

Railroad Company to lay three certain side tracks pursuant to a contract with the Company dated October 9, 1900.

36. All that tract of land situate in the County of Amherst, State of Virginia, more particularly described as follows:

On the northeastern banks of the James River below the City of Lynchburg and on the opposite side of the river therefrom, containing 222 acres, 1 rood and 16 poles and described by metes and bounds as shown by survey and map thereof made by J. Risque Hutter and recorded in Deed Book 53, page 235 in the Clerk's Office of Amherst County, as follows:

Beginning on James River near a Sycamore tree, at station 1, on said plat; thence north 6 E. 182 feet to stone in gorge on mountain side, at Station 2; thence up said gorge N. 27 E. 108 feet to Poplar tree, marked corner, at Station 3; thence N. 33 W. 812 feet to stone on south edge of farm road opposite Locust tree, marked, at Station 4; thence with south side of said road, as it meanders from station to station, as follows: N. 83 $\frac{3}{4}$ W. 169 feet, N. 72 $\frac{1}{2}$ W. 675 feet, N. 86 $\frac{1}{2}$ W. 185 feet, N. 49 $\frac{1}{2}$ W. 364 feet, N. 25 W. 194 feet, N. 75 $\frac{1}{2}$ W. 170 feet, S. 51 $\frac{1}{2}$ W. 150 feet, and N. 74 $\frac{1}{4}$ W. 86 feet to Locust tree opposite a cabin, at Station 12; thence S. 41 W. 3968 feet to Sycamore tree on James River, at Station 13; thence down James River, as it meanders from Station 13 to Station 1, as follows: S. 42 $\frac{1}{2}$ E. 316 feet; S. 28 E. 214 feet; S. 31 $\frac{3}{4}$ E. 218 feet; S. 26 E. 184 feet; S. 35 $\frac{1}{2}$ E. 264 feet; S. 34 E. 163 feet; S. 43 $\frac{1}{4}$ E. 427 feet (170 feet to center R. R. under bridge); S. 58 E. 291 feet; S. 75 E. 500 feet; S. 87 $\frac{1}{2}$ E. 266 feet; N. 66 $\frac{1}{2}$ E. 114 feet; N. 72 $\frac{3}{4}$ E. 180 feet; N. 58 $\frac{1}{2}$ E. 121 feet; N. 52 E. 165 feet; N. 43 E. 150 feet; N. 26 $\frac{1}{2}$ E. 59 feet; N. 23 E. 86 feet; N. 30 E. 63 feet; N. 18 $\frac{1}{2}$ E. 78 feet; N. 10 $\frac{1}{2}$ E. 200 feet; N. 3 $\frac{3}{4}$ E. 380 feet; N. 4 W. 228 feet; N. 10 $\frac{1}{2}$ W. 158 feet; N. 6 $\frac{1}{2}$ W. 205 feet (to pipe through which water is pumped to factory); N. 3 E. 150 feet; N. 4 E. 222 feet; N. 10 $\frac{1}{2}$ E. 178 feet; N. 18 E. 318 feet; N. 28 $\frac{1}{2}$ E. 180 feet (crossing branch at 158 feet); N. 49 $\frac{1}{2}$ E. 70 feet; N. 40 E. 101 feet; N. 50 $\frac{1}{2}$ E. 130 feet; N. 57 $\frac{1}{2}$ E. 211 feet; N. 62 E. 125 feet; N. 71 $\frac{1}{4}$ E. 83 feet; N. 77 $\frac{1}{2}$ E. 55 feet; N. 68 $\frac{3}{4}$ E. 123 feet; S. 79 $\frac{1}{2}$ E. 123 feet; S. 84 $\frac{1}{2}$ E. 68 feet; S. 67 $\frac{1}{2}$ E. 133 feet; N. 85 $\frac{1}{4}$ E. 119 feet; S. 89 $\frac{1}{2}$ E. 89 feet; S. 80 E. 410 feet to the beginning, Sycamore at Station 1; excepting from said tract of land that certain strip or parcel of land containing 5.6 acres, more or less, acquired from the Company by Western State Hospital by condemnation proceedings recorded May 17, 1910 in Deed Book 63, page 530. The boundary represented by the foregoing courses and distances also embraces 10 acres and 11 poles which is occupied by the right of way of the Norfolk & Western Railway Company through said land and which is not attempted to be hereby conveyed, but said tract of land contains 222 acres 1 rood and 16 poles, exclusive of the said right of way.

37. All the following described lots, pieces and parcels of land situate in the County of Augusta, State of Virginia:

(a) All that tract of land situate in the County of Augusta, State of Virginia, one-half mile east of Staunton in said State which tract was conveyed by the Bodley Wagon Company, *et al.* to the Company November 17th, 1902, by deed recorded in Deed Book No. 138, p. 252 in the Augusta County Clerk's office, and which tract is more particularly described therein as follows:

A tract of land containing, by a new and comprehensive survey with plat attached, 32 A., 1 K., 13.75 P., adjoining the lands of H. E. Summerson, Trustee, on the west, Livick and Whitmore on the north, and a public road on the south, and embracing all of the land of the parties of the first part within the present (then) fence surrounding the Wagon Works property, more particularly described by metes and bounds as follows: Beginning at an iron pin in the north side of a public lane, thence N. 9 d 50 m E. 52.26 poles to an iron pin, thence N 12 d 38 m W, 31.76 poles to a fence post, thence S 77 d 33 m W, 63.22 poles to a west gate post, thence S 76 d 35 m W, 16.50 poles to a fence post, thence with a picket fence S. 18 d 45 m E. 6.96 poles, thence S 5 d 35 m W 3.48 poles, thence S 15 W 20.52 poles, thence S 18 W 4.82 poles, thence S 21 d 25 m W 4.48 poles, thence S 27 d 35 m W, 5.48 poles, to a point in the north edge of a lane and near the main entrance gate, thence along the north edge of said lane, S 79 d 48 m E. 22.20 poles, thence S 77 d 48 m E. 51.92 poles to a fence post, thence S. 62 E. 13.94 poles to the beginning.

Also a right of way, to be used in common with the grantors in the deed to the Company, their respective successors, heirs, executors or assigns, from the gate at the southwest corner of the said tract, along the Summerson lane over the property of the parties of the first part, and connecting at the Chesapeake & Ohio Railroad with the Summerson lane, together with a further right of way through, over and along the said Summerson lane to the public road leading from Staunton to Waynesboro.

Also a right of way for the use of pedestrians, horses and vehicles, and also for a line of water piping from the said tract, through and over the lands of A. J. Livick, Trustee, now Whitmore (which adjoin the said tract on the north) to a public road leading from Staunton to New Hope.

Also a right of way to lay, maintain and operate a line of water pipe across the streets and property of the Staunton Development Company.

Also all pipes underground, on or along any of the rights of way conveyed to the Company by the above-mentioned deed, or which in anywise connects any of the said rights of way hereby conveyed with Lewis Creek.

Subject, however, to the following rights of way mentioned in the deed of the Bodley Wagon Company to A. J. Livick, Trustee, recorded in Deed Book No. 124, p. 170, more particularly described in said deed as follows:

"A right of way for wagons and vehicles over the lands of the party of the second part (Bodley Wagon Company), beginning at the northern boundary line of the property of the party of the second part at the termination of the right of way first above granted (in D. B. 124, p. 170) to the said party of the second part by the said party of the first part (A. J. Livick, Trustee), and running in a southerly direction along the line recently (1895) established by H. P. Hancock, C. E., between the property of the party of the second part and H. E. Summerson, Trustee, (which line is described in a deed this day executed by the party of the second part to H. E. Summerson, Trustee, *et als.*—D. B. 124, p. 172) to the southern boundary line of the property of the party of the second part, being the roadway now in use along said line.

A right of way through what is known as Summerson's lane for the use of horses and vehicles, the right to grant which is given to the party of the second part by the deed above referred to from the Bodley Wagon Company to H. E. Summerson, Trustee, *et als.*

And it is expressly understood that the foregoing grants and conveyances are perpetual for the use of the parties hereto and their successors or assigns."

And excepting therefrom the line of railway now or formerly passing over said tract and now or formerly connecting the main line of the Chesapeake & Ohio Railway with the main line of the Valley Railroad and the strip of land commonly called a right of way something like 50 to 100 feet wide on which it is or was located; but granting all of the right, title and interest of the Company in and to such right of way and in and to the railroad thereon.

(b) Also all that tract of land in said County of Augusta, State of Virginia, conveyed by the above named deed of the Bodley Wagon Company, *et al.*, and more particularly described therein as follows:

A tract of land on Lewis Creek, containing one third of an acre, more or less, upon which a pump house is located, and described as follows:

Beginning at Lewis Creek, corner of the Parsons tract, on the line of John Kroder and running with the line of John Kroder, clear across the Parsons tract about 350 feet, thence west 60 feet, thence south (which should be north) to Lewis Creek, thence 60 feet to the beginning. This tract extends all the way from Lewis Creek to the New Hope road, bordering 60 feet on each.

(c) Also all that tract of land in the said County of Augusta, State of Virginia, which tract was conveyed by Andrew Bowling, *et al.*, to the Company, February 16th, 1903, by deed recorded in Deed Book No. 139, p. 26, in the Augusta County Clerk's office, and which tract is more particularly described as follows:

A lot or parcel of land supposed to contain about two (2) acres, laid off in the northwestern corner of Lot No. 5 in the plat of the Burwell Division of A. H. Taylor's lands, and bounded as follows:

Beginning at a point on the line of Lot No. 5 of Alex. Taylor's land and thence with the line of Lot No. 5, N 1 E 25 poles to a stake in Weller's line, thence with Weller's line N 72 E 13 poles to a stake in Weller's line, thence a new line S 1 W 25 poles to a stake, and thence S 72 W 13 poles to the beginning.

(d) Also all that tract of land situate in said County of Augusta, State of Virginia, which tract was conveyed by Anthony and Catherine Crawford (colored) to the Company February 17th, 1903, by deed recorded in Deed Book No. 138, p. 600, Augusta County Clerk's office, and which tract is more particularly described as follows:

A strip of land fifty feet wide, connecting the lot known as the Bodley Wagon Company lot and now owned by the Virginia-Carolina Chemical Company, with

another small lot of about two acres belonging to the said Virginia-Carolina Chemical Company. The southern boundary line of the 50 foot strip begins at the southwestern corner of the said 2 acre Bowling lot and runs thence in a straight line to a point of intersection with the northeastern boundary line of the said Bodley Company lot (the course of which said northeast boundary line is N 12 d 38 m W and the length of which is 31.76 poles), the said point of intersection being about 117 feet 7 in, distant from the southeastern extremity of the said northeastern boundary line; the said southern boundary line of the 50 foot strip being about 126 feet long; the northern boundary line of the 50 foot strip is parallel to the said south line and 50 feet distant therefrom; the western line of the said 50 foot strip is, to the extent of its own length, identical with the said northeastern boundary line of the Bodley lot, and the eastern boundary line of the said 50 foot strip is, to the extent of its own length, identical with the western boundary line of the said two acre Bowling lot.

(e) Also all that easement of right of way for a railroad, conveyed by Bodley Wagon Company, *et al.*, to the Company November 24th, 1902, by deed recorded in Deed Book No. 138, p. 294, Augusta County Clerk's office, which easement of right of way is more particularly described as follows:

The full, free, exclusive and perpetual right of way for the purpose of laying off, building, maintaining and operating a single track line of railroad along and over the western portion of the said Bodley lot as near to said Summerson line as can conveniently be located without interfering with the roadway for horses and vehicles now located next to the said Summerson line, and extending from the property of the railroad company on the south to a point as near as convenient to the southwestern corner of the said "Wagon Factory Lot" on the north. Any railroad to be erected along and over the right of way may be connected with such other tracks and roadways at its northern end and on the said Wagon Factory lot as the Company may desire.

38. All the following lots, pieces and parcels of land situate in the County of Chesterfield, State of Virginia:

(a) All that tract of land situate in the City of Manchester, County of Chesterfield, State of Virginia, more particularly described as follows:

Containing one and eight hundredths (1.08) acres, more or less, being the lot designated by "B" on the plat annexed to and recorded with the deed dated July 18th, 1881, and of record in the Clerk's Office of the Corporation or Hustings Court of the City of Manchester in Deed Book No. 6 page 157, between the Southern Fertilizer Company and the Richmond and West Point Terminal Railway and Warehouse Company; together with a perpetual right to a berth for a vessel on James River on the water front of the lot "A" on said plat and the perpetual right of way and access at all times from said lot "B" over and across the said lot "A" to and from the said berth, for the purpose of loading and unloading said vessel, with such vehicles as may be necessary for that purpose, free from all wharfage charges, demands or claims from any person or persons whomsoever in as full free and ample a manner as James W. Allison, E. B. Addison, Wm. H. Allison and John Addison, partners trading as Allison and Addison, enjoyed the said rights under and by virtue of the deed dated Oct. 31st, 1885, between the said Allison and Addison and the Southern Fertilizer Company; the Southern Railway Co. to have the refusal of the said lot of land in case the Virginia-Carolina Chemical Company should ever desire to sell or lease the same.

(b) All that certain piece or parcel of land situate partly in the County of Chesterfield, State of Virginia, and partly in that portion of the City of Richmond, which was formerly the City of Manchester, State aforesaid, conveyed to the Company by Deed dated August 19, 1916, recorded in Deed Book 150, Page 377, in the Clerk's office of the Circuit Court of Chesterfield County, and in Deed Book 44-B, Page 46, in the Clerk's office of the Hustings Court, Part 2, of the said City of Richmond, and more particularly described as follows:

Beginning on the western line of the property now owned by the Virginia-Carolina Chemical Company at a point about 30 feet southeast from a rod which marks the corner of the Westham Granite Company's property, said point being marked "A"; thence along the line of the Virginia-Carolina Chemical Company south 47 $\frac{1}{2}$ ° East 615 feet to point "B"; thence South 31 $\frac{1}{2}$ ° East 485.7 feet to point "C"; thence south 12 $\frac{3}{4}$ ° East 247.5 feet to the end of a wall which is on the southern boundary of the property now owned by the Virginia-Carolina Chemical Company, point "D"; thence South 58 $\frac{1}{4}$ ° West 470 feet to point "E"; thence North 15° West 1370 feet to point "A", the point of beginning; as shown by blue print made by T. Crawford Redd and Brother bearing date of August 15, 1916, attached to said deed and made a part thereof, said piece or parcel of land containing 9.25 acres subject to the conditions, reservations and restrictions running with the land as in said deed provided, and excepting from said piece or parcel of land that certain tract or parcel conveyed by the Company to United States Shipping Board Emergency Fleet Corporation, by deed dated September 2, 1918, and described as being Lot 4, Area .037 Acres, on a certain survey and plat made by Ford, Bacon & Davis, Engineers, signed by Geo. H. Ruggles, dated August 29, 1918, to which deed, survey and plat reference is hereby especially made.

39. All the following described lots, pieces and parcels of land situate in the County of Dinwiddie, State of Virginia:

(a) A tract of land situate in the City of Petersburg, State of Virginia, being the same premises conveyed to the Company by Davie & Whittle by deed dated September 30, 1895, and recorded in the Clerk's Office of the Hustings Court of the said City in Deed Book No. 58 at page 232 *et seq.* and which is therein more particularly described as follows:

That certain piece or parcel of land, being parts of lots Nos. 50, 51 and 52, situated on the South side of River Street in the City of Petersburg, Virginia, beginning at the Southwest corner of said River and Fifth Streets, thence Westwardly along said River Street, to its intersection with Fourth Street, thence Southwardly, along the East side of said Fourth Street, to the line of the Norfolk & Western Railroad, thence Eastwardly along the line of said Railroad property, to Fifth Street, thence Northwardly along the West side of Fifth Street to the station at the beginning; being the identical property conveyed to the said Davie & Whittle by T. S. Bolling, Executor of Robert B. Bolling, deceased, by deed dated December 30th, 1882, and duly recorded in the Hustings Court Clerk's Office in Deed Book No. 43, at page 503, to which reference is hereby specially made.

(b) All that certain lot or parcel of land situated in the City of Petersburg, Virginia, and bounded on the North by the Appomattox River, on the East by a certain lot or parcel of land conveyed by Bartlett Bolling and wife to the Richmond & Petersburg Railroad Company by deed dated March 1st, 1889, and recorded in the Hustings Court Clerk's Office in Deed Book No. 51, at page 282, on the South by River Street and on the West by the property of Dr. Robert Bolling, subject, however, to the right of way across the wharf of the property hereby conveyed granted to the Petersburg Railroad Company and the Richmond & Petersburg Railroad Company by the said Bartlett Bolling and wife by deed dated July 14th, 1889, and recorded in Deed Book No. 51, at page 284, upon the conditions entered into by said Railroad Company fully set forth in said deed; being identically the property conveyed to the said Davie & Whittle by Bartlett Bolling and wife by deed dated July 27th, 1894, and recorded in said Clerk's Office in Deed Book No. 57, at page 225, to which reference is hereby specially made.

(c) All that certain lot or parcel of land, which formerly constituted the western half of Fourth Street, between River Street and the property of the Norfolk & Western Railroad, which reverted to Anna D. Bolling, the abutting owner of the west side of said Fourth Street when the said Fourth Street at that location was closed by resolution of the Common Council of the City of Petersburg, Virginia, and bounded as follows: On the North by River Street, on the East by the eastern half of said Fourth Street, now the property of Davie & Whittle, on the South by the property of the Norfolk & Western Railroad Company, and on the West by the property of Anna D. Bolling; being the identical property conveyed to the said Davie & Whittle by Anna D. Bolling by deed dated July 31st, 1894, and duly recorded in said Office in Deed Book No. 57, at page 261, to which reference is hereby specially made.

(d) That part of Fourth Street, which reverted to the said Davie & Whittle, abutting owners of the East side of the said street upon the passage of the resolution by the Common Council of the City of Petersburg above referred to, and which is bounded as follows: On the North by River Street, on the East by the property of Davie & Whittle, on the South by the property of the Norfolk & Western Railroad Company, and on the West by that portion of said Fourth Street above described as conveyed by Anna D. Bolling.

(e) Also, all those lots or parcels of land lying in the City of Petersburg, County and State aforesaid, conveyed to the Company by deed dated September 27th, 1919, Deed Book 95, Page 180, in the Clerk's office of the Hustings Court of said City, and more particularly described as follows:

First.—All that certain lot or parcel of land fronting on Commerce Street, in the City of Petersburg, Virginia, and bounded as follows: Beginning on the southern side of Commerce Street at a distance of forty (40) feet from its inter-