

THIS DEED made this 8<sup>th</sup> day of September 1952, by and between Arthur B. Price and Mary E. Price, his wife, of Baltimore City, State of Maryland, parties of the first part, and Ella Thorington, of Baltimore County, State of Maryland, party of the second part.

WITNESSETH that in consideration of the sum of Five Dollars (\$5.00) and other valuable considerations, the receipt of which is hereby acknowledged, the said Arthur B. Price and Mary E. Price, his wife, do hereby grant and convey unto Ella Thorington, her heirs and assigns in fee simple, all that parcel of land situate in <sup>The 1<sup>st</sup> + 2<sup>nd</sup> Election Districts of</sup> Baltimore County, State of Maryland, and described as follows:

BEGINNING for the same at a point in the second line of the parcel of land thirdly described in a deed from William Schwarz and wife and Nicholas M. Smith and wife to Walbrook, Gwynn Oak and Powhatan Railroad Company, dated September 22, 1894 and recorded among the Land Records of Baltimore County in Liber L.M.B. No. 207 folio 267, etc., at a point distant twenty feet northerly, measured at right angles, from the center between the tracks of the Baltimore Transit Company as now constructed and running thence binding reversely on part of said second line, as now surveyed, north eighteen degrees, forty-seven minutes and thirty seconds west thirty-three and twenty-seven one-hundredths feet to the end of the first line of said third parcel; thence binding reversely on said first line north seventy-one

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degrees, twelve minutes and thirty seconds east two hundred and forty-two feet to an iron pipe set where a stone formerly stood at the beginning of said third parcel and the beginning of the land described in a deed from Nicholas M. Smith and wife and William Schwarz and wife to The Walbrook, Gwynn Oak and Powhatan Railroad Company of Baltimore City, dated December 11, 1894 and recorded among the said Land Records in Liber L.M.B.No. 208 folio 318; thence running with and binding on the outlines of the land described in said last mentioned deed the three following courses and distances, to wit: north twenty-four degrees, fifty-seven minutes and thirty seconds east twenty-three hundred and forty-nine and seventy-seven one-hundredths feet to a granite stone heretofore set at the southeast side of a stone wall; south seventy-three degrees three minutes and fifty seconds east two hundred and twenty and thirty-eight one-hundredths feet to a marble stone heretofore set and south eighty-three degrees, thirty-four minutes and fifty seconds east six hundred and twenty-seven feet to the southwest side of Gwynndale Avenue, fifty feet wide; thence binding on the southwest side of Gwynndale Avenue south thirty-two degrees, thirty minutes and thirty seconds east nine hundred and ninety-one and sixty-five one-hundredths feet and south twenty-three degrees and forty-five minutes east six hundred and sixty and eighty one-hundredths feet to the beginning of the parcel of land secondly described in a deed from The United Railways and Electric Company of Baltimore, et al, to Ephriam Macht, dated May 26, 1925, and recorded among said Land Records in Liber W.P.C. No. 613 folio 247; thence running with and binding on the first and part of the second lines of said second parcel south fifty-seven degrees, seventeen minutes and twenty seconds west one hundred and fifty feet and south eleven degrees and fifteen minutes west two



hundred and sixty-nine and eighty-eight one-hundredths feet to the northernmost side of Gwynn Oak Avenue as constructed by the State Roads Commission; thence binding on said side of Gwynn Oak Avenue, as so constructed, the eight following courses and distances, to wit: north eighty-four degrees and forty-seven minutes west one hundred and twenty-nine and thirty-eight one-hundredths feet; north thirty-three degrees and eleven minutes west one hundred and twenty and sixteen one-hundredths feet; northwesterly by a line curving toward the west with a radius of seven hundred and six feet and a chord which bears north forty degrees twenty minutes and thirty seconds west one hundred and seventy-five and ninety-five one-hundredths feet the distance of one hundred and seventy-six and forty-one one-hundredths feet; north forty-seven degrees and thirty minutes west eighty-nine and ninety-two one-hundredths feet; northwesterly by a line curving toward the west with a radius of thirteen hundred and fifty-eight and twenty-two one-hundredths feet and a chord which bears north fifty-four degrees, sixteen minutes and thirty seconds west three hundred and twenty and forty-eight one-hundredths feet the distance of three hundred and twenty-one and twenty-one one-hundredths feet, north sixty-one degrees and three minutes west one hundred and seventy-five and sixty-seven one-hundredths feet; northwesterly by a line curving toward the west with a radius of two hundred and ninety-three and ninety-three one-hundredths feet and a chord which bears north eighty-three degrees, fifteen minutes and thirty seconds west two hundred and twenty-two and twenty one-hundredths feet the distance of two hundred and twenty-seven and eighty-six one-hundredths feet and south seventy-four degrees and thirty-two minutes west one hundred and fifty-five and thirty-eight one-hundredths feet to a point distant twenty feet northwesterly, measured at right angles, from the center between the tracks of the Baltimore Transit Company



as now constructed and thence parallel with and twenty feet north-westerly from the center between said tracks the eight following courses and distances, to wit; southwesterly by a line curving toward the south with a radius of four hundred and fifty-two and seventy-eight one-hundredths feet and a chord which bears south fifty-seven degrees twenty minutes and thirty seconds west two hundred and sixty-seven and sixty-six one-hundredths feet the distance of two hundred and seventy-one and seventy-one one-hundredths feet; south forty degrees and nine minutes west one hundred and fifty-six and seventy-eight one-hundredths feet; southwesterly by a line curving toward the south with a radius of four hundred and seventy-two and ninety-six one-hundredths feet and a chord which bears south thirty-two degrees forty-three minutes and fifteen seconds west one hundred and twenty-two and thirty-one one-hundredths feet the distance of one hundred and twenty-two and sixty-five one-hundredths feet; south twenty-five degrees, seventeen minutes and thirty seconds west fifty-one and forty-nine one-hundredths feet; southwesterly by a line curving toward the west with a radius of four hundred and thirty-three and fifty-six one-hundredths feet and a chord which bears south forty-four degrees six minutes and fifteen seconds west two hundred and seventy-nine and sixty-two one-hundredths feet the distance of two hundred and eighty-four and seventy-one one-hundredths feet; south sixty-two degrees and fifty-five minutes west six hundred and thirty-two and fifty-two one-hundredths feet; southwesterly by a line curving toward the west with a radius of two hundred and seven and ninety-two one-hundredths feet and a chord which bears south eighty-two degrees and nine minutes west one hundred and thirty-six and ninety-eight one-hundredths feet the distance of one hundred and thirty-nine and fifty-nine one-hundredths feet and north seventy-eight degrees and thirty-seven minutes west one hundred and ninety-nine



and ninety-six one-hundredths feet to the place of beginning.

Containing sixty-three and seventy-five one-hundredths acres of land, more or less.

The courses are referred to the Magnetic Meridian of the survey of Gwynn Oak Avenue, dated October 6, 1905 and recorded among the Land Records of Baltimore County in Plat Book No. 2, folio 180.

Subject, however, to the following rights, easements and agreements:

The conditions and restrictions contained in two deeds from Nicholas M. Smith, et al, to The Walbrook Gwynn Oak and Powhatan Railroad Company, dated May 12, 1894 and September 22, 1894 and recorded among the Land Records of Baltimore County in Libers L.M.B. No. 205 folio 231 and L.M.B. No. 207 folio 267, respectively, in so far as the same may be legally in force.

The easement or right of way, ten feet wide, for a sewer granted and conveyed by The United Railways and Electric Company of Baltimore to the Mayor and City Council of Baltimore, dated on or about June 2, 1927 through the southeasternmost portion of said lot as shown by the survey plat filed in Plat Book C.H.K.No. 13, Page 89, which survey plat was filed with Deed dated July 14, 1944, recorded in the Land Records of Baltimore County in R.J.S. No. 1346, folio 437, from The Baltimore Transit Company to Arthur B. Price and wife.

The rights of the County Commissioners of Baltimore County to lay and maintain a sewer through said property under an agreement with The United Railways and Electric Company of Baltimore, dated December 8, 1931, and recorded among the aforesaid Land Records in Liber L.M.C.L.M. No. 885 folio 508.

The operation and effect of a deed and agreement from The Baltimore Transit Company, et al, to State Roads Commission of Maryland, dated August 28, 1939 and recorded among the aforesaid Land Records in Liber C.W.B.Jr. No. 1083 folio 239.

The operation and effect of a deed and agreement between The



United Railways and Electric Company of Baltimore and John Flannery, dated December 10, 1901 and recorded among the aforesaid Land Records in Liber N.B.M. No. 256 folio 596.

The rights of the County Commissioners of Baltimore County to lay and maintain a sewer through said property in accordance with the terms of an instrument of writing between Arthur B. Price and Mary E. Price, his wife, and the County Commissioners of Baltimore County dated August 6th, 1948, and recorded among the Land Records of Baltimore County in Liber T.B.S. No. 1697, folio 160.

Being the land described in a Deed dated July 14th, 1944, and recorded among the Land Records of Baltimore County in Liber R.J.S. No. 1346, Folio 437, from The Baltimore Transit Company to Arthur B. Price and Mary E. Price, his wife.

TOGETHER with the permanent buildings and permanent improvements thereupon, and the rights, alleys, ways, waters, privileges, appurtenances and advantages to the same belonging or in anywise appertaining.

TO HAVE AND TO HOLD the described parcel of land unto and to the use of the said Ella Thorington, her heirs and assigns, in fee simple.

Subject, however, to the legal operation and effect of a Mortgage dated April 6th, 1951, and recorded in said Land Records in Liber G.L.B. No. 1931, Page 545, from Arthur B. Price and Mary E. Price, his wife, Mortgagors, to Baltimore National Bank, which said Mortgage was amended by Supplemental Agreement between said parties dated September 10th, 1951, and recorded in said Land Records in Liber G.L.B. No. 2014, Folio 498.

WITNESS the hands and seals of the parties hereto of the first part.

Witness:

James F. Price  
James F. Price

Arthur B. Price (SEAL)  
Arthur B. Price  
Mary E. Price (SEAL)  
Mary E. Price



LIBER 2170 PAGE 356

STATE OF MARYLAND, BALTIMORE CITY, to wit:

I HEREBY CERTIFY that on this 8<sup>TH</sup> day of September, 1952, before me, the subscriber, a Notary Public of the State of Maryland, in and for Baltimore City, personally appeared ARTHUR B. PRICE and MARY E. PRICE, his wife, the abovenamed Grantors, and they acknowledged the foregoing Deed to be their act.

WITNESS my hand and Notarial Seal.

*Andrew M. Myers, Jr.*  
Notary Public  
Andrew M. Myers, Jr.



REC'D FOR RECORD *Sept. 11, 1952 - 8<sup>30</sup> A.M.* & RECORDED IN THE LAND RECORDS OF  
BALTIMORE COUNTY, LIBER G.L.B. 2170 FOLIO 350 GEORGE L. BYERLY, CLERK