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THIS DEED, made the 9th day of May in the year of our Lord One Thousand Nine Hundred and Sixty-one (1961),

BETWEEN THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, a Corporation of the States of Maryland and Delaware and the Commonwealth of Pennsylvania, hereinafter called party of the first part, and DISTRICT OF COLUMBIA, a Municipal Corporation, hereinafter called party of the second part;

WITNESSETH, that the said party of the first part, for and in consideration of the sum of $710,000.00, Lawful money of the United States, to it paid by said party of the second part, does hereby grant and convey unto the said party of the second part, in fee simple;

ALL THOSE two parcels of land situate in the City of Washington, District of Columbia, separately bounded and described as follows, viz:

ONE THEREOF

BEING part of Square N. 695;

BEGINNING for the same at the intersection of the east line of South Capitol Street with the north line of Eye Street, said point of beginning being also at the southwest corner of said Square N. 695, and running thence along said east line of South Capitol Street due north 274.67 feet to the south line of H Street closed in accordance with Section 7, of Public Act No. 49, approved February 12, 1901; thence along said south line of H Street closed, due east 15 feet; thence due south 274.67 feet to the north line of Eye Street; and thence along said north line of Eye Street due west 15 feet to the point of beginning.

CONTAINING 4,120.05 square feet, +.

THE OTHER THEREOF

BEING part of Square N.W. 695;

BEGINNING for the same at the intersection of the east line of South Capitol Street with the north line of H Street, closed in accordance with Section 7 of Public Act 49 approved February 12, 1901, said point of beginning also being the southwest corner of Square N.W. 695; and running thence along the said east line of South Capitol Street due north 214.83 feet to the south line of G Street closed in accordance with Section 7 of Public Act 49, approved February 12, 1901, and running thence along said line of G Street closed, due east 24 feet; thence due south 214.83 feet to the said north line of H Street closed, and thence along said north line of H Street closed, due west 24 feet to the point of beginning.

CONTAINING 5,155.92 square feet, +.

THE land hereinbefore described being comprised of (a) a portion of the land which The Baltimore and Potomac Railroad Company, a predecessor of said party of the first part herein, acquired in fee, under and by virtue of the three following Deeds from E. Kurtz Johnson, et ux: ONE THEREOF dated February 9, 1885 and recorded among the Land Records of the District of Columbia in Liber 1203, Folio 94; ANOTHER THEREOF dated November 4, 1885 and recorded among the Land Records aforesaid in Liber 1203, Folio 92; AND THE OTHER THEREOF dated August 10, 1886 and recorded among the Land Records aforesaid in Liber 1203, Folio 96; and (b) a portion of the land which Benjamin W. Carskaddon, et ux, by Deed dated June 21, 1909 and recorded among the land Records aforesaid in Liber 3265, Folio 46, granted and conveyed, in fee, unto said party of the first part herein;

TOGETHER with all and singular the ways, easements, rights, privileges and appurtenances to the same belonging or in anywise appertaining, and all the estate, right, title, interest and claim, either at law or in equity, or otherwise however, of the said party of the first part of, in and to or out of the said land and premises,

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AND the said party of the first part covenants that it will WARRANT specially the property hereby conveyed and that it will execute such further assurances of said land as may be requisite or necessary.

AND the said party of the first part, for the consideration aforesaid, does hereby grant unto said party of the second part the perpetual right, liberty and privilege to construct, use, maintain, repair and renew pilings and a retaining wall for the support of a highway structure on, over and across:

ALL THAT parcel of land situate in the City of Washington, District of Columbia, bounded and described as follows, viz:

BEING part of Square W. 695;

BEGINNING for the same at a point in the north line of Eye Street, distant 15 feet due east along said line of Eye Street from its intersection with the east line of South Capitol Street and running thence parallel with said east line of South Capitol Street due north 274.67 feet to the south line of H Street closed in accordance with Section 7, of Public Act No. 49, approved February 12, 1901; thence along said south line of H Street closed, due east 9 feet; thence due south 274.67 feet to said North line of Eye Street; and thence along said north line of Eye Street due west 9 feet to the point of beginning.

CONTAINING 2,472.03 square feet, ±.

AND the said party of the first part, for the consideration aforesaid, does also hereby grant, insofar as its title permits it so to do, unto said party of the second part, the perpetual right, liberty and privilege to construct, use, maintain, repair and renew an overhead highway structure, together with connecting ramps, abutments, piers, walls, supporting structures, drainage facilities, including the highway and curbs and approaches thereto, and all other parts and appurtenances of said structure, on, over and across:

ALL THOSE five parcels of land situate in the City of Washington, District of Columbia, separately bounded and described as follows, viz:

ONE THEREOF (taxed as part of Lot 802 in Square 695);

BEGINNING for the same at the intersection of the east line of South Capitol Street with the south line of G Street, closed in accordance with Section 7 of Public Act No. 49, approved February 12, 1901; and running thence along said east line of South Capitol Street due north 338.21 feet to a point distant 104.90 feet, measured due south along said line of South Capitol Street from its intersection with the south line of Virginia Avenue, thence S. 64° 31' 30" E., 131.78 feet; thence S. 65° 11' 58" E., 221.48 feet to a point of curve; thence southeastwardly, on a curve to the left having a radius of 1,376.02 feet, a central angle of 0° 20' 26", the arc distance of 8.18 feet to a corner of land now or formerly of United States of America; the following two courses and distances being along lines of said last mentioned land; thence N. 89° 43' W., 85.89 feet to a corner; thence S. 0° 05' W., 157.37 feet; thence northwestwardly on a curve to the right, having a radius of 3,920.50 feet, a central angle of 3° 20' 34", the arc distance of 228.73 feet to a point distant 24 feet eastwardly, at right angles from said east line of South Capitol Street; thence due south, parallel with said east line of South Capitol Street 99.48 feet to said south line of G Street, closed; and thence due west along said line of G Street, closed, 24 feet to the place of beginning.

CONTAINING 55,938.35 square feet, ±.

ANOTHER THEREOF (Taxed as part of Lot 802 in Square 695)

BEGINNING at a point at the end of the fourth or 8.18 feet arc distance of the parcel of land containing 55,938.35 square feet, ±, hereinbefore described; and thence running along the prolongation of said fourth course in a southeasterly direction on a curve to the left having a radius of 1,376.02 feet, a central angle of 18° 58' 23", the arc distance of 455.66 feet to a point distant 60 feet westwardly, at right angles from the west line of New Jersey Avenue (40 feet wide); thence S. 15° 44' E., parallel with said west line of New Jersey Avenue 157.12 feet; thence northwestwardly, on a curve to the right, having a radius of 1,510.83 feet, a central angle of 8° 54' 29", the arc distance of 234.89 feet to a point of compound curve; thence northwestwardly, on a curve to the right, having a radius of 3,920.50 feet, a central angle of 2° 32' 13", the arc distance of 173.59 feet to an easterly line of land now or formerly of United

States of America; the following two courses and distances being along lines of said last mentioned land; thence northwardly, on a curve to the left, having a radius of 415.0 feet, a central angle of 9° 15' 43", the arc distance of 78.78 feet to a point of compound curve; thence southwestwardly, on a curve to the left, having a radius of 265.0 feet, a central angle of 41° 18' 52", the arc distance of 147.82 feet to the point of beginning.

CONTAINING 62,194.60 square feet, +;

ANOTHER THEREOF (Taxed as part of Lot 806 in Square 699)

BEGINNING for the same at a point in the westerly line of New Jersey Avenue (40 feet wide) at the distance of 97.40 feet, measured S. 15° 44' E., along said line of New Jersey Avenue from the southeasterly line of Virginia Avenue, and running thence southwestwardly, on a curve to the right, having a radius of 1,510.83 feet, a central angle of 2° 39' 25", the arc distance of 62.81 feet to the northeast corner of the parcel of land containing 62,194.60 square feet, +; thence S. 15° 44' E. along the easterly line of said last mentioned parcel 331.00 feet, + to the southeasterly corner thereof; thence eastwardly, on a curve to the left, having a radius of 1,510.83 feet, a central angle of 0° 40' 43", the arc distance of 17.97 feet to a point of tangent; thence S. 88° 08' 46" E., 127.42 feet to the westerly line of New Jersey Avenue at a point therein distant 503.01 feet, measured S. 15° 44' E. along said line of New Jersey Avenue from the north line of the prolongation thereof of Eye Street; and thence N. 15° 44' W. along said west line of New Jersey Avenue, 13 feet, +, to the place of beginning.

CONTAINING 9,427.2 square feet, +;

ANOTHER THEREOF (A portion thereof being taxed as part of Lot 800 in Square 737);

BEGINNING at an angle point in the southwesterly line of Virginia Avenue, distant 239.97 feet, measured S. 70° 22' 27" E. from the intersection with the east line of New Jersey Avenue (40 feet wide) and running thence the following four courses and distances along said line of Virginia Avenue, S. 70° 25' 30" E., 251.74 feet to a point of curve, southeastwardly, on a curve to the right having a radius of 500.0 feet, a central angle of 7° 53' 20", the arc distance of 68.84 feet to a point of reverse curve, southeastwardly, on a curve to the left, having a radius of 500.0 feet, a central angle of 7° 53' 20", the arc distance of 68.84 feet to a point of tangent; and S. 70° 25' 30" E., 20 feet, +, to a westerly line of 2nd Street, thence S. 19° 14' W. along said westerly line of 2nd Street, 21.55 feet, thence westwardly, on a curve to the left having a radius of 2,914.67 feet, a central angle of 2° 32' 12", the arc distance of 129.13 feet to a point of tangent, thence N. 88° 08' 46" W., 38.84 feet, thence N. 70° 31' 35" W. 359.11 feet to a point distant 60 feet eastwardly, at right angles from said east line of New Jersey Avenue; thence N. 15° 44' W., parallel with said line of New Jersey Avenue, 41.80 feet; and thence S. 89° 22' 25" E., 141.47 feet to the place of beginning.

CONTAINING 34,985.85 square feet, +;

AND THE OTHER THEREOF (Taxed as part of Lot 802 in Square 695 and being part of H Street closed in accordance with Section 7 of Public Act 49, approved February 12, 1901;)

BEGINNING for the same at the intersection of the east line of South Capitol Street with the south line of said H Street, closed; and running thence along said east line of South Capitol Street, due north 80.0 feet to the north line of said H Street, closed; thence along said north line of H Street, closed, due east 24.0 feet, thence due south 80.0 feet to said south line of H Street, closed; and thence along said south line of H Street, closed, 24.0 feet to the place of beginning.

CONTAINING 1,920.0 square feet;

SUBJECT, insofar as the above mentioned parcel A containing 2,472.03 square feet, + 34,985.85 square feet, + 1,920.0 square feet, + and 62,194.60 square feet, + is concerned, to (1) all rights of the said party of the first part in said land and premises hereinbefore described, including, without limitation thereto, the right to maintain, operate, renew, alter, change, use, improve, relocate and remove from said parcels its railroad track or tracks, and all poles, towers, wires, fixtures, facilities, communication and signal lines, all conduits, pipes, wires, devices, cables, guys, anchors, accessories, works

and all successors or assigns, to construct, maintain, use, repair, renew, remove or replace such structure or facility or appurtenances thereto, and to cross the said land with applicable railroad or highway facilities, and to enter upon the said land at any point or points for the purpose aforesaid, and to do all things necessary in connection therewith, subject to the reasonable requirements of the party of the first part, its successors and assigns, with respect to the manner of construction which may be hereafter made, including as well the right to construct, maintain and use under, across or above the said land any power lines, wire conduit, communication and signal lines or any other system or systems or other conveyance facilities and appurtenances whatsoever PROVIDED, however, that no building or structure of any kind shall be placed or constructed under or within 15 feet of highway structure or within the area comprising the easement in Square W-695 without the prior written approval of the said party of the second part and the Bureau of Public Roads of the United States Department of Commerce and provided that nothing contained herein shall be construed to require the removal of the existing Yard Office of the party of the first part now situated just east of South Capitol Street and north of said party of the first part's Capitol Substation; PROVIDED further, that no change in usage of, or alterations to, the said Yard Office will be made without prior approval of said party of the second part and said Bureau; and (2) the perpetual right of the said party of the first part to attach to said highway structure from time to time and thereafter to maintain, use, repair, renew and remove without charge therefor by the said party of the second part, such power, trolley, communication and signal lines, wires, conduits, pipes, poles, devices and equipment, or any other facilities as may be requisite or useful in the operation of its railroad; provided that the manner and method of attachment and removal shall first be approved by the said party of the second part (which approval shall not be unreasonably withheld) and shall be of such character as not to interfere with the safety, use or maintenance of said highway structure.

THIS INSTRUMENT is executed, delivered and accepted upon the understanding and agreement that if and when the said parcels containing 2,472.03 square feet, 55,998.35 square feet, 62,194.60 square feet, 9,427.2 square feet, 34,985.85 square feet, and 1,920.0 square feet, or any part thereof shall cease to be used for such aforesaid purposes, the rights, liberties and privileges hereby granted shall immediately cease and terminate as to so much of said land as shall so cease to be used, with the same force and effect as if these presents had never been made and the said party of the second part shall, subject to the availability of appropriations therefor, remove at its own cost and expense, said structure including piers, abutments, supporting structures and appurtenances, from said land and restore said land substantially to its former condition, if requested so to do by the said party of the first part.

THIS INSTRUMENT is made executed, delivered and accepted under and pursuant to the terms and provisions of a certain agreement between the parties hereto and The Pennsylvania Railroad Company, covering, inter alia, the party of the first part herein, dated June 10, 1959. Said agreement shall not be construed as merging with these presents, or constitute a termination or cancellation of any of the rights and duties of the respective parties mentioned therein, and same shall continue in full force and effect.

IN TESTIMONY WHEREOF, the said THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD

COMPANY hath on the 3rd day of May A. D. 1961, caused these presents to be signed by J. B. JONES its Vice-President, attested by W. A. HARING its ASSISTANT Secretary, and its corporate seal to be hereunto affixed, and doth hereby appoint J. B. JONES [illegible] and lawful Attorney in fact to acknowledge and deliver these presents [illegible] and deed.

Signed, Sealed and Delivered in the presence of:

William C. Craig Jr.
(William C. Craig, Jr.)

Elwood C. Hosbach
(Elwood C. Hosbach)

THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY

By: J. B. Jones
Vice-President (J. B. Jones)

Attest: W. A. Haring
ASSISTANT Secretary (W. A. Haring)

COMMONWEALTH OF PENNSYLVANIA)
: ss
COUNTY OF MONTGOMERY)

I, ROBERT J. SOLTIS a Notary Public in and for the Commonwealth of Pennsylvania, in the County aforesaid, do hereby certify that J. B. JONES who is personally well known to me as the person named as Attorney in fact in the aforegoing Instrument, bearing date on the 3rd day of May A. D. 1961, and hereto annexed, personally appeared before me in said County and as Attorney in fact as aforesaid, and by virtue of the authority vested in him by said Instrument, acknowledged the same to be the act and deed of the said THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, the party of the first part therein.

GIVEN under my hand and seal this 3rd day of May A. D. 1961.

Robert J. Soltis
(Robert J. Soltis)
Notary Public, Lower Merion Twp., Mont. Co.
My Commission Expires March 28, 1965

THIS INDENTURE, made by THE PENNSYLVANIA RAILROAD COMPANY, Lessee of The Philadelphia, Baltimore and Washington Railroad Company, Under Lessee of Lease dated December 13, 1917, for and during the term of Nine Hundred and Ninety Nine Years, DOES, in consideration of the sum of One Dollar, hereby consent and agree to the conveyance of the premises and the granting of the easements described in the foregoing and attached Instrument dated May 3rd 1961, and does hereby remise, release, surrender and yield up to DISTRICT OF COLUMBIA, the premises conveyed and the easements granted therein.

IN TESTIMONY WHEREOF, said THE PENNSYLVANIA RAILROAD COMPANY hath on the 3rd day of May A. D. 1961, caused these presents to be signed by J. B. JONES, its Vice-President, attested by R. L. BAKER its ASSISTANT Secretary, and its corporate seal to be hereunto affixed; and doth hereby appoint J. B. JONES its true and lawful attorney in fact to acknowledge and deliver these presents as its act and deed.

Signed, Sealed and Delivered in the presence of:

William C. Craig Jr. (William C. Craig Jr.)

James E. Barton (James E. Barton)

THE PENNSYLVANIA RAILROAD COMPANY

By: J. B. Jones (J.B.Jones)
Vice-President.

Attest: R. L. Baker (R.L.Baker)
ASSISTANT Secretary.

COMMONWEALTH OF PENNSYLVANIA }
COUNTY OF PHILADELPHIA }

I, JAMES E. BARTON, a Notary Public in and for the Commonwealth of Pennsylvania, in the County aforesaid, do hereby certify that J. B. JONES, who is personally well known to me as the person named as attorney in fact in the aforegoing Instrument, bearing date on the 3rd day of May A. D. 1961, and hereto annexed, personally appeared before me in said County and as attorney in fact as aforesaid, and by virtue of the authority vested in him by said Instrument, acknowledged the same to be the act and deed of THE PENNSYLVANIA RAILROAD COMPANY.

GIVEN under my hand and seal this 3rd day of May A. D. 1961.

James E. Barton
Notary Public
JAMES E. BARTON
NOTARY PUBLIC
PHILADELPHIA, PHILADELPHIA CO., PA.
MY COMMISSION EXPIRES
JUNE 21, 1965

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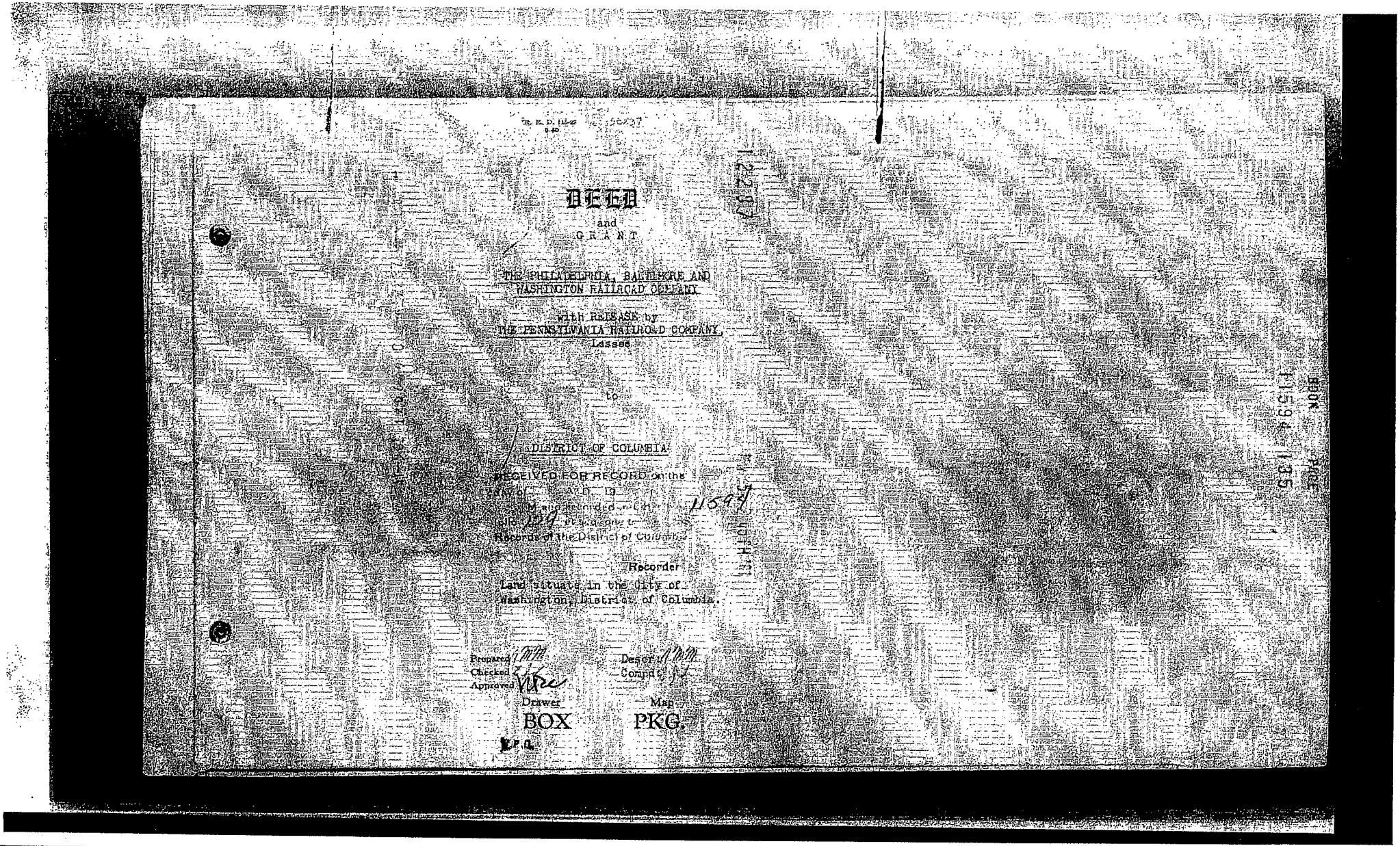

DEED

and

GRANT

THE PHILADELPHIA, BALTIMORE AND
WASHINGTON RAILROAD COMPANY

with RELEASE by
THE PENNSYLVANIA RAILROAD COMPANY,
Lessee

to

DISTRICT OF COLUMBIA

RECEIVED FOR RECORD on the
day of A.D. 19
M and recorded in Liber 11594
folio 129 et seq. of the
Records of the District of Columbia

Recorder

Land situate in the City of
Washington, District of Columbia.

Prepared
Checked
Approved

Descr.
Compd.

Drawer
BOX

Map
PKG.