding on old location Lexington branch and Ringe Avenue not heretofore described on said plan; thence continuing generally in a westerly direction from station 302+80 as shown on railroad Val plan V36.1/SL5 to station 355+60 as shown on said plan; thence continuing generally in a westerly direction from station 355+60 as shown on railroad Val plan V36.1/SL6 to station 408+40 as shown on said plan; thence continuing generally in a westerly direction from station 408+40 as shown on railroad Val plan V36.1/SL7 to station 461+20 as shown on said plan; thence continuing generally in a westerly direction from station 461+2- as shown on railroad Val plan V36.1/SL8 to station 510+00 as shown on said plan; thence continuing generally in a westerly direction from station 510+00 as shown on railroad Val plan V36.1/SL9 to station 562+80 as shown on said plan; thence continuing generally in a westerly direction from station

- 14 -

562+80 as shown on railroad Val plan V36.1/10 to station 604+00 as shown on said plan; thence continuing generally in a northwesterly direction from station 604+00 as shown on railroad Val plan V36.1/11 to station 656+80 as shown on said plan; thence continuing generally in a northerly direction from station 656+80 as shown on railroad Val plan V36.1/12 to station 709+60 as shown on said plan; thence continuing generally in a northerly direction from station 709+60 as shown on railroad Val plan V36.1/13 to station 762+40 as shown on said plan; thence continuing generally in westerly direction from station 762+40 as shown on railroad Val plan V36.1/14 to station 815+20 as shown on said plan; thence continuing generally in a northerly direction from station 815+20 as shown on railroad Val plan V36.1/15 to station 868+00 as shown on said plan; thence continuing generally in a northerly direction from station 868+00 as shown on railroad Val plan V36.1/16 to station 920+00 as shown on said plan; thence continuing generally in a northerly direction from station 920+00 as shown on railroad Val plan V36.1/17 to station 973+60 as shown on said plan; thence continuing generally in a northerly direction from station 973+60 as shown on railroad Val plan V36.1/18 to station 1026+40 as shown on said plan; thence continuing generally in a northwesterly direction from station 1026+40 as shown on railroad Val plan V36.1/19 to station 1079+20 as shown on

said plan; thence continuing generally in a westerly direction from station 1079+20 as shown on railroad Val plan V36.1/20 to station 1132+00 as shown on said plan; thence continuing generally in a westerly direction from station 1132+00 as shown on railroad Val plan V36.1/21 to station 1184+80 as shown on said plan; thence continuing generally in a westerly direction from station 1184+80 as shown on railroad Val plan V36.1/22 to station 1237+60 as shown on said plan; thence continuing generally in a westerly direction from station 1237+60 as shown on railroad Val plan V36.1/23 to station 1290+40 as shown on said plan; thence continuing generally in a westerly direction from station 1290+40 as shown on railroad Val plan V36.1/24 to station 1343+20 as shown on said plan and including two irregular shaped parcels of land in the southerly sideline of the right of way not heretofore described in the aforementioned plan; thence continuing generally in a northwesterly direction from station 1343+20 as shown on railroad Val plan V36.1/25 to station 1396+00 as shown on said plan; thence continuing generally in a northerly direction from station 1396+00 as shown on railroad Val plan V36.1/26 to station 1448+80 as shown on said plan; thence continuing generally in a northerly direction from station 1448+80 as shown on railroad Val plan V36.1/27 to station 1501+60 as shown on said plan; thence continuing generally in a northerly direction from station 1501+60 as shown on railroad Val plan V36.1/28 to station 1554+40 as shown

- 16 -

on said plan; thence continuing generally in a northerly direction from station 1554+40 as shown on railroad Val plan V36.1/29 to station 1607+20 as shown on said plan; thence continuing generally in a northerly direction from station 1607+20 as shown on railroad Val plan V36.1/30 to station 1660+00 as shown on said plan; thence continuing generally in a northerly direction from station 1660+00 as shown on railroad Val plan V36.1/31 to station 1712+80 as shown on said plan; thence continuing generally in a northerly direction from station 1712+80 as shown on railroad Val plan V36.1/32 to station 1765+60 as shown on said plan; thence continuing generally in a westerly direction from station 1765+60 as shown on railroad Val plan V36.1/33 to station 1818+40 as shown on said plan; thence continuing generally in a westerly direction from station 1818+40 as shown on railroad Val plan V36.1/34 to station 1871+20 as shown on said plan; thence continuing generally in a westerly direction from station 1871+20 as shown on railroad Val plan V36.1/35 to station 1924+00 as shown on said plan; thence continuing generally in a westerly direction from station 1924+00 as shown on railroad Val plan V36.1/36 to station 1976+80 as shown on said plan; thence continuing generally in a westerly direction from station 1976+80 as shown on railroad

Val plan V36.1/37 to station 2029+60 as shown on said plan; thence continuing generally in a westerly direction from station 2029+60 as shown on railroad Val plan V36.1/38 to station 2082+40 as shown on said plan; thence continuing generally in a westerly direction from station 2082+40 as shown on railroad Val plan V36.1/39 to station 2135+20 as shown on said plan; thence continuing generally in a westerly direction from station 2135+20 as shown on railroad Val plan V36.1/40 to station 2150+65 at the Shirley/Lunenburg town line as shown on said plan.

SECTION 14. (Greenville Branch) Beginning at station 0+76 as shown on railroad Val plan V36.4/1 and continuing generally in a northerly direction to station 50+0 as shown on said plan; thence continuing generally in a northerly direction from station 50+0 as shown on railroad Val plan V36.4/2 to station 102+80 as shown on said plan; thence continuing generally in a northwesterly direction from station 102+80 as shown on railroad Val plan V36.4/3 to station 155+60 as shown on said plan; thence continuing generally in a northerly direction from station 155+60 as shown on railroad Val plan

- 18 -

V36.4/4 to station 208+40 as shown on said plan; thence continuing generally in a northwesterly direction from station 208+40 as shown on railroad Val plan V36.4/5 to station 261+20 as shown on said plan; thence continuing generally in a northerly direction from station 261+20 as shown on railroad Val plan V36.4/6 to station 314+00 as shown on said plan; thence continuing generally in a northerly direction from station 314+00 as shown on railroad Val plan V36.4/7 to station 366+80 as shown on said plan; thence continuing generally in a northwesterly direction from station 366+80 as shown on railroad Val plan V36.4/8 to station 419+60 as shown on said plan; thence continuing generally in a westerly direction from station 419+60 as shown on railroad Val plan V36.4/9 to station 472+40 as shown on said plan; thence continuing generally in a northwesterly direction from station 472+40 as shown on railroad Val plan V36.4/10 to station 525+20 as shown on said plan; thence continuing generally in a northwesterly direction from station 525+20 as shown on railroad Val plan V36.4/11 to station 578+00 as shown on said plan; thence continuing generally in a northwesterly direction from station 578+00 as shown on railroad Val plan V36.4/12 to station 630+80 as shown on said plan; thence continuing generally in a northerly

direction from station 630+80 as shown on railroad Val plan V36.4/13 to station 683+60 as shown on said plan; thence continuing generally in a northwesterly direction from station 683+60 as shown on railroad Val plan V36.4/14 to station 710+0 as shown on said plan; thence continuing generally in a northerly direction from station 710+0 as shown on railroad Val plan V36.4/15 to station 743+24 or the Massachusetts/New Hampshire state line as shown on said plan.

The above mentioned sections hereby taken are shown on plans entitled "Land in Massachusetts, Robert W. Meserve and Benjamin H. Lacey, Trustees of the property of the Boston & Maine Corporation to the Massachusetts Bay Transportation Authority, scale 1" equals 100 feet dated December 1, 1975" and recorded with the Middlesex County Registries of Deeds Book 442, see A B C.

The locations of the parcels for the takings hereinbefore described are more particularly shown on the plan hereinbefore referred to by a legend showing property lines of the areas conveyed to the Massachusetts Bay Transportation Authority, which areas are the subject of this taking.

For the purposes of laying out, constructing and maintaining said mass transportation extension and facilities, the Massachusetts Bay Transportation Authority, having first complied with all the preliminary requirements of the law, does hereby take, under the provisions of Chapter 79 of the

General Laws and of Section 3(o) of Chapter 161A of the General Laws, and by virtue of every other power enabling, all of the land within the limits of the layout hereinbefore described, including all trees and structures, except buildings, located thereon, including poles, wires, towers, cables, and other appurtenances for the conveyance of electricity and telephone communication, said land being taken in fee simple, as shown on the plan hereinbefore referred to, excepting from the rights herein taken all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewerage, gas, oil, and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, (but with the provision that said facilities shall be relocated, when, in the opinion of the Massachusetts Bay Transportation Authority, said relocation is deemed necessary), and all lawful rights of the public to use those parts of the public way or ways which are included in the foregoing description, subject also to an agreement between the Massachusetts Bay Transportation Authority and Robert W. Meserve and Benjamin H. Lacey, Trustees of the Property of the Boston & Maine Corporation recorded December 27, 1976.

For damages sustained by persons in their properties by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended

an award of the sum of one dollar (\$1.00) is made to persons "Unknown".

The names of owners on said plan, although supposed to be correct, are such only as matters of opinions and belief.

WHEREFORE, the Board of Directors of the Massachusetts Bay Transportation Authority, at a meeting held this day at its usual place of business in Boston, after examination of the within taking, layout, and plan for the Middlesex County Extension has hereby:

VOTED:

That the mass transportation extension and facilities for the Middlesex County Extension, as located and described by the aforesaid takings, consisting of all of the land as described and shown on the aforesaid plan, be taken in fee simple on behalf of the Authority, under the authority of General Laws, Chapter 79 and Section 3(o) of Chapter 161A of the General Laws, and by virtue of every other power enabling, subject to such exceptions and exclusions therein stated; that said takings, layout and plan be recorded in the appropriate Registries of Deeds for the respective Counties where the land lies, and copies of said plan thereof be filed with the Bureau of Transportation, Planning, and Development, of the Massachusetts Department of Public Works, the Railroad Division of the Massachusetts Department of Public Utilities, the Middlesex County Commissioners and the Cities of Somerville,

- 22 -

Cambridge, Everett, Medford, Malden and the towns listed on page one.

IN WITNESS WHEREOF, WE, the undersigned Directors of the Massachusetts Bay Transportation Authority, hereto set our hands this 16th Day of February in the year nineteen hundred and seventy-seven.

Executed as sealed instrument.

MASSACHUSETTS BAY TRANSPORTATION
AUTHORITY

Robert R. Kiley
Robert R. Kiley, Chairman

Forrest I. Neal, Jr.
Forrest I. Neal, Jr.

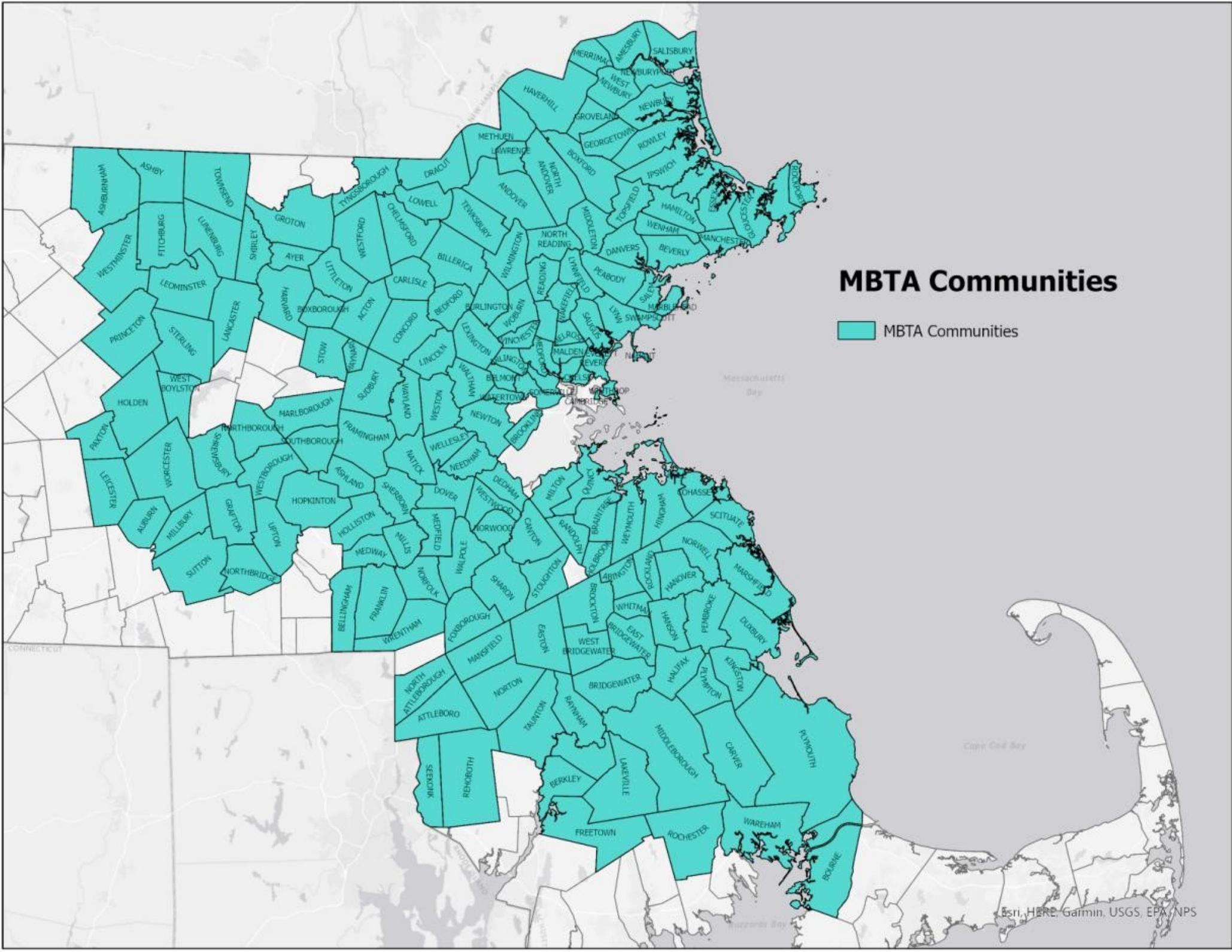
Richard D. Buck
Richard D. Buck

John J. McCarthy
John J. McCarthy

Guido R. Perera, Jr.
Guido Perera, Jr.

Board of Directors of the
MASSACHUSETTS BAY TRANSPORTATION
AUTHORITY

EXHIBIT C



MBTA Communities

MBTA Communities

EXHIBIT D

83



Bk: 64238 Pg: 198 Doc: DEED
Page: 1 of 3 09/16/2014 02:35 PM

QUITCLAIM DEED

Chase-Walton Realty, LLC of 56 Elm Street, Fitchburg, Massachusetts ✓

for consideration paid, and in full consideration of One Million, Three Hundred Fifty Thousand and 00/100 Dollars (\$1,350,000.00),

grant to Borg Brothers LLC, a limited liability company organized under the laws of the Commonwealth of Massachusetts, with an address of 19 Brent Drive, Hudson, MA. ✓

WITH QUITCLAIM COVENANTS

19 Brent Drive, Hudson MA

A certain tract of land situated at and known as 19 Brent Drive, Hudson, Massachusetts consisting of 15.77 acres, more or less, as more particularly described in and shown as Lot D-64-B on a plan entitled "Plan of Land in Hudson, Mass. Owned by Chase-Walton Realty, LLC, Scale: 1"=80' June 2014 David E. Ross Associates, Inc. Civil Engineers – Land Surveyors Environmental Consultants PO Box 368 – 111 Fitchburg Rd, Ayer, MA 01432 (Tel. N. 978-772-6232)" recorded on _____ at Book _____, Page _____.

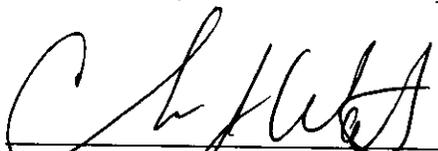
The above premises are conveyed together with the right to pass and repass over and upon Brent Drive, in common with others entitled thereto, for all purposes for which streets and ways are commonly used in the Town of Hudson. Said premises are also conveyed subject to and with the benefit of all rights, restrictions and easements of record, if any, as may now be in force and applicable.

MASSACHUSETTS EXCISE TAX
Southern Middlesex District ROD # 001
Date: 09/16/2014 02:35 PM
Ctrl# 212269 21599 Doc# 00141138
Fee: \$6,156.00 Cons: \$1,350,000.00

For source of title see deed from Data Card Corporation to Chase-Walton Realty, LLC recorded at the South Middlesex Registry of Deeds at Book 29997 Page 166.

The Grantor herein is a Massachusetts Limited Liability Company and is not taxed as a corporation for federal income tax purposes in the year of the conveyance.

WITNESS my hand and seal this 4th day of September, 2014.



Christopher J. Walton,
Manager of Chase-Walton Realty, LLC

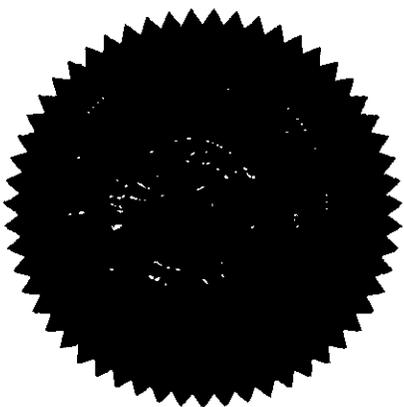
COMMONWEALTH OF MASSACHUSETTS

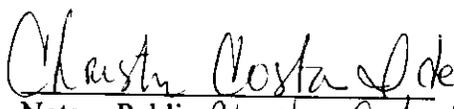
~~Middlesex~~
Worcester

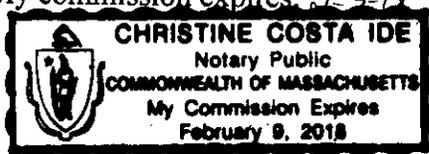
, ss

Dated: September 4, 2014

On this day, before me, the undersigned notary public, personally appeared Christopher J. Walton, as manager of Chase Walton Realty, LLC, proved to me through satisfactory evidence of identification, which was his license, to be the person whose name is signed on the foregoing attached document, and acknowledged to me that they signed it voluntarily for its stated purpose.




Notary Public Christine Costa Ide
My commission expires: 2-9-18



fy



Bk: 64780 Pg: 535 Doc: CONFDEED
Page: 1 of 3 01/12/2015 09:37 AM

Confirmatory deed given to include Plan recording information.

QUITCLAIM DEED

Chase-Walton Realty, LLC of 56 Elm Street, Fitchburg, Massachusetts

for consideration paid, and in full consideration of One Million, Three Hundred Fifty Thousand and 00/100 Dollars (\$1,350,000.00),

grant to Borg Brothers LLC, a limited liability company organized under the laws of the Commonwealth of Massachusetts, with an address of 19 Brent Drive, Hudson, MA.

WITH QUITCLAIM COVENANTS

A certain tract of land situated at and known as 19 Brent Drive, Hudson, Massachusetts consisting of 15.77 acres, more or less, as more particularly described in and shown as Lot D-64-B on a plan entitled "Plan of Land in Hudson, Mass. Owned by Chase-Walton Realty, LLC, Scale: 1"=80' June 2014 David E. Ross Associates, Inc. Civil Engineers – Land Surveyors Environmental Consultants PO Box 368 – 111 Fitchburg Rd, Ayer, MA 01432 (Tel. N. 978-772-6232)" recorded on September 16, 2014 at Book 2014, Page 767.

The above premises are conveyed together with the right to pass and repass over and upon Brent Drive, in common with others entitled thereto, for all purposes for which streets and ways are commonly used in the Town of Hudson. Said premises are also conveyed subject to and with the benefit of all rights, restrictions and easements of record, if any, as may now be in force and applicable.

Pollins & FOX

Property Address: 19 Brent Drive, Hudson, MA 01749

This deed corrects and confirms a deed of the Grantor to the Grantee herein dated September 4th, 2014 and recorded at the South Middlesex Registry of Deed at Book 64238, Page 198, which failed to include a complete reference to the recorded plan.

For source of title see deed from Data Card Corporation to Chase-Walton Realty, LLC recorded at the South Middlesex Registry of Deeds at Book 29997, Page 166.

The Grantor herein is a Massachusetts Limited Liability Company and is not taxed as a corporation for federal income tax purposes in the year of conveyance.

WITNESS my hand and seal this 4th day of September, 2014.

Christopher J. Walton,
Manager of Chase-Walton Realty, LLC

COMMONWEALTH OF MASSACHUSETTS

~~Middlesex~~
Worcester

, ss

Dated: September 4, 2014

On this day, before me, the undersigned notary public, personally appeared Christopher J. Walton, as manager of Chase Walton Realty, LLC, proved to me through satisfactory evidence of identification, which was his license, to be the person whose name is signed on the foregoing attached document, and acknowledged to me that they signed it voluntarily for its stated purpose.



Christine Costa Ide
Notary Public Christine Costa Ide
My commission expires: 2-9-18

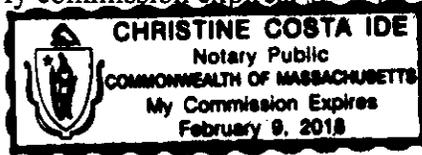
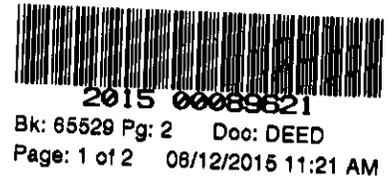


EXHIBIT E

9. N



Return:
Morello & Associates, P.C.
999 Broadway, Suite 100
Saugus, MA 01906

(SPACE ABOVE THIS LINE RESERVED FOR REGISTRY OF DEEDS USE)

QUITCLAIM DEED

Kathleen Adams and Roger K. Kane, Jr., as they are Personal Representatives of the Estate of Shirley M. Kane, see Middlesex Probate Court, Docket #MI12P2851EA pursuant to Power of Sale under the Will and every other power
of 5 Kane Industrial Drive, Hudson, MA 01749

in consideration of **ONE MILLION TWO HUNDRED THOUSAND DOLLARS (\$1,200,000.00)**

grant to MOST NOBLE, LLC, a Massachusetts limited liability company with a business address of 138 Ford Road, Sudbury, Massachusetts 01776

A certain parcel of land, with the building thereon, situated on Main Street in Hudson, Middlesex County, Massachusetts and shown as "Parcel E-2-1" on a plan dated August 1, 1989 entitled "Plan of Land in Hudson, Mass. Owned by: Roger K. Kane et ux, Scale 1" = 40' August 1, 1989 drawn by Veo Associates, Inc., Hudson, MA and recorded in Middlesex South District Registry of Deeds as Plan No. 921 of 1990.

Containing 2.278 acres, according to said plan.

Subject to takings, easements and restrictions of record, if any, insofar as in force and applicable.

The premises are subject to the following restrictions, which restrictions shall run with the land and shall automatically expire thirty (30) years after the date of the recording deed recorded in Book 19998, Page 233: the premises shall not be developed and/or used for restaurants, single or multiple strip malls, retail gasoline stations, junk yards, trucking terminals, residential use, or for the sale or service of automobiles, trailers or mobile homes.

Subject to Easement to Hudson Municipal Light Company recorded at Book 19998, Page 232.

Subject to terms and provisions of a Special Permit issued by the Hudson Board of Appeals recorded at Book 20243, Page 511.

Subject to terms and provisions of a Notice of Decision by the Hudson Zoning Board of Appeals dated May 14, 2015 recorded at Middlesex South deeds Book Page

Locus: Parcel E-2-1, 569 Main Street, Hudson, MA

MASSACHUSETTS EXCISE TAX
Southern Middlesex District ROD # 001
Date: 08/12/2015 11:21 AM
Ctrl# 233606 31328 Doc# 00089621
Fee: \$5,472.00 Cons: \$1,200,000.00

Being a portion of the premises described in Deed recorded in Middlesex South District Registry of Deeds, Book 19998, Page 233; see also the Estate of Shirley M. Kane, Middlesex Probate Docket #MI12P2851EA.

The herein conveyed property was not the principal residence of the grantor or any other person entitled to the protections of the Homestead Act (M.G.L. CH. 188).

EXECUTED as an instrument under seal this 10th day of June, 2015.

Estate of Shirley M. Kane

By:

Kathleen Adams
Kathleen Adams, Personal Representative

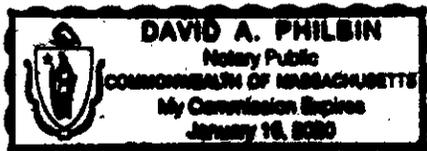
Roger K. Kane, Jr.
Roger K. Kane, Jr., Personal Representative

COMMONWEALTH OF MASSACHUSETTS

Worcester, ss.

JUNE 10, 2015

On this 10th day of JUNE, 2015, before me, the undersigned notary public personally appeared Kathleen Adams, and proved to me through satisfactory evidence of identification, which was a Massachusetts Driver's License to be the person whose name is signed on the preceding or attached document, and acknowledged to me that she signed it as her free act and deed voluntarily for its stated purpose, as Personal Representative of the Estate of Shirley M. Kane.



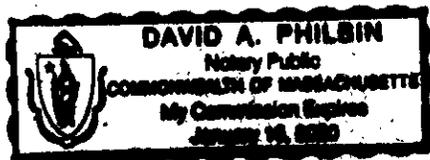
David A. Philbin
Notary Public DAVID A. PHILBIN
My Commission Expires: 01/16/2020

COMMONWEALTH OF MASSACHUSETTS

Worcester, ss.

JUNE 10, 2015

On this 10th day of JUNE, 2015, before me, the undersigned notary public personally appeared Roger K. Kane, Jr., and proved to me through satisfactory evidence of identification, which was a Massachusetts Driver's License to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he signed it as his free act and deed voluntarily for its stated purpose, as Personal Representative of the Estate of Shirley M. Kane.



David A. Philbin
Notary Public DAVID A. PHILBIN
My Commission Expires: 01/16/2020