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Tenn Central Ry Co
to deed
J. O. Price

FOR AND IN CONSIDERATION of the sum of Five Thousand ($5000.00) Dollars, cash in hand paid, the receipt of which is hereby acknowledged, the TENNESSEE CENTRAL RAILWAY COMPANY, a corporation, has bargained and sold and by these presents does transfer and convey unto J. O. PRICE, his heirs and assigns, two tracts or parcels of land in Nashville, Davidson County, Tennessee, being a part of the lands conveyed to the Tennessee Central Railway Company by the Nashville Terminal Company by deed dated February 4, 1937, and recorded in Book 1018, page 368, R.O.D.C., Tennessee, described as follows:

Parcel No. 1

A part of lots Nos. 23, 24, 25, 26 and 27 in Overton's Oxmoor plan of lots, as recorded in Book 21, page 96, R.O.D.C. Tennessee, and being a part of parcel No. 2 in said deed and more particularly described as follows: Beginning at an iron pin at the northeast corner of Driftwood or Overton Street and River or Locust Street, thence easterly along the north line of said River or Locust Street 244.7 feet to an iron pin in a fence line, thence northwesterly along said fence line 108.2 feet to an iron pin in said fence line that is 50 feet at right angles westerly from the center line of the Woodall Coal Company spur track, thence still northwesterly 50 feet from and parallel to the center line of said spur and the yard lead 190 feet more or less to an iron pin in the east line of Driftwood or Overton Street, thence southerly along said street line 172 feet more or less to the point of beginning, containing 0.658 acres more or less, as shown in red outlines on white print attached.

Parcel No. 2

A part of lots 22, 21, 20, and 19 in said Oxmoor plan of lots and a part of a lot lying west of lot No. 19. Lot No. 22 being a part of parcel No. 2, lot No. 21 being a part of parcel No. 19, and lots Nos. 20 and 19 being a part of parcel No. 20 and also a part of parcel No. 21 in said deed of Nashville Terminal Company to the Tennessee Central Railway Company, the whole being more particularly described as follows: Beginning at an iron pin in the west line of Driftwood or Overton Street that is 25 feet at right angles southerly to the center line of the yard lead track, said point being also 19.9 feet southerly from the northeast corner of lot No. 22 in said Oxmoor plan of lots, as measured along said west line of

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