

BOOK 1129 PAGE 653

40909-RX

TSLEY

THIS DEED, Made this 2nd day of June, A.D., 1980, between SEABOARD COAST LINE RAILROAD COMPANY, a Virginia corporation, hereinafter called "SCL"; and THE SOUTH CAROLINA DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION, hereinafter called "Department"; and UNITED STATES TRUST COMPANY OF NEW YORK, Corporate Trustee under the First (formerly General) Mortgage dated March 1, 1950, made by the former Atlantic Coast Line Railroad Company, to which Seaboard Coast Line Railroad Company is successor by merger, and CHEMICAL BANK, Corporate Trustee under the Consolidated Mortgage dated as of March 15, 1971, made by Seaboard Coast Line Railroad Company, hereinafter called "Trustees";

(Wherever used herein, the terms "SCL" and "Department" shall be construed in the singular or plural as the context may require or admit and shall include the heirs, legal representatives and assigns of individuals and the successors and assigns of corporations.)

WITNESSETH: That SCL, for and in consideration of the conveyance to it by Department as hereinafter set forth, has granted, bargained and sold, and by these presents does grant, bargain, sell and convey unto Department that certain tract or parcel of land situate, lying and being at or near Mauldin, County of Greenville, State of South Carolina, and described as follows, to wit:

Beginning at an iron pin on the eastern 70-foot right of way of U. S. Highway No. 276 where the new proposed 100-foot SCL right of way intersects with said U. S. Highway No. 276, which point is 1,676 feet in a southeasterly direction from Milepost 581, thence along right of way of said U. S. Highway No. 276 S 31-21 E 303.2 feet to an iron pin, thence leaving said highway right of way and along existing 100-foot right of way of SCL the following courses and distances S 50-43 E 84.5 feet to an iron pin, thence S 53-39 E 100 feet to an iron pin, thence S 56-54 E 100 feet to an iron pin, thence S 60-16 E 100 feet to an iron pin, thence S 63-51 E 100 feet to an pin, thence S 66-28 E 100 feet to an iron pin, thence S 69-57 E 100 feet to an iron pin, thence S 73-34 E 119.9 feet to an iron pin, thence S 76-53 E 100 feet to an iron pin, thence S 80-31 E 57.6 feet to an old iron pin, thence S 81-57 E 94.2 feet to an iron pin, thence S 85-11 E 93.4 feet to an iron pin, thence S 88-36 E 95.0 feet to an iron pin, thence N 88-36 E 93.4 feet to an iron pin, thence N 84-45 E 107.0 feet to an iron pin, thence leaving said 100-foot existing SCL right of way and running N 17-53 E 103.4 feet to an old iron pin on the line of the new proposed 100-foot right of way of SCL, thence along the new proposed right of way the following courses and distances: S 89-00 W 100 feet to an iron pin, thence N 88-06 W 100.1 feet to an old iron pin, thence N 85-26 W 100 feet to an old iron pin, thence N 82-51 W 100 feet to an old iron pin, thence N 80-48 W 38.8 feet to an old iron pin, thence N 79-41 W 61.2 feet to an iron pin, thence N 77-26 W 100 feet to an iron pin, thence N 75-56 W 20.55 feet to an iron pin, thence N 74-25 W 79.4 feet to an iron pin, thence N 72-02 W 100 feet to an iron pin, thence N 69-20 W 100 feet to an iron pin, thence N 66-38 W 100 feet to an iron pin, thence N 63-56 W 100 feet to an iron pin, thence N 61-14 W 100 feet to an iron pin, thence N 58-32 W 100 feet to an iron pin, thence N 55-50 W 100 feet to an iron pin, thence N 53-08 W 100 feet to an iron pin, thence N 50-27 W 100 feet to an iron pin, thence N 45-13 W 79.7 feet to the point of

This instrument was prepared by
 William C. Barney
 Attorney
 500 Water Street, Jacksonville, Fla.

4328 RV-2

