

State of South Carolina,
County of Greenville.

For Value received, Greenville Building & Loan Assn, a corporation, releases the within described lot of land from the lien of the mortgage executed by D.E. McCuen to Greenville Building & Loan Association November 22nd, 1913, to secure the sum of Two Thousand (\$2,000.00) Dollars, said mortgage being recorded in Vol. 13, page 176.

In presence of:

Greenville Building & Loan Association (L.S.)

Sam Willis,
W.C. Willis,

By A.L. Mills
Treas.

State of South Carolina,
County of Greenville.

Personally appeared before me Sam Willis who being duly sworn says that he saw A.L. Mills, as Treasurer of Greenville, Building & Loan Association, sign, seal and as the act and deed of said corporation, deliver the above written release, and that he with W.C. Willis witnessed the execution thereof.

Sworn to before me this 9th,
day of April, 1913.

Sam Willis

W.C. Willis (Seal)

Notary Public for S.C.

Recorded for April 11th, 1913.

(For the deed to the above release, see deed book Vol. 13, at page 113.)

-0-

An Agreement, made and entered into this 25th day of March, 1913, by and between Southern Railway Company, a corporation organized and existing under and by virtue of the laws of the State of Virginia, hereinafter for convenience styled the Southern Company, party of the first part; and Greenville, Spartanburg and Anderson Railway Company, a corporation organized ^{and existing} under and by virtue of the laws of the State of South Carolina, hereinafter for convenience styled the Greenville Company, party of the second part:

W-I-T-N-E-S-S-E-T-H:

That the Southern Company, for and in consideration of the covenants of the Greenville Company upon its part faithfully to be kept and performed, as hereinafter expressed, will, and hereby does, grant unto the Greenville Company the right or privilege to lay and construct, maintain and operate, the single track line of electric railroad which the Greenville Company has located and now has under construction, to extend from Greenville to Spartanburg, both in the State of South Carolina, over and across, at grade, a certain spur track of the Southern Company, known as the Union Bleachery Spur, and the right of way therefor, at Greenville, in the County of Greenville and State of South Carolina; Together with the further right to lay and construct, maintain and operate a second main track of the Greenville Company over and across, at grade, the said spur track of the Southern Company, in the event that the Greenville Company should hereafter decide to double track its said line of railroad, and also the right to erect and maintain such trolley wires and super-structure as may be required for the operation by the Greenville Company of its said electric railroad, over and above the said spur track of the Southern Company; the center line of the said railroad now proposed to be constructed by the Greenville Company, to cross and intersect the center line of the said spur track of the Southern Company, at a point eleven hundred eighty-seven and seven-tenths (1187.7) feet, more or less, southwestwardly from the point of connection of said Union Bleachery spur with the Greenville Yard lead of the Southern Company, which said point of connection is fifty-four hundred fifty-three and seven-tenths (5453.7) feet southwardly from milepost No. 486 of the main track of the Southern Company extending between Washington and Atlanta; it being understood that the right of way of the Southern Company for its said spur track at said point is twelve and one-half (12-1/2) feet in width on either side of the center line thereof, measured at right angles thereto; All being substantially as shown upon the blue-print map of survey, dated November 1, 1911, hereunto annexed and made a part of this agreement. And the Greenville Company hereby covenants and agrees unto and with the Southern Company, in consideration of said privilege:

1. That it will furnish and install, maintain and renew, at its own cost and expense, such standard steel railway crossing frogs, trolley wires and superstructure at said point of intersection as may be reasonably prescribed by the Southern Company, for said crossing now contemplated and for future crossings by the Greenville Company at said point; it being distinctly understood that before the work of installing any of said crossing shall be commenced, the Greenville Company shall submit to the Chief Engineer of Maintenance of Way and Structures of the Southern Company a detail plan of the crossing frogs, trolley wires and superstructure to be used, and shall obtain his formal approval of the same.
2. That the work of installing, maintaining and renewing said crossing frogs, trolley wires and superstructure shall, at all times during its progress and upon its final completion, be subject -

(Over)