

**APPENDIX F**

**REAL ESTATE DOCUMENTS**

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#### Special Sanitary Report

1988 Description of Terrain of Reservation (Copied from report of Camp Sanitary Inspector, 1920), including Findings of Fact, 28 September 1988.

#### U.S. Government Printing Office, Washington, D.C.

1937 Military Reservations-War Department, Series of Pamphlets, by state, dated 1937-1942, U.S. Army Center of Military History, Franklin Building, Washington, DC.

Special Sanitary Report

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## SPECIAL SANITARY REPORT

### DESCRIPTION OF TERRAIN OF RESERVATION

(The description of terrain is copied from report of Camp Sanitary Inspector, 1920)

The C. M. T. Camp of the Fourth Corps Area was held at Camp McClellan, Alabama, about six miles from Anniston, Alabama, which territory has long been used as a camp site. It was used as a mobilization camp in 1898, afterwards as the training area for the Alabama National Guard. In 1917 the 29th Division was mobilized here and it was also used as demobilization camp after the armistice.

Camp McClellan is located in the central portion of Calhoun County, Alabama, and lies between the two towns of Anniston and Jacksonville, the former having a population of 20,000 and the latter, about seven miles distant, of 3,000. Its eastern boundary is along the crest of Choccolocco Mountain, at the foothills of the Appalachian system, and on the west the boundary line is the Anniston-Jacksonville pike. One corner of the reservation (southwest) touches along the city limits of Anniston. The camp area comprises about 19,500 acres. It has a very diversified topography, Choccolocco Mountain's highest elevation in camp is 2074 feet; the lowest contour reading 700. This point is in the valley of Cane Creek, near the western boundary. The camp proper is an indulating pocket west of the mountains. The underlying strata is composed of crumpled shale, slate and limestone, the latter, according to geological reports, going to a depth of several hundred feet. Cane creek, which feeds the swimming pool, to be discussed later, is the largest stream rising in Choccolocco Mountain, and its average daily flow per year is about a million gallon. This stream runs through the center of the camp. The topography of the camp is such that, in comparison with many other camps, the amount of artificial drainage is small; this is a potent factor in mosquito control.

The excellent drainage, the cutting down of tall grass and underbrush and the use of crude oil by a small but energetic and efficient "Oiling Squad" made the disease bearing mosquito almost a rarity.

The soil is covered with turf, there being sufficient rainfall to keep the grass green, a pleasant contrast from the broad expanse of barren sand so common in many camps.

The average rainfall is 53.89, and for the month of August 2.84. During this camp the rainfall was slightly above the average, registering 2.80 for the first three weeks of August.

The mean temperature for August was 79°, the normal being 77°. Humidity at 7:00 A.M. was 88, the normal being 85, and at 12:00 noon, 65, the normal being 61.

There was practically no dust as the roads in the camp are covered with tarvia; the road from Anniston to the camp is in very good condition.

MEMORANDUM FOR FINAL REPORT.

TARGET PRACTICE.

It is recommended that the course in Record Practice be changed so as to give the student a better opportunity to qualify. According to our observation, the students soon learn how to get good results in slow fire but rapid fire requires much more practice. To accomplish this, it is recommended that the D target be used instead of the A target, Also that they be permitted to fire scores of five shots each instead of scores of ten shots each in rapid fire. The insertion of fresh clips is the most difficult part of this type of firing and can be learned only after long practice and long practice cannot be acquired in the short time allotted in a camp of four weeks duration. The score of five shots would give them practice in rapid fire but how to insert the cartridges of a fresh clip could be learned at some other time. Of course the time in which the five shots are to be fired could be reduced from that now required for ten shots. It is believed that the results obtained from all the C.M.T.Camps will indicate that the qualification percentage is too high under present conditions. That percentage should be so calculated as to enable a fair proportion of students to qualify, so that all returning home will have something to brag about. As it is now, they are discouraged because they have so little chance to qualify. It would be very desirable at this camp to have the target range located nearer the camp proper, so as to save time now wasted by the firers in going to and from the range. Also, it would seem that better terrain could be found. The target pit of the present range is considerably above the 200 and 300 yard firing point, It is believed that terrain could be found where this fault would not exist. Also, the targets are too close together. Even experts would be apt to fire on the wrong target under present conditions. It has come to the notice of those super-intending the practice this year that the inexperienced students have fired frequently on adjoining targets, instead of keeping to their own.

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM  
FOR FORMERLY USED SITES  
FINDINGS AND DETERMINATION OF ELIGIBILITY  
FORMER SITES AT FORT McCLELLAN,  
ANNISTON, CALHOUN COUNTY, ALABAMA  
PROJECT NO. IO4ALO67000

FINDINGS OF FACT

1. Fort McClellan is an active Army installation near Anniston in Calhoun County, Alabama. This report addresses 15 parcels of excessed or released Fort McClellan lands.
2. Fort McClellan has been a military installation since 1915 when the site was originally purchased by the War Department. At that time, the site consisted of 1,160 acres and was known as the Anniston Field Artillery Range. The site was expanded in 1918-1919 during World War I when the Anniston Chamber of Commerce acquired an additional 17,837.18 acres from various owners and conveyed it to the United States Government. This expansion was undertaken in order to locate a Field Artillery School of Fire. However, subsequent developments led to the establishment of a National Guard Camp which was designated Camp McClellan. In 1929, the installation was redesignated Fort McClellan. The outbreak of World War II resulted in the further expansion of Fort McClellan. In 1941, the War Department was authorized to acquire additional lands for a training area. Between the years 1940 and 1967, 26,912.17 acres were acquired, which included 160.00 acres transferred from the Federal Works Agency and 4,578.48 acres of leased areas. These real estate actions increased the total area of the installation to 45,907.45 acres. Presently, Fort McClellan Military Reservation is divided into two segments of approximate equal area located on the east and west sides of Anniston.
3. Eleven parcels, totalling 297.53 acres, lying along the periphery of the Fort McClellan boundary, were conveyed by quitclaim deed to various interests. These lands were excessed for a number of reasons, including adjustment of boundaries to more closely coincide with existing road alignments and/or to comply with requests from various public and private interests. These areas were not actively utilized by the Department of Defense (DOD), due to the outlying characteristics of these parcels along the boundaries of the military installation. An inspection of these parcels and discussions with installation personnel indicate that there is no evidence of unsafe debris, hazardous or toxic wastes, or unexploded ordnance resulting from former DOD use of these parcels. Presently, these sites are being actively used for a variety of purposes by their present owners (i.e., roads, parking lots, buildings, residences, and recreation areas) and no problems or complaints have been registered. Three formerly leased parcels are located outside the boundaries of the Fort McClellan installation. These parcels appear to have been used for material handling and transportation operations during World War II due

to their location at the intersection of the Southern Railroad and several local roads connecting with the installation. One formerly leased parcel is located within the interior of the installation and was also utilized as part of the Choccolocco Wildlife Management Area. Since lease restrictions prevented the firing of live ordnance on this parcel, only bivouacking and tactical exercises were performed. The total acreage involved in the four terminated leases was 90.78 acres. Detailed records on all fifteen formerly used parcels of the Fort McClellan installation are on file in the Mobile District Office.

4. None of the available disposal instruments address restoration responsibility for any actions on the part of the DOD which may have occurred on the lands while under former DOD control. However, the deeds for three parcels contain recapture clauses should future use of these lands be required by the DOD.

5. Based on real estate records, site inspections, current use of parcels, discussions with installation personnel and other individuals, and current DERP guidance, there is no evidence of qualifying unsafe debris, hazardous, or toxic wastes or unexploded ordnance resulting from former DOD use of the above described formerly used parcels of Fort McClellan.

#### DETERMINATION

Based on the foregoing findings of fact, these sites have been determined to be formerly used by DOD. However, there is no evidence of unsafe conditions resulting from DOD use. Therefore, it is determined that an environmental restoration project is not an appropriate undertaking within the purview of the Defense Environmental Restoration Program, established under 10 U.S.C. 2701 et seq., for the reasons stated above.

28 Sep 1988

Date

R. M. Bunker, COL, CE

for  
R. M. BUNKER  
Major General, USA  
Commander  
South Atlantic Division,  
Corps of Engineers

U.S. Government Printing Office, Washington, DC.

1937 Military Reservations-War Department, Series of Pamphlets, by state,  
dated 1937-1942, U.S. Army Center of Military History, Franklin Building,  
Washington, DC.

U.S. ARMY CENTER OF MILITARY HISTORY  
1099 14th St., N.W., Franklin Court Bldg.  
Washington, D.C. 20005-3402

MILITARY RESERVATIONS - WAR DEPARTMENT

1937 - 1942

(Series of Pamphlets - By State)

Washington, D. C.  
U.S. Government Printing Office

1886 were amended by the act of February 1, p. 1336), to include acquisition of rights, and to change the situs of actions in concancery courts to the probate courts of the

ctions were recodified as sections 626, 627,

of 1896 were recodified, without amendment, e of 1907, and as sections 3147 and 3161 of the Code of 1896 was recodified as sections he procedure for acquisition by condemna- : sections. These sections were recodified

of America jurisdiction over all lands purchased said United States in the State of Alabama, for rmory, arsenal, fort, fortifications, navy yard, public building of any kind whatever; and to ama to such purchases.

Legislature of Alabama, That the State of d States of America, jurisdiction over all reafter be purchased by the said United he purpose of erecting thereon any armory, l, custom house, light house, postoffice, or c, and that the Legislature of the State of ch purchases by said United States of

ceded shall continue during the term the n the owner of the land so purchased, and cept that the service of process issued out ia, shall not be prevented therein. of Alabama, 1903, General, p. 43).

898 and 899 of the Code of 1907 and ctions 1505 and 1506 of the Code of 1923. attitled "United States; cession and con- dded the following section which had not

vice of process.—This state shall retain ed States, so far that all process, civil and y of the state, may be executed by the on amenable to the same within the limits s of this chapter.

ng Corporation, 204 Ala. 429, 85 So. 729.

## SECTION II

### RESERVATIONS

#### GUARD TARGET RANGE

County, about 1 mile east of Luverne.

Target Range by General Orders, No. 10,

.0 by purchase.

Jurisdiction.—Exclusive jurisdiction over the original reservation was ceded by the Code of 1907, sections 898, 899, and 2413.

No grant of cession of jurisdiction over the reservation by the Governor, as provided in the Code of 1907, section 2427, or succeeding codifications thereof, has been obtained.

Easements, etc.—None.

Metes and bounds.—This reservation comprises the following described land:

Beginning at a point 60 feet due west from the northeast corner of the NE $\frac{1}{4}$ NW $\frac{1}{4}$ , section 34, T. 9 N., R. 18 E.; thence due south 3,600 feet; thence due west 60 feet; thence due north 3,600 feet; thence due east 60 feet, to the point of beginning. (A. G. 600.93 (2-18-36).)

### FORT McCLELLAN

Historical.—Sited in Calhoun County, adjoining Anniston. Area: 18,994.68 acres, more or less, comprised of: Main reservation, 18,982.34 acres, more or less; road right-of-way, 3.32 acres, more or less; railroad right-of-way, 5.24 acres, more or less; sewage disposal tract, 3.78 acres, more or less; and easements for rights-of-way for sewer, 0.64 acre, more or less.

Named Camp McClellan by General Orders, No. 95, War Department, 1917, in honor of Major General G. B. McClellan, United States Army. Designated as Fort McClellan by General Orders, No. 14, War Department, 1929.

Original reservation of 1,160 acres, comprising the Anniston Field Artillery Range, set apart from the public domain by Executive Order No. 2281, December 6, 1915, for military purposes. In 1918-1919, the remainder, including part of the main reservation, road right-of-way, railroad right-of-way, and sewage disposal tract, acquired by purchase and condemnation. One parcel thereof is subject to a right-of-way set out below under *Easements, etc.* In 1918, easements for four rights-of-way for sewer lines acquired by purchase.

Certain mineral rights were reserved in the conveyances to the United States of parts of the property acquired in 1918-1919 for the main reservation, which rights the United States has not as yet acquired. For the lands so affected see below under *Metes and bounds.*

By a resolution passed by the Court of County Commissioners, Calhoun County, October 1, 1917, there were withdrawn from public use and declared to be no longer public roads, the Rocky Hollow Road, the Bains Gap Road, and all other roads east of the Anniston-Jacksonville Macadam road and passing through the lands acquired and occupied by the United States, and there were transferred without reservation to the United States, all rights of ingress, egress, and regress, through, along, over, and upon said roads and the control of traffic and passage of all persons and things over said roads.

In 1921, that part of the reservation lying between the Jacksonville and Anniston Pike and the Government-owned right-of-way was sold under authority of the act of May 12, 1917 (40 Stat. 67).

Jurisdiction.—Exclusive jurisdiction over that part of the main reservation acquired by purchase and condemnation prior to August 17, 1923, and over the road right-of-way, railroad right-of-way, and sewage disposal tract was ceded by the Code of 1907, sections 898, 899, and 2413.

Exclusive jurisdiction over that part of the main reservation acquired subsequent to August 17, 1923, was ceded by the Code of 1923, sections 1505, 1506, and 3143.

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(6) License April 25, 1941, for 5 years, accepted by licensee May 14, 1941, to Arthur Hitchcock, operating as the Lake Shore Stage Line, to operate and maintain a motor transportation service.

Metes and bounds.—A metes and bounds description of this reservation has not been published.

NODULE POINT MILITARY RESERVATION

Location.—Situating on the west side of Admiralty Inlet, in Jefferson County. Area.—4.43 acres, more or less.

History.—This reservation has not been officially named.

Original reservation containing 182.50 acres, more or less, acquired in 1910, by condemnation under Case No. 4141, in the United States District Court for the Western District of Washington, Northern Division.

In 1929, the entire reservation, except the 4.43 acre tract occupied by the Department of Commerce for lighthouse purposes, was sold under authority of the act of Congress, approved March 4, 1923 (42 Stat. 1450).

Jurisdiction.—Exclusive jurisdiction vested in the United States pursuant to the provisions of Article I, section 8, clause 17, of the Constitution of the United States and the general act, approved February 24, 1891, set out in Section I, under General legislation.

Easements, etc.—(1) License February 9, 1927, to Department of Commerce, to use and occupy the 4.43 acre tract now comprising the entire reservation, for lighthouse purposes.

Metes and bounds.—A metes and bounds description of this reservation has not been published.

SEATTLE GENERAL DEPOT

Location.—Situating in the city of Seattle, King County.

Area.—33 acres, more or less.

History.—Named Seattle General Depot by General Orders, No. 12, War Department, 1941.

Reservation acquired in 1941, under authority of the act of March 17, 1941 (55 Stat. 34), subject to certain exceptions and reservations set out below under Easements, etc.

Jurisdiction.—The notice of acceptance of concurrent jurisdiction ceded by the general act approved March 15, 1939, set out in Section I, under General legislation, as required by Section 355, Revised Statutes of the United States, as amended, has been dispatched to the Governor of Washington. See United States in General, Jurisdiction.

Easements, etc.—(1) Rights of the State of Washington and third persons under the act of March 9, 1893 (Washington Session Laws, 1893, Chap. 109), to tide and shore lands as set out in deed from the State of Washington to Ford Motor Company dated May 20, 1930, recorded October 4, 1930, in Volume 1469 of Deeds, page 541, Auditors File No. 2633809.

(2) Reservation in deed from the State of Washington to Ford Motor Company dated May 20, 1930, recorded October 4, 1930, in Volume 1469, of Deeds, page 541, reserving to the State of Washington all oils, gases, coal, ores, minerals, and fossils of every description, with right of entry for developing and working mines and taking out oils, gases, etc., and right to erect buildings, machinery, roads, etc., and to sink shafts, and to occupy so much of said land as may be necessary for the prosecution of such mining business.

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Location.—S Area.—12.00

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County Commission

Jurisdiction.—Ex

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February 24, 1891, se

Easements, etc.—

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ALA

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No grant of cession of jurisdiction by the Governor over the above parts of the reservation as provided for by the Code of 1907, section 2427, and the Code of 1923, section 3161, or succeeding codifications thereof, has been obtained.

Exclusive jurisdiction over the entire reservation and lands which may thereafter be embraced in it was ceded by the following act approved September 6, 1935 (Laws of Alabama, 1935, General, p. 777):

An Act to cede to the United States of America exclusive jurisdiction over the Fort McClellan Military Reservation in Calhoun County, Alabama.

Be it enacted by the Legislature of Alabama:

SECTION 1. That exclusive jurisdiction be and the same is hereby ceded to the United States of America over and with respect to all lands now, or which may hereafter be, embraced in the Fort McClellan Military Reservation in Calhoun County.

SECTION 2. That the jurisdiction hereby ceded shall continue during the term the United States of America shall remain the owner of said lands, and shall be exclusive for all purposes except that all process, civil and criminal, issuing under authority of the State may be executed by the proper officers thereof upon any person amenable to the same within the limits of said reservation.

SECTION 3. This Act shall take effect upon its passage.

No cession of exclusive jurisdiction over the easements for rights-of-way for sewer lines has been made.

Easements, etc.—(1) Easement October 26, 1906, granted by Stonewall Jackson and wife to Calhoun County by deed recorded in Deed Book 107, page 465, office of the Judge of Probate of Calhoun County, for a way and right-of-way for a public road over and across the SE $\frac{1}{4}$ NW $\frac{1}{4}$ , section 29, T. 15 S., R. 8 E., as surveyed and marked out by J. D. Hunter, Civil Engineer, beginning at the south line of said land and running in a northerly direction through the same. The United States acquired title to the above lands subject to this right-of-way which is a part of the Jacksonville and Anniston Pike.

(2) Easement April 28, 1920, to Commissioners' Court of Calhoun County for public road upon and across a described part of section 10, T. 15 S., R. 8 E.

(3) Easement June 22, 1932, for 20 years, to Southern Bell Telephone and Telegraph Company for right-of-way for telephone line.

Metes and bounds.—This reservation comprises the following described land:

Main reservation.—Beginning at an iron post 3 feet long, 1 inch in diameter, 28 inches in the ground, with brass cap marked "U. S. M. R. A. P. 17, S. 4-S. 9-1919," marking the southwest corner of the Fort McClellan Military Reservation, being in the south line of section 4, T. 16 S., R. 8 E., and bearing N. 89°07' W. and distant 506.22 feet from the south quarter section corner of said section 4, said iron post also being in a curve having a radius of 1 $\frac{1}{2}$  miles and marking the corporate limit of the City of Anniston, Alabama, the center of said curve being located at the quarter section corner between sections 5 and 6, T. 16 S., R. 8 E., which is the center of the City of Anniston as called for by its City Charter; thence, along said curve marking the corporate limit of the City of Anniston, the following 44 chords: N. 19°06' E., 295.68 feet, to a 1-inch iron post; N. 16°58' E., 330.00 feet, to a 1-inch iron post; N. 14°34' E., 330.00 feet, to a 1-inch iron post; N. 12°10' E., 330.00 feet, to a 1-inch iron post; N. 9°46' E., 330.00 feet, to a 1-inch iron post; N. 7°22' E., 330.00 feet, to a 1-inch iron post; N. 4°58' E., 330.00 feet, to a 1-inch iron post; N. 2°34' E., 330.00 feet, to a 1-inch iron post; N. 0°10' E., 330.00 feet, to a 1-inch iron post; N. 2°14' W., 330.00 feet, to a 1-inch iron post; N. 4°38' W., 330.00 feet, to a 1-inch iron post; N. 7°02' W., 330.00 feet, to a 1-inch iron post; N. 9°26' W., 330.00 feet, to a 1-inch iron post; N. 14°14' W., 177.54 feet, to a 1-inch iron post; N. 31°02' W., 330.00 feet, to a 1-inch iron post; N. 4° feet, to a 1-inch iron post; the dividing line of said 223.74 feet post; N. 5° 59°50' W., 1-inch iron 330.00 feet N. 71°50' a 1-inch ir 317.00 feet tic t lip sa the feet, on; post marl N. 89°12' 29, to a p thence, al 120.78 fee feet, to a section li teenth se Anniston line of s of said ) N. 27°50' 38°27' E. 165.00 fe line of sa distant 5 original. said east corner o teenth se 1-inch in said pos and dist road tr

Governor over the above parts of the of 1907, section 2427, and the Code of laws thereof, has been obtained. reservation and lands which may there- following act approved September 6, 1877):

America exclusive jurisdiction over the Fort city, Alabama.

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ceded shall continue during the term in the owner of said lands, and shall all process, civil and criminal, issuing ted by the proper officers thereof upon the limits of said reservation. on its passage.

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issioners' Court of Calhoun County for part of section 10, T. 15 S., R. 8 E. ears, to Southern Bell Telephone and telephone line.

omprises the following described land: on post 3 feet long, 1 inch in diameter, marked "U. S. M. R. A. P., 17, S. 4-S. 9- ne Fort McClellan Military Reservation, S., R. 8 E., and bearing N. 89°07' W. and er section corner of said section 4, said a radius of 1½ miles and marking the n, Alabama, the center of said curve ner between sections 5 and 6, T. 16 S., y of Anniston as called for by its City rking the corporate limit of the City . 19°08' E., 295.68 feet, to a 1-inch iron 1-inch iron post; N. 14°34' E., 330.00 E., 330.00 feet, to a 1-inch iron post; on post; N. 7°22' E., 330.00 feet, to a eet, to a 1-inch iron post; N. 2°34' E., 10' E., 330.00 feet, to a 1-inch iron post; on post; N. 4°38' W., 330.00 feet, to a eet, to a 1-inch iron post; N. 9°26' W.,

330.00 feet, to a 1-inch iron post; N. 11°50' W., 330.00 feet, to a 1-inch iron post; N. 14°14' W., 330.00 feet, to a 1-inch iron post; N. 16°38' W., 330.00 feet, to a 1-inch iron post; N. 17°55' W., 153.12 feet, to a 1-inch iron post in the town- ship line between said section 4 and section 83, T. 15 S., R. 8 E.; N. 20°13' W., 177.54 feet, to a 1-inch iron post; N. 21°28' W., 330.00 feet, to a 1-inch iron post; N. 23°50' W., 330.00 feet, to a 1-inch iron post; N. 26°14' W., 330.00 feet, to a 1-inch iron post; N. 28°38' W., 330.00 feet, to a 1-inch iron post; N. 31°02' W., 330.00 feet, to a 1-inch iron post; N. 33°26' W., 330.00 feet, to a 1-inch iron post; N. 35°50' W., 330.00 feet, to a 1-inch iron post; N. 38°14' W., 330.00 feet, to a 1-inch iron post; N. 40°38' W., 330.00 feet, to a 1-inch iron post; N. 43°02' W., 330.00 feet, to a 1-inch iron post; N. 45°26' W., 330.00 feet, to a 1-inch iron post; N. 47°04' W., 106.26 feet, to a 1-inch iron post in the dividing line between sections 23 and 32, T. 15 S., R. 8 E.; N. 48°36' W., 223.74 feet, to a 1-inch iron post; N. 50°14' W., 330.00 feet, to a 1-inch iron post; N. 52°38' W., 330.00 feet, to a 1-inch iron post; N. 55°02' W., 330.00 feet, to a 1-inch iron post; N. 57°26' W., 330.00 feet, to a 1-inch iron post; N. 59°50' W., 330.00 feet, to a 1-inch iron post; N. 62°14' W., 330.00 feet, to a 1-inch iron post; N. 64°38' W., 330.00 feet, to a 1-inch iron post; N. 67°02' W., 330.00 feet, to a 1-inch iron post; N. 69°26' W., 330.00 feet, to a 1-inch iron post; N. 71°50' W., 330.00 feet, to a 1-inch iron post; N. 74°14' W., 330.00 feet, to a 1-inch iron post; N. 76°38' W., 330.00 feet, to a 1-inch iron post; N. 79°02' W., 317.46 feet, to a 1-inch iron post in the west sixteenth section line of said section 32; thence N. 0°12' E., 45.54 feet, along the said west sixteenth section line, to a 1-inch iron post marking the west sixteenth section corner between said section 32 and section 29, T. 15 S., R. 8 E.; thence N. 0°22' E., 1,328.58 feet, along the west sixteenth section line of said section 29, to a 1-inch iron post marking the southwest sixteenth section corner of said section; thence N. 89°12' W., 490.38 feet, along the south sixteenth section line of said section 29, to a point in the center line of the original Jacksonville and Anniston Pike; thence, along the center line of said Pike, the following 3 courses: N. 37°05' E., 120.78 feet, to a point; N. 44°45' E., 66.00 feet, to a point; N. 50°22' E., 104.94 feet, to a point; thence S. 89°12' E., 280.44 feet, to the said west sixteenth section line of section 29; thence N. 0°22' E., 264.00 feet, along said west six- teenth section line, to a point in the center line of the original Jacksonville and Anniston Pike, a 1-inch iron post being in line in the easterly right-of-way line of said Pike 58.06 feet from end of course; thence, along the center line of said Pike, the following 7 courses: N. 21°31' E., 215.82 feet, to a point; N. 27°50' E., 125.40 feet, to a point; N. 31°52' E., 171.60 feet, to a point; N. 38°27' E., 105.60 feet, to a point; N. 45°54' E., 85.80 feet, to a point; N. 51°00' E., 105.00 feet, to a point; N. 54°22' E., 244.20 feet, to a point in the east-west center line of said section 29, said point bearing N. 89°14' W., along said center line, and distant 59.40 feet from a 1-inch iron post in the easterly right-of-way line of the original Jacksonville and Anniston Pike; thence N. 89°14' W., 677.82 feet, along said east-west center line, to a 1-inch iron post marking the west sixteenth section corner of said section 29; thence N. 0°38' E., 1,394.58 feet, along said west six- teenth section line, intersecting the center line of Brick Road at 1,147.74 feet, to a 1-inch iron post in the easterly right-of-way line of the Southern Railroad, said post bearing S. 0°38' W., and distant 84.48 feet, and bearing N. 0°38' E., and distant 76.56 feet, respectively, from the center line of the Southern Rail- road track and a 1-inch iron post marking the northwest sixteenth section

corner of said section 29; thence, along the said easterly right-of-way line, being a curve 50 feet distant from the center line of said Railroad, by the following 19 chords: N. 38°48' E., 155.76 feet, to a point; N. 38°17' E., 66.68 feet, to a point; N. 37°06' E., 67.32 feet, to a point; N. 35°25' E., 67.32 feet, to a point; N. 33°35' E., 67.32 feet, to a point; N. 31°43' E., 67.32 feet, to a point; N. 30°01' E., 67.98 feet, to a point; N. 27°43' E., 67.98 feet, to a point; N. 25°55' E., 67.98 feet, to a point; N. 23°55' E., 67.98 feet, to a point; N. 21°52' E., 67.98 feet, to a point; N. 19°45' E., 67.98 feet, to a point; N. 17°57' E., 67.98 feet, to a point; N. 15°48' E., 67.98 feet, to a point; N. 13°38' E., 67.98 feet, to a point; N. 11°31' E., 67.32 feet, to a point; N. 10°10' E., 67.32 feet, to a point; N. 8°10' E., 67.98 feet, to a point; N. 5°59' E., 71.28 feet, to a 1-inch iron post in the dividing line between said section 29 and section 20, T. 15 S., R. 8 E., said iron post bearing S. 89°19' E., and distant 50.18 feet from the center line of the Southern Railroad tracks; thence S. 89°19' E., 599.94 feet, along said dividing line, intersecting the center line of Brick Road at 106.26 feet, to a point in the center line of said original Jacksonville and Anniston Pike, said point bearing N. 89°19' W., and distant 29.70 feet from a 1-inch iron post in the easterly right-of-way line of said Pike; thence, along the center line of said Pike, the following 32 courses: N. 8°05' E., 341.22 feet, to a point; N. 4°15' E., 118.80 feet, to a point; N. 8°45' W., 79.20 feet, to a point; N. 21°09' W., 224.40 feet, to a point; N. 17°40' W., 70.62 feet, to a point; N. 12°50' W., 59.40 feet, to a point; N. 0°15' E., 594.0 feet, to a point; N. 1°50' E., 191.40 feet, to a point; N. 16°25' E., 112.20 feet, to a point; N. 17°34' E., 660.00 feet, to a point in the north-south center line of said section 20, said point bearing N. 0°15' W., along said center line, and distant 31.02 feet from a 1-inch iron post in the easterly right-of-way line of said Pike; N. 17°38' E., 279.18 feet, to a point in the east-west center line of said section 20, said point bearing N. 89°07' W., along said center line, and distant 31.02 feet from a 1-inch iron post in the easterly right-of-way line of said Pike; N. 17°30' E., 469.92 feet, to a point; N. 16°15' E., 132.00 feet, to a point; N. 14°10' E., 132.00 feet, to a point; N. 12°11' E., 132.00 feet, to a point; N. 10°38' E., 462.00 feet, to a point; N. 9°41' E., 178.20 feet, to a point; N. 8°36' E., 376.20 feet, to a point; N. 10°14' E., 191.40 feet, to a point; N. 12°28' E., 264.00 feet, to a point; N. 14°27' E., 363.00 feet, to a point in the dividing line between said section 20 and section 17, T. 15 S., R. 8 E., said point bearing N. 88°54' W., along said dividing line, and distant 30.36 feet from a 1-inch iron post in the easterly right-of-way line of said Pike: N. 14°30' E., 946.44 feet, to a point; N. 16°35' E., 112.20 feet, to a point; N. 20°11' E., 92.40 feet, to a point; N. 23°30' E., 92.40 feet, to a point; N. 26°55' E., 112.20 feet, to a point; N. 28°24' E., 693.00 feet, to a point; N. 30°00' E., 79.20 feet, to a point; N. 30°55' E., 132.00 feet, to a point; N. 32°00' E., 132.00 feet, to a point; N. 32°47' E., 264.00 feet, to a point; N. 9°56' E., 114.18 feet, to a point; thence S. 80°04' E., 29.04 feet, to the point of intersection of the easterly right-of-way line of said Pike with the westerly right-of-way line of Brick Road; thence, along said westerly line of said Brick Road, the following 5 courses: N. 36°26' E., 524.7 feet, to a point; N. 36°08' E., 66.66 feet, to a point; N. 30°21' E., 67.98 feet, to a point; N. 44°15' E., 120.78 feet, to a point; N. 50°00' E., 42.24 feet, to a point; thence N. 21°13' W., 29.04 feet, to a point in the center line of said Pike; thence, along said center line, the following 36 courses: N. 68°47' E., 203.94 feet, to a point; N. 58°53' E., 316.80 feet, to a point in the dividing line



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ing N. 89°29' W., along said south sixteenth section line, and distant 30.38 feet from a 1-inch iron post in the easterly right-of-way line of said Pike; thence, along said south sixteenth section line and the south sixteenth section line of sections 2 and 1, T. 15 S., R. 8 E., and of section 6, T. 15 S., R. 9 E., the following 6 courses: S. 89°29' E., 1,498.86 feet, to a 1-inch iron post marking the south sixteenth section corner of said section 3; S. 89°25' E., 2,654.52 feet, to a 1-inch iron post on the west edge of Range Road, marking the south sixteenth section corner between said sections 3 and 2; S. 89°33' E., 2,649.90 feet, to a 1-inch iron post marking the south sixteenth section corner of said section 2; S. 89°39' E., 2,652.54 feet, to a 1-inch iron post, on the west edge of a road, marking the south sixteenth section corner between said sections 2 and 1; S. 88°55' E., 5,300.46 feet, to a 1-inch iron post marking the south sixteenth section corner in the township line between said section 1 and section 6, T. 15 S., R. 9 E., an intermediate 1-inch iron post, marking the south sixteenth section corner of said section 1, being in line 2,651.22 feet from beginning of course; S. 89°29' E., 5,248.32 feet, to a 1-inch iron post marking the south sixteenth section corner between said section 6 and section 5, T. 15 S., R. 9 E., an intermediate 1-inch iron post, marking the south sixteenth section corner of said section 6, being in line 2,623.50 feet from beginning of course; thence, along the east line of sections 6, 7, 18, 19, 30, and 31, T. 15 S., R. 9 E., the following 6 courses: S. 0°04' W., 1,317.36 feet, to a 2-inch iron post marking the southeast corner of said section 6; S. 0°08' W., 5,318.28 feet, to a 2-inch iron post marking the southeast corner of said section 7, a 1-inch iron post, marking the east quarter section corner of said section 7, being in line 2,659.14 feet from beginning of course; S. 0°01' W., 5,297.82 feet, to a 2-inch iron post marking the southeast corner of said section 18, a 1-inch iron post, marking the east quarter section corner of said section 18, being in line 2,649.24 feet from beginning of course; S. 0°15' E., 5,286.60 feet, to a 2-inch iron post marking the southeast corner of said section 19, a 1-inch iron post, marking the east quarter section corner of said section 19, being in line 2,643.30 feet from beginning of course; S. 0°21' W., 5,253.60 feet, to a 2-inch iron post marking the southeast corner of said section 30, a 1-inch iron post, marking the east quarter section corner of said section 30, being in line 2,626.80 feet from beginning of course; S. 0°40' W., 5,245.68 feet to a 2-inch iron post marking the southeast corner of said section 31, a 1-inch iron post, marking the east quarter section corner of said section 31, being in line 2,622.84 feet from beginning of course; thence N. 88°32' W., 5,270.76 feet, along the south line of said section 31, to a 3-inch iron post marking the township corner, townships 15 and 16 south, ranges 8 and 9 east, a 1-inch iron post, marking the south quarter section corner of said section 31, being in line 2,635.38 feet from beginning of course; thence S. 0°30' W., 5,304.42 feet, along the east line of section 1, T. 16 S., R. 8 E., to a 2-inch iron post marking the southeast corner of said section 1, a 1-inch iron post, marking the east quarter section corner of said section 1 being in line 2,652.54 feet from beginning of course; thence, along the south line of sections 1, 2, 3, and 4, T. 16 S., R. 8 E., the following 4 courses: N. 89°16' W., 5,302.44 feet, to a 2-inch iron post marking the southwest corner of said section 1, a 1-inch iron post, marking the south quarter section corner of said section 1, being in line 2,651.22 feet from beginning of course; N. 89°35' W., 5,302.44 feet, to a 2-inch iron post marking the southwest corner of said section 2, a 1-inch iron post, marking the south quarter

section corner of s course; N. 89°50' V corner of said sect corner of said sect N. 89°07' W., 3,157.

Excepting from following tracts, com States: In T. 15 S. tion 13; 10 acres northeast corner o line of said quart and extending of 10 acres, more or NW¼SW¼, 5 ac ing north of width SE¼NE¼, NE¼S NW¼NE¼, begin W. 274 feet, the NE¼NE¼, sectio section 28; 27.40 : 12.60 acres begin of 441 feet - 1 N¼NE¼, 32; all, se S., R. 9 E., S T. 16 S., R. 8 N¼SE¼SW¼, s Road right-of- located as follow the original Jac. Pike, said point along said new Bridge over Car of the boundary the beginning of beginning of a ( following 4 chc feet, to a point to a point in t said point bein course of the l the easterly ter Also, a tract lows: Beginnir described tract a point in the feet from the first course of the boundary )

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...nth section line, and distant 30.36  
 ...rly right-of-way line of said Pike  
 ...line and the south sixteenth section  
 ...and of section 6, T. 15 S., R. 9 E.,  
 ...86 feet, to a 1-inch iron post mark-  
 ...said section 3; S. 89°25' E., 2,654.52  
 ...e of Range Road, marking the south  
 ...ions 3 and 2; S. 89°33' E., 2,649.90  
 ...uth sixteenth section corner of said  
 ...1-inch iron post, on the west edge  
 ...section corner between said sections  
 ...1-inch iron post marking the south  
 ...p line between said section 1 and  
 ...date 1-inch iron post, marking the  
 ...ection 1, being in line 2,651.22 feet  
 ...5,248.32 feet, to a 1-inch iron post  
 ...r between said section 6 and section  
 ...ch iron post, marking the south six-  
 ...ne 2,623.50 feet from begin-  
 ...ions 6, 7, 18, 19, 30, and 31,  
 ...S. W., 1,817.86 feet, to a 2-inch  
 ...said section 6; S. 0°08' W., 5,318.28  
 ...southeast corner of said section 7,  
 ...rter section corner of said section 7,  
 ...of course; S. 0°01' W., 5,297.82 feet,  
 ...st corner of said section 18, a 1-inch  
 ...on corner of said section 18, being in  
 ...; S. 0°15' E., 5,286.60 feet, to a 2-inch  
 ...f said section 19, a 1-inch iron post,  
 ...f said section 19, being in line 2,643.30  
 ...W., 5,253.60 feet, to a 2-inch iron post  
 ...ction 30, a 1-inch iron post, marking  
 ...section 30, being in line 2,626.80 feet  
 ...245.68 feet to a 2-inch iron post mark-  
 ...l, a 1-inch iron post, marking the east  
 ...l, being in line 2,622.84 feet from be-  
 ...5,270.76 feet, along the south line of  
 ...rking the township corner, townships  
 ...a 1-inch iron post, marking the south  
 ...l, being in line 2,635.88 feet from be-  
 ...5,304.42 feet, along the east line of  
 ...ron post marking the southeast corner  
 ...rking the east quarter section corner  
 ...feet from beginning of course; thence  
 ...and 4, T. 16 S., R. 8 E., the following  
 ...a 2-inch iron post marking the south-  
 ...iron post, marking the south quarter  
 ...in line 2,651.22 feet from beginning of  
 ...iron post marking the south-  
 ...t, marking the south quarter

section corner of said section 2, being in line 2,651.22 feet from beginning of course; N. 89°50' W., 5,302.44 feet, to a 2-inch iron post marking the southwest corner of said section 3, a 1-inch iron post, marking the south quarter section corner of said section 3, being in line 2,651.22 feet from beginning of course; N. 89°07' W., 3,157.44 feet, to the point of beginning. The bearings are true.

Excepting from the above-described lands certain mineral rights on the following tracts, comprised therein, which rights are not owned by the United States: In T. 15 S., R. 8 E.: S½SE¼, section 1; SE¼SE¼, section 11; all, section 13; 10 acres in NE¼SE¼, comprising a rectangular tract beginning at northeast corner of SE¼ and extending west 503 feet for 856 feet along north line of said quarter, 4.40 acres in SE¼NE¼, beginning at southeast corner and extending of width of 330 feet north for 660 feet along east section line, 10 acres, more or less, in southeast corner of SE¼SE¼, section 20; E½NW¼, NW¼SW¼, 5 acres in SW¼NW¼, beginning at southwest corner and extending north of width of 330 feet for 660 feet along west section line, section 21; SE¼NE¼, NE¼SE¼, section 23; N½, SE¼, N½SW¼, section 25; 2 acres in NW¼NE¼, beginning at southeast corner thereof, thence N. 289 feet, thence W. 274 feet, thence S. 289 feet, thence E. 274 feet, to point of beginning, NE¼NE¼, section 26; W½SW¼, N½SE¼, SW¼NE¼, section 27; W½SW¼, section 28; 27.40 acres in SW¼SE¼, being all of said quarter except a tract of 12.60 acres beginning at southeast corner thereof and extending north of width of 441 feet for 1,251 feet along the quarter section division line, section 29; N½NE¼ outside City of Anniston, S½NE¼ outside City of Anniston, section 32; all, section 33; SW¼NW¼, section 34; S½, SE¼NE¼, section 35. In T. 15 S., R. 9 E.: S½SW¼, section 6; all, section 7; all, section 19; all, section 31. In T. 16 S., R. 8 E.: all, section 1; E½, S½NW¼, NE¼NW¼, NE¼SW¼, N½SE¼SW¼, section 3; NE¼, section 4.

**Road right-of-way.**—A tract of land 60 feet wide, the center line of which is located as follows: Beginning at the point of intersection of the center line of the original Jacksonville and Anniston Pike with the center line of the new Pike, said point of intersection bearing N. 66°42' E., and distant 100.00 feet, along said new Pike, from a point in the northeasterly end of the Highway Bridge over Cane Creek, and being also in the one hundred thirty-first course of the boundary line of the main reservation as above described, 85.8 feet from the beginning of said course; thence N. 66°42' E., 1,498.20 feet, to the point of beginning of a 6° curve to the left; thence along the arc of said curve by the following 4 chords: N. 63°52' E., 99.00 feet, to a point; N. 57°35' E., 105.60 feet, to a point; N. 52°00' E., 85.80 feet, to a point; N. 46°08' E., 112.20 feet, to a point in the center line of said original Jacksonville and Anniston Pike, said point being the identical point referred to in the one hundred forty-first course of the boundary line of the main reservation as above described, and the easterly terminus of this parcel. The bearings are true.

Also, a tract of land 60 feet wide, the center line of which is located as follows: Beginning at a point in the southeasterly boundary line of the above-described tract, said point bearing N. 79°07' E., and distant 139.52 feet from a point in the center line of said tract bearing S. 66°42' W., and distant 400 feet from the point of beginning of the 6° curve to the left referred to in the first course of said center line; thence N. 79°07' E., 394.48 feet, to a point in the boundary line of the main reservation. The bearings are true.

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to a point in a curve convex westerly having a radius of 694.95 feet; thence, along the arc of said curve, 275.86 feet, to the point of tangency of said curve, the bearing and length of the chord being S. 32°10' W., and 273.40 feet; thence the bearing and length of the tangent to said curve, to a point in the S. 18°53' W., 104.10 feet, along the tangent to said curve, to a point in the north sixteenth section line of said section 17, said point bearing N. 89°07' W., along said east-west sixteenth section line, and distant 188.70 feet from the southwest corner of the NW¼, NE¼ of said section 17; thence N. 89°07' W., 24.10 feet, along said east-west sixteenth section line, to the point of beginning. The bearings are true.

*Sewage disposal tract.*—Beginning at a point in the west sixteenth section line of section 16, T. 15 S., R. 8 E., said point bearing southerly along said west sixteenth section line and distant 689.19 feet from the west sixteenth section corner in the north line of said section 16; thence southeasterly, at an angle of 74°37' to the left with said west sixteenth section line produced southerly, 405.9 feet, to a point; thence, deflecting to the right, with an interior angle of 149°58', 319.8 feet, to a point, intersecting the center line of sewer right-of-way Easement No. 3, described below, at a point 103.5 feet from end of course; thence, deflecting to the right with an interior angle of 90°00', 320 feet, to a point; thence, deflecting to the right with an interior angle of 90°00', 546.35 feet, to a point in said west sixteenth section line, intersecting the center line of sewer right-of-way Easement No. 1, described below, at a point 92 feet from beginning of course; thence, deflecting to the right, with an interior angle of 141°25', along said west sixteenth section line, 130.36 feet, to the point of beginning.

*Sewer rights-of-way.*—(1) Easement No. 1: An easement 10 feet wide, the center line of which is as follows: Beginning at a point in the fourth course of the boundary line of the sewage disposal tract, as above described, said point being 82 feet from the beginning of said course; thence southwesterly, at an angle of 72°44' to the left with said course, 347.00 feet, to the west sixteenth section line of section 16, T. 15 S., R. 8 E.

(2) Easement No. 2: An easement varying in width not to exceed 30 feet as the necessities of the sewage system may demand, the center line of which is as follows: Beginning at the westerly end of Easement No. 1, above; thence southwesterly, at an angle of 12°50' to the right, or northerly, from the center line of said Easement No. 1 produced, 468 feet, more or less, to Cane Creek.

(3) Easement No. 3: An easement 10 feet wide, the center line of which is as follows: Beginning at a point in the second course of the boundary line of the sewage disposal tract, as above described, said point being 103.5 feet from the end of said course; thence southeasterly, at an angle of 28°16' to the left with said course, 605 feet, to a point in the northerly right-of-way line of the new Jacksonville and Anniston Pike.

(4) Easement No. 4: An easement 10 feet wide, the center line of which is as follows: Beginning at a point in the southerly right-of-way line of the new Jacksonville and Anniston Pike, said point being in the extension southeasterly across said Pike of the center line of Easement No. 3, above; thence southeasterly, along said extension of said center line, 10 feet, to a point; thence southeasterly, at an angle of 12°15' to the left, or northerly, from the above first course produced, 450 feet, to a point in the boundary line of the main reservation, said point being in the one hundred fortieth course of said boundary line as above described, 202.62 feet from the beginning of said course.

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*Railroad right-of-way.*—Beginning at a point in the easterly right-of-way line of the Southern Railway, said point being in the north sixteenth section line of section 17, T. 15 S., R. 8 E., and bearing N. 89°07' W. and distant 200.80 feet from the southwest corner of the NW¼, NE¼ of said section 17; thence N. 18°53' E., 716.00 feet, along said easterly right-of-way line, to a point in the north-south center line of said section; thence S. 1°51' W., 153.85 feet, along said north-south center line, to a point in a curve convex northerly having a radius of 662.30 feet, bearing of tangent at said point being N. 47°20' E.; thence along the northerly line of this right-of-way, 50 feet wide, the following 10 courses: easterly, along the arc of said curve, 638.36 feet, to the point of tangency of said curve; S. 77°37' E., 782.00 feet, along the tangent to said curve, to the point of beginning of a curve to the right having a radius of 954.6 feet; along the arc of said curve, 361.00 feet, to the point of tangency of said curve; S. 55°57' E., 602.00 feet, along the tangent to said curve, to the point of beginning of a curve to the right having a radius of 741.8 feet; along the arc of said curve 104.4 feet, to the point of tangency of said curve; S. 47°53' E., 43.10 feet, along the tangent to said curve, to the point of beginning of a curve to the left having a radius of 548.7 feet; along the arc of said curve, 387.4 feet, to the point of tangency of said curve; S. 89°23' E., 150.50 feet, along the tangent to said curve, to the point of beginning of a curve to the right having a radius of 980.4 feet, intersecting the dividing line between sections 17 and 16, T. 15 S., R. 8 E., at a point 34.23 feet from beginning of course, said point bearing S. 0°53' W. and distant 168.00 feet from a wood post 2 inches square, marking the southwest corner of the NW¼, NW¼ of said section 16; along the arc of said curve, 808.00 feet, to the point of tangency of said curve; S. 71°23' E., 648.00 feet, along the tangent to said curve, to a point in the northerly right-of-way line of the Jacksonville and Anniston Pike; thence S. 83°53' W., 119.20 feet, along said northerly right-of-way line, to a point in the southerly line of this right-of-way, the center line of this right-of-way produced easterly intersecting the boundary line of the main reservation as described above at the end of the one hundred twenty-seventh course thereof, in the center line of said Pike; thence parallel to and 50 feet distant from the northerly line of this right-of-way, as above described, the following 10 courses: N. 71°23' W., 534.40 feet, to the point of beginning of a curve to the left having a radius of 930.4 feet; along the arc of said curve, 292.3 feet, to the point of tangency of said curve; N. 89°23' W., 150.50 feet, along the tangent to said curve, to the point of beginning of a curve to the right having a radius of 598.7 feet, intersecting the dividing line between said sections 16 and 17 at a point 116.50 feet from beginning of course; along the arc of said curve, 483.6 feet, to the point of tangency of said curve; N. 47°53' W., 43.10 feet, along the tangent to said curve, to the point of beginning of a curve to the left having a radius of 691.8 feet; along the arc of said curve, 97.4 feet, to the point of tangency of said curve; N. 55°57' W., 602.00 feet, along the tangent to said curve, to the point of beginning of a curve to the left having a radius of 904.6 feet; along the arc of said curve, 342.10 feet, to the point of tangency of said curve; N. 77°37' W., 782.00 feet, along the tangent to said curve, to the point of beginning of a curve to the left having a radius of 612.30 feet; along the arc of said curve, 640.02 feet, to a point in the said north-south center line of section 17, the bearing and length of the chord being S. 72°27' W., and 611.06 feet; thence S. 1°51' W., 64.87 feet, along said north-south center line,