

State of South Carolina,  
County of Greenville.

This memorandum of agreement made and entered into this 29th, day of June 1912, by and between the Charleston and Western Carolina Railway Company hereinafter called the Railway Company, and the Main Street Land Company, a corporation chartered under the laws of the State of South Carolina, hereinafter called the owner,-

WITNESSETH:

1st. The Railway Company in consideration of the covenants and agreements on behalf of the owner hereinafter set forth, hereby agrees to construct, maintain, and operate a spur track to be designated as Track No. 1, springing from its existing spur track known as the Monaghan Mill spur or side track near Reedy River in the City of Greenville, as will fully appear by reference to a blue print hereto attached as a part hereof, through the property of the owner to the Irvin property line, all of which will fully appear by reference to said blue print hereto attached, showing the general direction of the said spur and the termini, and to furnish all necessary material for the construction and maintainance of the <sup>Said</sup> ~~side~~ track, except the grading as hereinafter specifically stated, and to build a retaining wall at its own cost and expense, all of which will also fully appear by reference to said blue print hereto attached.

2nd. The owner in consideration of the covenants and agreements on the part of the Railway Company as set forth herein above, agrees as follows:

(a)- The owner will secure at its own expense and caused to be vested in the Railway Company, all necessary rights-of-way for the said spur track designated as Track No. 1 and in addition thereto all necessary rights-of-way for the construction and maintainance of additional tracks designated as Tracks No. 2 and No. 3, said tracks No. 2 and No. 3 being designated and outlined on said blue print hereto attached. The right-of-way of Track No. 1 to begin at a point adjoining the said Monaghan Mill spur or side track, near Reedy River, said point being designated on said blue print as Station A., and to be of sufficient width and area to enable the said side track designated as Track No. 1, to be constructed, built and maintained thereon, under the direction of the Engineer of Roadway of the Railway Company, and the right-of-way for the said side or spur track designated as Track No. 2 to begin at a point designated on said blue print as Station C, and to be of sufficient width and area to enable the Railway Company to build, construct and maintain thereon from Station C to Station B on the property line of the Irvin property, the <sup>Said</sup> ~~side~~ Track No. 2,- also the right-of-way for said spur or side track designated as Track No. 3 to begin at a point designated on said blue print as Station D and to be of sufficient width and area to enable the Railway Company to build, construct and maintain thereon from said Station D to Station B on the property line of the Irvin property, the said track No. 3,- all designated on said blue print to wit, said Track No. 1, said Track No. 2, and said Track No. 3. That is to say the right-of-way shall be of sufficient size, width and area, to permit the building, construction, operation and maintainance of one track from Station A. to Station C, of two tracks from Station C to Station D, and of three tracks from Station D to Station B,- the titles of said right-of-way to be approved by the proper officer of the Railway Company and vested in the Railway Company.

(b)- The said owner ~~to~~ will do all the necessary grading for the building, laying and construction of both side tracks, to-wit:

Track No. 1 from Station "A" to Station "B" and Track No. 2 from Station "C" to Station "E" (said Station "E" being at the end of a retaining wall to be built by and at the expense of the -