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STATE OF SOUTH CAROLINA

COUNTY OF GREENVILLE

AGREEMENT, Made this 6th day of June, 1960, by and between the CITY OF GREENVILLE, a municipal corporation, hereinafter called City, party of the first part; ATLANTIC COAST LINE RAILROAD COMPANY, a Virginia corporation, hereinafter called Company, party of the second part; and MERCANTILE-SAFE DEPOSIT AND TRUST COMPANY, as Trustee under the Indenture of Mortgage made by the former Charleston & Western Carolina Railway Company, dated February 12, 1914, party of the third part,

W I T N E S S E T H:

WHEREAS Company is the owner of certain property in the City of Greenville, County of Greenville, State of South Carolina, pursuant to deed from Camperdown Mills dated November 27, 1906, and recorded December 3, 1906, in the office of the R.M.C. for Greenville County in Deed Book TTT, Page 163, which property is adjoining and adjacent to a city street named Murphy Street which runs from South Main Street to Falls Street on which are located its railroad tracks; and

WHEREAS it is the desire of the City to widen said Murphy Street and for Company to relocate its tracks as is more particularly shown on plat attached hereto and made a part of this agreement by reference thereto;

NOW THEREFORE, in consideration of the premises and the covenants herein contained,

IT IS AGREED AS FOLLOWS:

(1) City has granted, bargained, sold and released, and by these presents does grant, bargain, sell and release unto Company, its successors and assigns, a right of way and easement in perpetuity for railroad purposes into and across the following described property:

Tract 1

That certain piece, parcel or strip of land situate, lying and being on the northwesterly side of Falls Street and the southwesterly side of Murphy Street, as now located and to be constructed, same being bounded on the north by the southerly line of the proposed right of way for Murphy Street and being more particularly described as follows:

Beginning at the point of intersection of the west line of Falls Street with the south line of the proposed right of way for Murphy Street; said point being distant 8.5 feet northeastwardly, measured at right angles, from the prolongation of the westerly tangent of the proposed 10° curve for the realignment of the main lead track of said Railroad Company, as now located and to be constructed; running thence northwestwardly, making a southwesterly angle of 128° 52' with said west line of Falls Street, 395.6 feet to the east line of Reedy River Bridge as located along South Main Street; the preceding course establishing the boundary line between Murphy Street and the right of way for the relocation of the tracks of said Railroad Company; thence southwardly along the east line of said bridge 48.1 feet to a point 10 feet southwardly, measured at right angles, from the center line of the main lead track of said Railroad Company, as now located and to be constructed; thence eastwardly, parallel and/or concentric with the center line of said lead