VOL. 22

Southeast by Lots Nos. 82 and 89 inclusive, being the property conveyed to the Greenville, Spartanburg and Anderson Railway Company by D.B. Tripp by deed dated the 30th day of June. 1911. and duly recorded in the office of the Registeriof Mesne Conveyences for Greenville County, South Carolina, in Book 13, page 164.

Also all the line of railroad, with all its appurtenances, now owned by the Greenville, Spartanburg and Anderson Railway Company, beginning at its terminus in the Town of Greenwood, County of Greenwood. State of South Carolina, at a point near the passenger station of the Seaboard Air Line Railway Company and extending thence in a northerly direction through the Counties of Greenwood, Abbeville, Anderson, Greenville and Spartanburg, and through the Cities and Towns (among athers) of Greenwood, Hodges, Shoal Junction, Donalds, Honea Path, Belton, Williamston, Pelzer, Poedmont, Greenville, Paris, Taylors, Chick Springs, Greer, Duncan, Tucapau and Spartanburg, all in the State of South Carolina, a distance of ninety (90) miles, more or less.

Also all that line of railroad, with all its appurtenances now owned by the Greenville, Spartanburg and Anderson Railway Company, extending from junction of the last above described line at the Town of Belton, County of Anderson, in a Westerly direction through the County of Anderson, and through the Town of Campbells to the City of Anderson, all in the State of South Carolina, a distance of twelve (12) miles, more or less.

Also all main tracks, double tracks, sidings, side tracks, switches, passing tracks, connection tracks, laterals and other tracks, trackage rights and privileges, depots, depot property, passenger stations, freight houses, engin houses, car houses, wahe houses, work shops, machine shops and Other shops, sheds, office buildings, terminals and other buildings of any and all nature whatsoever, perminal properties, platforms, water tanks, reservois, bridges, bridge property, viaducts, culverts, fences, turn-tables, fixtures and super-structures of every kind, all poles, wires, fixtures, apparatus and appliances for the purpose of conducting electricity and all telephone and telegraph poles, lines, instruments, apparatus, appliances and appurtenances of every nature, all locomotives, motors, passenger cars, baggage cars, freight cars and other cars, rolling stock, equipment, and appurtenances, all sub-stations, motors, motor generator sets, rotaries, transformers switches, switch-boards and sub-station apparatus of any and every nature, all rights of way and other rights, privileges, franchises and easements, leases, leaseholds and lease-hold rights. contracts for power and the use of sub-station, all traffic contracts and other contracts and contract rights and renewals and extension thereof, all lands, road-beds, station grounds, gravel pits and other lands, and all machines, tools, implements, materials and fuel for constructing, operating, repairing or replacing said railroads and all other property, rights, privileges and franchises now owned by the party of the first part and wheresoever situated.

TOGETHER with all and singular the Rights, Members, Hereditaments and Appurtenences to the said premises belonging, or in any wise incident or appearaining.

TO HAVE AND TO HOLD all and singular the said premises, properties, rights, privileges, franchises and appurtenances before mentioned unto the said Piedmont and Northern Railway Company, its successors and assigns forever.

And the Greenville, Spartanburg and Anderson Railway Company, for itself, its successors and assigns, covenants with the party of the second part, that it is seized of said premises in fee and has a right to convey the same in fee simple; that the same are free and clear from all incumbrances and that it will warrant and defend the said title to the same unto the said -

VOL. 22

Piedmont and Northern Railway Company, its successors and assigns against the lawful claims of all persons whatsoever.

IN WITNESS WHEREOF, the Greenville, Spartanburg and Anderson Railway Company has hereunto caused its corporate name to be subscribed by its Vice-President and attested by its Assistant Secretary on this the the 10th day of May June, in the year One thousand nine hundred and fourteen, and in the one hundred and thirty-eighth year of the Sovereignty and Independence of the United States of America.

Signed, sealed and Delivered

Greenville, Spartanburg and Anderson Railway Company,

in the presence of:

By W.S. Lee Vice-President.

D.C. Carmichael,

B. Hutchison.

N.A. Cocke. Assistant Secretary.

State of North Carolina,

County of Mecklenburg.

Personally appeared before me H. Colquhoun Millar a Notary Public in and for the County and State aforesaid, D.C. Carmichael, and made oath that he saw the within named W.S. Lee, Vice-President and N.A. Cocke, Assistant Secretary of Greenville, Spartanburg and Anderson Railway Company sign, seal, and as the act and deed of the Greenville, Spartanburg and Anderson Railway Company, deliver the within written deed; and that he, with B. Hutchison witnessed the execution the reof. Swom to before me, this 10th, day

of June, 1914.

D.C. Carmichael.

H. Colquhoun Millar

Notary Public.

Mecklenburg County, N.C.

My Commission Expires Oct. 15, 1915.

Recorded for June 19th, 1914.

(Release - no chgs.)

For value received I hereby release the within described premises from the lien of my mortgage executed by W.M. Brockman to Mattie A. McGee, Executrix for the sum of Seven hundred Dollars, the said mortgage so released in office RM.C. Greenville County, South Carolina in Book Vol. 24, page 292.

Witness: P.D. Hawkins, W.T. Brown,

Lutie E. McGee, Assigned By Henry P. McGee, Atty. in fact.

Personally appeared be - me R.D. Hawkins and made oath that he saw Henry P. McGee, as Atty. for Lutie E. McGee, sign the within written deed and that he with W. T. Brown witnessed the execution thereof.

Sworn to before me this Oct. 12th, 1914.

Chas. M. McGee (L. S.)

R.D. Hawkins

N.P. S.C.

(For the deed to the above Release, see deed book Volume 26, at page 432.)

Recorded for December 7th. 1914.

(Next Page)