

of 58.75 feet; thence South 89° 09' West a distance of 103.86 feet, more or less, to the easterly boundary of U.S. Highway No. 25; thence North 10° 03' West along the said easterly boundary of U.S. Highway No. 25 a distance of 66.86 feet; thence North 89° 09' East a distance of 114.55 feet to a point of curve; thence along a curve to the left (radius 1,113.28 feet - chord North 78° 38' East, 406.40 feet) an arc distance of 408.69 feet; thence North 68° 07' East along a line which is parallel to, and at all points 15 feet Northwardly from, as measured at right angles to the northerly right of way boundary of existing Ashmore Branch Road a distance of 345.93 feet; thence North 67° 52' East along a line which is parallel to and at all points 15 feet Northwardly from, as measured at right angles to the said northerly right of way boundary of existing Ashmore Branch Road a distance of 2,208.93 feet; thence North 67° 52' East along a line which is parallel to and at all points 15 feet Northwardly from, as measured at right angles to the said northerly boundary of existing Ashmore Branch Road a distance of 1,430.20 feet, more or less, to the point of beginning; containing 1.910 acres, more or less, and being located substantially as shown outlined in red, designated as Parcel No. 2 on said annexed print of Drawing No. TD-74-0213.

PARCEL No. 3

BEGINNING at a point in the westerly boundary of the right of way for Southern Railway Company's lead track No. 138-3, said point being 33 feet Southwardly from, as measured at right angles to the center line of existing Ashmore Branch Road; and running thence South 67° 52' West along a line which is parallel to and at all points 33 feet Southwardly from as measured at right angles to the center line of said existing Ashmore Branch Road a distance of 1,430.44 feet; thence South 67° 52' West along a line which is parallel to, and at all points 33 feet Southwardly from, as measured at right angles to the said center line of said existing Ashmore Branch Road a distance of 2,209.07 feet; thence South 68° 07' West along a line which is parallel to and at all points 33 feet Southwardly from, as measured at right angles to the said center line of said existing Ashmore Branch Road a distance of 346.07 feet to a point of curve; thence along a curve to the right (radius 1,179.28 feet - chord South 72° 41' West, 188.09 feet) an arc distance of 188.29 feet; thence North 68° 07' East, along a line which is parallel to and at all points 18 feet Southwardly from, as measured at right angles to the center line of said existing Ashmore Branch Road a distance of 533.53 feet; thence North 67° 52' East along a line which is parallel to and at all points 18 feet Southwardly from, as measured at right angles to the center line of said existing Ashmore Branch Road a distance of 2,209.04 feet; thence North 67° 52' East along a line which is parallel to and at all points 18 feet Southwardly from, as measured at right angles to the said center line of said existing Ashmore Branch Road, a distance of 1,430.38 feet, more or less, to a point in the westerly boundary of the right of way for Southern Railway Company's lead track No. 138-3; thence South 22° 20' East along the said westerly boundary of the right of way for Southern Railway Company's said lead track No. 138.3, a distance of 15 feet, more or less, to the point of beginning; containing 1.416 acres, more or less, and being located substantially as shown outlined in red, and designated as Parcel No. 3 on said annexed print of Drawing

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