

The Pennsylvania Coal Company
To
The Pittston Street Car Company.

This is to certify that on the
day of May A.D. 1905 at Pittston
Pennsylvania the said

corporation of the State of Pennsylvania of the first part hereby grants to the second
part and The Pittston Street Car Company also a corporation of the State of Pennsylvania
and part hereinafter called the grantee.

Witnesseth that the grantor for and in consideration of the sum of one hundred
dollars (\$100.00) lawful money of the United State of America by and to be paid
and truly paid by the grantee at and before the sealing and delivery of these
into the receipt whereof is hereby acknowledged both grantor and grantee and
both hereby grant and release unto the grantee its successors and assigns
that certain right of way for a street car roadway partly in the Township of Har-
rison and partly in the Township of Jenkins Luzerne County Pennsylvania and
described as follows: Beginning in the center of the main road known as
Pittston to Wilkes Barre near the Southern end of the village of Pittston
opposite the residence of Patrick Murphy, thence by a 25° curve to the right
for 126.8 feet thence along the Easterly side of the main road for 100.0
feet thence by a 6° curve to the left for 129.4 feet thence by a 10° curve to the left
until where the said public road crosses the Schuylkill Valley Railroad near the
Fourth Shaft. The said Pittston Street Car Company commences at the
Pennsylvania Coal Company's land on the Easterly side of the above de-
scribed center line from the beginning to this point thence through the lands
of the Pennsylvania Coal Company by a circular degree curve to the left for
120.4 feet to a point fifty feet distant at right angles from the center line of the
Rail Road Company's right of way thence parallel with center line of said
said right of way S 57° 54' W. 1550.7 feet thence by a four degree curve to
the left for 91.4 feet thence S 51° 14' W. 309.6 feet thence by a four degree curve to
the left for 175 feet thence S 44° 14' W crossing the track connecting the Schuylkill

Valley Rail Road and the Erie and Wyoming Valley Rail Road 208.4 feet thence by a 4° curve to the left for 108.2 feet thence S. 39° 54' W. 339.1 feet to the road near Post Blanchard Station. Thence crossing said road by a 1° curve to the left for 133.4 feet thence S. 38° 54' W. 457.9 feet thence by a 14° curve to the right for 305.7 feet passing through the southeasterly corner of the Blanchard estate (not owned by the Grantor) thence S. 31° 20' W. 596.5 feet thence by an 8° curve to the left for 330.1 feet to a point opposite the Pennsylvania Coal Company's breaker No. 14, and also being fifteen feet distant from the Schuylkill Valley Rail Road Company's right of way, thence parallel with and fifteen feet from said right of way S. 54° 55' W. 328.4 feet thence by a 10° curve to the left for 97.5 feet thence S. 45° 10' W. 177.5 feet thence by a 10° curve to the right for 100 feet thence 15 feet from and along the Easterly side of the before mentioned public road S. 55° 10' W. 110.1 feet thence by a curve to the left with a radius of 57 feet for 130.4 feet to and in the Taylor road, thence across the said road S. 31° 04' E. 18.6 feet to the line between Plains and Jenkins townships and line of lands of the Delaware and Hudson Canal Company. The above described center line passes through certified lots Nos. 8, 7, 6, 5 and 4 of the first division of the certified Township of Pittston near Jenkins townships, and passing through the lands of the Delaware and Hudson Canal Company (not owned by the Grantor) being certified lot No. 3 and a part of No. 2 to line of other lands of the said Pennsylvania Coal Company thence through said Pennsylvania Coal Company's lands by a 4° curve to the left for 400 feet thence S. 32° 35' W. 274.6 feet thence crossing a small run by a 4° curve to the right for 334.8 feet thence S. 46° 11' W. 726.7 feet thence by a curve to the right with a radius of 250 feet for 221 feet thence S. 66° 21' W. 246.2 feet thence by a 4° curve to the left for 200 feet thence S. 60° 10' W. 202 feet thence by a 3° curve to the right for 90 feet to the center line of the before mentioned public road leading to Dickens Cove near where it crosses the canal below the village of Plainsville.

Whatsoever shall hereafter happen that may occur as aforesaid being hereby expre

essly waived and released.

It is hereby covenanted and agreed that the grantee shall build and maintain fences along the right of way aforesaid at such point or points as the grantor may at the present time or in the future direct.

It is hereby covenanted and agreed that the grantor shall have the right to alter the location or position of the track or tracks of the grantee and relocate the same in case such alteration shall be needed by the grantor in a future location of its own railroad tracks or of the railroad tracks of its carrying company, to wit the Erie and Wyoming Valley Railroad Company.

It is hereby covenanted and agreed that the grantee shall construct and maintain in first class condition all grade crossings upon the right of way hereby granted where its railway shall now or in the future cross any present or future track or tracks of the grantor or its said carrying company the Erie and Wyoming Valley Railroad Company such crossings to be of the most approved pattern the same to be first approved by the grantor before constructed and the grantee shall when flagmen or gates shall be lawfully required at such crossings by the municipal authorities having police control thereof maintain such flagmen or gates and the cars of the grantee shall upon approaching such crossings come to a full stop and the conductor shall go to the front of the car to see whether it may be safe for the car to cross before the car shall proceed: the trains of the grantor or of its said carrying company to have the right of way at all times at said crossings over the cars of the grantee: the grantee in the event of a change of grade of the tracks of the grantor or of its said carrying company shall alter at its own expense its grade so as to conform with the changes made by the grantor that the elevated wire of the grantee at such crossings shall be so strung and anchored as to reduce the danger of sagging and falling to a minimum and the said wires shall be elevated at least twenty feet and six inches above the top of the rails of the grantor or of its said carrying company.

All and singular the covenants and agreements herein contained shall relate and apply to the parties hereto their respective successors and assigns.

In Witness Whereof the parties hereto have caused their respective corporate seals to be affixed hereto duly attested by the signatures of their respective Presidents and Secretaries.

Dated the day and year first above written.

In presence of
W. D. Schumacher

The Pennsylvania Coal Company
by E. H. Mead President
Alice W. E. Oliver Secretary
The Pittston Street Car Company
by J. W. Hollenbach President
Allen C. J. Swan Secretary

Corporate seal

Corporate seal