

**ACQUISITION FROM THE
BOSTON AND MAINE CORPORATION
AMENDED NOTICE OF CONDEMNATION**

**CONCORD TO LINCOLN
MERRIMACK COUNTY REGISTRY
BELKNAP COUNTY REGISTRY
GRAFTON COUNTY REGISTRY**

****AMENDED****

B1366P893

NOTICE OF CONDEMNATION

In accordance with the order of the Merrimack County Superior Court in the case of New Hampshire Public Utilities Commission v. Trustees of the Boston & Maine Corporation, Debtors, et al (Eq. 22,902), the State of New Hampshire filed in said Court an Amended Declaration of Taking which thereby became part of the Declaration of Taking filed in said Court on October 29, 1975, relating to certain tracts of land in the Cities of Concord, Franklin and Laconia and the Towns of Canterbury, Northfield, Tilton, Belmont, Gilford, Meredith, New Hampton, Ashland, Bridgewater, Plymouth, Campton, Thornton, Woodstock and Lincoln, in the Counties of Merrimack, Belknap and Grafton, owned by The Boston & Maine Corporation, Debtor, First National Bank of Boston, State Street Trust Company and Michael P. Bentley, Esquire, Guardian Ad Litem.

In accordance with the order of said Court, the New Hampshire Transportation Authority hereby files this "Amended Notice of Condemnation" reflecting the following changes in the Notice of Condemnation dated October 30, 1975, and recorded in the Merrimack County Registry of Deeds at Book 1260, Page 227; in the Belknap County Registry of Deeds at Book 662, Page 455; and in the Grafton County Registry of Deeds at Book 1262, Page 141:

Paragraph 3 of said Notice of Condemnation, which reads as follows:

More specifically described on the
Right-of-Way and Track Maps numbered V-21:36

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through 88, excluding map numbered V-21:65-C; V-30:1 through 22, excluding maps numbered V-30:8a, 8b, 21-B and 21-C; and V-31:1 through 5, prepared and maintained by and on file with the Boston and Maine Corporation, Debtor, a railroad in reorganization, at Iron Horse Park, Billerica, Massachusetts, copies of which are attached hereto and made a part hereof, and includes all right, title and interest, present and future, tangible and intangible, to all real property, railway properties, trade fixtures, affixed or appurtenant to the Line including without limitation, all tracks, ties, bridges, signals and crossing protection devices, on, within and appurtenant to the Line, whether owned by the Boston and Maine Corporation, Debtor, a railroad in reorganization or others, located between Stations 56 + 75 as shown on map V-21:36 and Stations 1130 + 70 as shown on map V-30:22, but not including parcels 5 and 8 as shown on map V-21:38; parcels 6, 9, 10, 11, 13, 15, 17 and 42-12 as shown on map V-21:43; parcels 4, 5 and 6 as shown on map V-21:46; parcels 27 through 32 as shown on map V-21:54; parcels 20 and 22 as shown on map V-21:65; parcels 9 and 10 as shown on map V-21:65B; parcel 3 as shown on map V-21:74; parcels 7 and 8 as shown on map V-21:77; parcels 1, 2 and 4 as shown on map V-30:2; parcel 9 as shown on map V-30:17; and parcels 6 through 8 as shown on map V-30:21A.

is hereby stricken in its entirety; and in place thereof are substituted the following paragraphs:

4. The property taken consists of the Concord-Lincoln Railroad Line, so called, including the Franklin-Tilton Spur, so called, said line and other spurs being located in the counties of Merrimack, Belknap and Grafton in the State of New Hampshire, and described on the Right-of-Way and Track Maps numbered V-21/36 through V-21/89, V-30/1 through V-30/22 and V-31/1 through V-31/5, prepared and maintained by and on file with the Boston and Maine Corporation, Debtor, a railroad in reorganization, at Iron Horse Park, Billerica, Massachusetts, copies of which are attached hereto and made a part hereof, and includes, unless a lesser

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interest is herein specified, all right, title, and interest, present and future, tangible and intangible, to all real property, railway properties, and trade fixtures affixed or appurtenant to the line, whether owned by the Boston and Maine Corporation, Debtor, a railroad in reorganization or others: including without limitation, all tracks, ties, bridges, signals and crossing protection devices, on, within, and appurtenant to the Line. Said Railroad Line commencing at Station 56 + 75 as shown on Plan V-21/36 and ending at Station 1130 + 70 as shown on Plan V-30/22, and the Franklin-Tilton Spur, so called, commencing at the easterly bank of the Merrimack River, as shown on Plan V-31/1, and ending at the westerly limits of the Concord-Lincoln Line, as shown on Plan V-31/5 and Plan V-21/53, and being more specifically described as follows:

Merrimack County

Plan V-21/36: That portion of Parcel #16 lying northerly of the "yard limit" at Station 56 + 75; and also Parcel #17 (meaning the right to cross North Fan Road, so called) and Parcel #18.

Plan V-21/37: Parcels #1, #2, #3 (meaning the right to cross Penacook Street, so called), #4, #5, #6; so much of Parcel #7 as lies twenty-five (25) feet either side of the centerline of the rail line as it existed on October 29, 1975, from the northerly boundary of East Portsmouth Street to the southerly boundary of Parcel #28; #8 (meaning the right to cross East Portsmouth Street, so called; also called "Pecker Street" and "Old New Hampshire Turnpike), #9, #20, #28, and #29.

Plan V-21/38: Parcels #2, #3, #4, #6 (meaning the right to cross

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Intervale Street, so
called), #7, #9, #10, and #11.

Plan V-21/39: Parcels #1, #2, #4, #5, #6,
and #7.

Plan V-21/40: Parcels #1, #2, #3, #4 (meaning the
right to cross a highway), and #5.

Plan V-21/41: Parcels #1, #2, #3 (meaning
the right to cross a highway),
#4, #5, #6, #7, and #8.

Plan V-21/42: Parcels #1, #2 (meaning the
right to cross Loudon Road, so
called), #3, #6 (meaning the
right to cross a highway), #7,
#9, #10, and #11.

Plan V-21/43: Parcels #1, #2, #3, #4
(meaning the right to cross a
highway), #5, #7, #8, #12,
#14, and #16.

Plan V-21/44: Parcels #1, #2 (meaning the
right to cross a highway), #3,
and #4.

Plan V-21/45: Parcels #1, #2, #3, #4
(meaning the right to cross a
highway), #5, #7, #8, #9, and
#10.

Plan V-21/46: Parcels #1, #2, #3, and #7.

Plan V-21/47: Parcels #1, #2, #3, #4, #5,
#6, #7, #8, #9, #10, #11, #12,
#13, and #14.

Plan V-21/48: Parcels #1, #2, #3, #4, #5, #6,
#8 (meaning the right to cross
a highway), #9, #10, #11, and
#12.

Plan V-21/49: Parcels #1, #2, #3, and #4
(meaning the right to cross a
highway).

Plan V-21/50: Parcels #1 and #6.

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Plan V-21/51: So much of Parcel #5 as was not acquired by the State of New Hampshire for highway purposes; and Parcels #7 and #8 (meaning the right to cross a highway).

Plan V-21/52: Parcels #1, #2, #3, and #4 (meaning the right to cross a highway).

Merrimack and Belknap Counties

Plan V-21/53: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, #5, #6, #7, #8, #13 (meaning the right to cross a highway), #14, #15 (meaning the right to cross Prospect Street, so called), #20, #25, #27, #28, #29, and #30; and including, if not specifically described by the foregoing, all of the Railroad roadbed as existed on October 29, 1975, from the centerline of the Winnepesaukee River at the County line northerly through the Town of Tilton to the match mark of Plan V-21/54.

Plan V-21/54: Parcels #1, #2, #3, the rights reserved to the railroad with respect to Parcel #4, #6 (meaning the right to cross School Street, so called), #8, #9, #10, #11, #12, #13 (meaning the right to cross Main Street, so called), #14, #15, #16, #17 (meaning the right to cross Granite Street, so called) #18, #19, #20, #21, #22, #23, #24, #25, #26, #27, #28, #29, #30, #31, and #32.

Belknap County

Plan V-21/55: Parcels #1, #2, #3, #4, #5 (meaning the right to cross a highway), #6, #7, #8, #9, #11, and #12 (meaning an easement to clear view only).

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Plan V-21/56: Parcels #1, #2, #3, #4, #5, #8, #9, #11, #12, and #13.

Plan V-21/57: Parcels #1, #2, #3, #4, #5, #6 (meaning the right to cross a highway), #7, #8 (meaning the right to cross a highway) #9 (meaning the right to cross a highway) and #10.

Plan V-21/58: Parcels #1, #2, #3, #4, and #5.

Plan V-21/59: Parcels #1, #2, and #3.

Plan V-21/60: Parcels #1, #4, #5, #7, and #8.

Plan V-21/61: Parcels #1, #2, and #6.

Plan V-21/62: Parcels #1 and #2.

Plan V-21/SL63: Parcels #1, #2 (meaning the right to cross Bay Street, so called), #3 (meaning the right to cross Fair Street, so called), #4, #5, #6, #7, #8 (meaning the right to cross Water Street, so called), #9, #10, #11, #12, #13, #14, #15, #16 (meaning the right to cross Pleasant Street, so called), #17, #18, #19, #27, #28, #29, #30, #31, #32, #34, #35, #36, #37, #38, #40, #41, #42, #43, and #44 (meaning the right to cross Main Street, so called).

Plan V-21/64: Parcels #1 (meaning the right to cross Messer Street, so called), #2, #3, #5 (meaning the right to cross Messer Street, so called), #6, #7, #8, #9, #10, #11, #12, #13, #14, #15, #16 (meaning the right to cross Bridge Street, so called), and #17.

Plan V-21/65: Parcels #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11

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(meaning the right to cross Elm Street, so called), #12, #15, #16, #17, #18, #20, #21, and the right to operate and maintain a railroad over Parcel #29, in accordance with the railroad's reservation of rights under the conveyance of said Parcel.

Plan V-21/65-A: Parcels #9, #10, #11, #12, #13, #14, #15, #16, #17 (meaning the right to cross a highway), #18 (excluding, however, any portion of said Parcel #18 as may have been conveyed by Parcel #10 of Plan V-21/65-B), #19, and the right to operate and maintain a railroad over Parcels #23, #24, and #25, in accordance with the railroad's reservation of rights under the conveyances of said Parcels.

Plan V-21/65-B: No parcels acquired.

Plan V-21/65-C: No parcels acquired.

Plan V-21/66: Parcels #1, #2, #3, and #4.

Plan V-21/67: Parcels #1, #2, #3, #4, and #5.

Plan V-21/68: Parcels #1, #2, #3, #4, #5, and #6.

Plan V-21/69: Parcels #1, #2, #3, #4, and #5.

Plan V-21/70: Parcels #3 (meaning the right to cross a highway), #4, and #12.

Plan V-21/71: Parcels #1, #2, #3, and #4.

Plan V-21/72: Parcels #1, #2, #3, and #4.

Plan V-21/73: Parcels #1, #2, #3, #4, and #5.

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Plan V-21/74: Parcels #1, #3, #4 (meaning the right to cross a highway), #5, #6, #8, #9, #10 (meaning the right to cross a highway), #11, and #12.

Plan V-21/75: Parcels #1, #2, #3, and #4.

Plan V-21/76: Parcels #1, #2, #3, #4, #5 (meaning the right to cross a highway), and #6.

Plan V-21/77: Parcels #1, #2, #4 (meaning the right to cross a highway), #5, and #6.

Plan V-21/78: Parcels #1 and #2.

Plan V-21/79: Parcels #1, #2, #3, #4, and #5.

Plan V-21/80: Parcels #1, #2, #3 (meaning the right to cross a highway), #4 (meaning the right to cross a highway), #5, #6, and #7 (meaning the right to cross a highway).

Plan V-21/81: Parcels #1, #2, #3 (meaning the right to cross a highway), #4, and #6.

Grafton County

Plan V-21/82: Parcels #1 and #6 (meaning the right to cross Depot Street, so called); that portion of Parcel #7 which lies Northeasterly of a line that is thirty-three (33) feet Southwesterly of and parallel to the centerline of said railroad as shown on said Plan; and Parcels #8, #9, #13, #16, and #18.

Plan V-21/83: Parcels #5, #7, and #10.

Plan V-21/84: Parcels #1, #2, #3, #4, #6, #12, #14, and #15.

Plan V-21/85: Parcels #1, #2, #3, #4, #5, and #6.

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Plan V-21/86: Parcels #1 and #2.

Plan V-21/87: Parcels #1 and #2.

Plan V-21/SL88: Parcel #1; so much of Parcel #5 as comes within a distance measured thirty-two and five tenths (32.5) feet Easterly of and seventeen (17) feet Westerly of the railroad centerline as shown on said Plan; and Parcels #15, #17, #22, #23, #24, #25, #26 (meaning the right to cross Holderness Road, so called), #27, #29, #30, #31, #34, #35, #41, #44, and #45.

Plan V-21/89: Parcels #1 and #9 (meaning the right to cross a highway).

Plan V-30/1: So much of Parcels #2, #3, #4, #5, #7 (meaning the right to cross a highway), #8, #9, and #10 as comes within a distance measured thirty-three (33) feet either side of the centerline of the main railroad line as shown on said Plan.

Plan V-30/2: Parcels #3 and #5.

Plan V-30/3: Parcels #1, #2, #3, #4, #5, #6, #7, and #8.

Plan V-30/4: Parcels #1 and #2.

Plan V-30/5: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, #5, and #6.

Plan V-30/6: Parcels #1, #2, #3, and #4.

Plan V-30/7: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, #5, #6, #8, and #9.

Plan V-30/8: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, and #5.

Plan V-30/9: Parcels #1, #2, #3, and #4.

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- Plan V-30/10: Parcels #1, #2, #3, #4, #5, and #6.
- Plan V-30/11: Parcels #1, #2, #3, #4, #5 (meaning the right to cross a highway), #6, and #7.
- Plan V-30/12: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/13: Parcels #2, #3, #4, #5, #6, #7 (meaning the right to cross a highway), and #8 (meaning the right to cross a highway).
- Plan V-30/14: Parcels #1, #2, #3, #5, #6, and #7.
- Plan V-30/15: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/16: Parcels #1, #2, and #3.
- Plan V-30/17: Parcels #1, #2, #3 (meaning the right to cross a highway), #4, #5 (meaning the right to cross a highway), #6, #7, and #8.
- Plan V-30/18: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/19: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/20: Parcels #1, #2 (meaning the right to cross a highway), #3, #4 (meaning the right to cross a highway), and #5.
- Plan V-30/21: Parcels #1, #2, #5, #7, #8 (meaning the right to cross a highway in two locations), #9, and #10.
- Plan V-30/21-A: Parcels #1 (meaning the right to cross a highway in two locations) and #2.
- Plan V-30/21-B: No parcels acquired.
- Plan V-30/21-C: No parcels acquired.

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Plan V-30/22: Parcel #1; and any and all track materials and railroad operation rights beyond the limits of said Parcel #1 that were owned or enjoyed by said Boston and Maine Corporation on October 29, 1975, all as shown on said Plan.

Franklin-Tilton Spur

Plan V-31/1: Parcels #3, #4, and #5.

Plan V-31/2: Parcels #1, #2, #3, #4, #7, #8 (meaning the right to cross Winnipiseogee Street, so called), #9, #10, #11, #12, #13, #14, #15, #16, #17, #18, #19, #20, #21, #22, #23, #24, #25, #26, #27, #28, #29 (meaning the right to cross School Street, so called), #30, #31, #32, #33, #35, #36, #37, #38, #39, #40, and #42.

Plan V-31/3: Parcels #1, #2, #3, #5, #6, #7, #8, #9 (meaning the right to cross Prospect Street, so called), #10, #11, #14 and #15.

Plan V-31/4: Parcels #1 (meaning the right to cross a highway), #2, and #3. Excluding, however, that portion of Parcel #3 lying Northerly of a line that is forty-nine and five tenths (49.5) feet Northerly of and parallel to the centerline of the railroad, as shown on said Plan.

Plan V-31/5: Parcels #1, #2, #3, and #4.

Also taking with respect to the above-described railroad line any and all reservations or grants to said Boston and Maine Corporation or its predecessors in interest of the right to own, operate, and maintain a railroad over land acquired by or owned by the State of New Hampshire or by any

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of its political subdivisions for highway or other public purposes.

Excepting and reserving from the above-described takings any and all express or implied easement rights or licenses, private or public, to cross said railroad line as were legally in effect on October 29, 1975.

All parcels, or portions thereof, appearing or described on said Plans which are not specifically referred to above are intended to be excluded from, and shall not constitute a part of, this taking.

Where any of the parcels referred to above have been modified or reduced in size by subsequent conveyances under other parcel numbers not referred to, only such portions of the referenced parcels as remain are intended to be acquired.

In all other respects, the Notice of Condemnation dated October 30, 1975, shall remain the same.

THE STATE OF NEW HAMPSHIRE

TRANSPORTATION AUTHORITY

By its Executive Director

Charles W. Chandler
Charles Chandler

John O. Morton Building
85 Loudon Road
Concord, New Hampshire 03301

February 28, 1980

Attorney for the State of New Hampshire
Attorney General Thomas D. Rath
State House Annex
Concord, New Hampshire 03301

Edward W. Stewart, Jr. for

James E. Morris
Assistant Attorney General

MERRIMACK COUNTY RECORDS
Recorded Feb.29,9-00A.M.1980

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Kathleen M. Guay
REGISTER

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****AMENDED****

NOTICE OF CONDEMNATION

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Paragraph 3 of said Notice of Condemnation, which reads as follows:

More specifically described on the
Right-of-Way and Track Maps numbered V-21:36

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through 88, excluding map numbered V-21:65-C; V-30:1 through 22, excluding maps numbered V-30:8a, 8b, 21-B and 21-C; and V-31:1 through 5, prepared and maintained by and on file with the Boston and Maine Corporation, Debtor, a railroad in reorganization, at Iron Horse Park, Billerica, Massachusetts, copies of which are attached hereto and made a part hereof, and includes all right, title and interest, present and future, tangible and intangible, to all real property, railway properties, trade fixtures, affixed or appurtenant to the Line including without limitation, all tracks, ties, bridges, signals and crossing protection devices, on, within and appurtenant to the Line, whether owned by the Boston and Maine Corporation, Debtor, a railroad in reorganization or others, located between Stations 56 + 75 as shown on map V-21:36 and Stations 1130 + 70 as shown on map V-30:22, but not including parcels 5 and 8 as shown on map V-21:38; parcels 6, 9, 10, 11, 13, 15, 17 and 42-12 as shown on map V-21:43; parcels 4, 5 and 6 as shown on map V-21:46; parcels 27 through 32 as shown on map V-21:54; parcels 20 and 22 as shown on map V-21:65; parcels 9 and 10 as shown on map V-21:65B; parcel 3 as shown on map V-21:74; parcels 7 and 8 as shown on map V-21:77; parcels 1, 2 and 4 as shown on map V-30:2; parcel 9 as shown on map V-30:17; and parcels 6 through 8 as shown on map V-30:21A.

is hereby stricken in its entirety; and in place thereof are substituted the following paragraphs:

4. The property taken consists of the Concord-Lincoln Railroad Line, so called, including the Franklin-Tilton Spur, so called, said line and other spurs being located in the counties of Merrimack, Belknap and Grafton in the State of New Hampshire, and described on the Right-of-Way and Track Maps numbered V-21/36 through V-21/89, V-30/1 through V-30/22 and V-31/1 through V-31/5, prepared and maintained by and on file with the Boston and Maine Corporation, Debtor, a railroad in reorganization, at Iron Horse Park, Billerica, Massachusetts, copies of which are attached hereto and made a part hereof, and includes, unless a lesser

interest is herein specified, all right, title, and interest, present and future, tangible and intangible, to all real property, railway properties, and trade fixtures affixed or appurtenant to the line, whether owned by the Boston and Maine Corporation, Debtor, a railroad in reorganization or others: including without limitation, all tracks, ties, bridges, signals and crossing protection devices, on, within, and appurtenant to the line. Said Railroad Line commencing at Station 56 + 75 as shown on Plan V-21/36 and ending at Station 1130 + 70 as shown on Plan V-30/22, and the Franklin-Tilton Spur, so called, commencing at the easterly bank of the Merrimack River, as shown on Plan V-31/1, and ending at the westerly limits of the Concord-Lincoln Line, as shown on Plan V-31/5 and Plan V-21/53, and being more specifically described as follows:

Merrimack County.

Plan V-21/36: That portion of Parcel #16 lying northerly of the "yard limit" at Station 36 + 75; and also Parcel #17 (meaning the right to cross North Fan Road, so called) and Parcel #18.

Plan V-21/37: Parcels #1, #2, #3 (meaning the right to cross Benacook Street, so called), #4, #5, #6; so much of Parcel #7 as lies twenty-five (25) feet either side of the centerline of the rail line as it existed on October 29, 1975, from the northerly boundary of East Portsmouth Street to the southerly boundary of Parcel #28; #8 (meaning the right to cross East Portsmouth Street, so called; also called "Pecker Street" and "Old New Hampshire Turnpike), #9, #20, #28, and #29.

Plan V-21/38: Parcels #2, #3, #4, #6 (meaning the right to cross

Intervale Street, so called), #7, #9, #10, and #11.

- Plan V-21/39: Parcels #1, #2, #4, #5, #6, and #7.
- Plan V-21/40: Parcels #1, #2, #3, #4 (meaning the right to cross a highway), and #5.
- Plan V-21/41: Parcels #1, #2, #3 (meaning the right to cross a highway), #4, #5, #6, #7, and #8.
- Plan V-21/42: Parcels #1, #2 (meaning the right to cross Loudon Road, so called), #3, #6 (meaning the right to cross a highway), #7, #9, #10, and #11.
- Plan V-21/43: Parcels #1, #2, #3, #4 (meaning the right to cross a highway), #5, #7, #8, #12, #14, and #16.
- Plan V-21/44: Parcels #1, #2 (meaning the right to cross a highway), #3, and #4.
- Plan V-21/45: Parcels #1, #2, #3, #4 (meaning the right to cross a highway), #5, #7, #8, #9, and #10.
- Plan V-21/46: Parcels #1, #2, #3, and #7.
- Plan V-21/47: Parcels #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, and #14.
- Plan V-21/48: Parcels #1, #2, #3, #4, #5, #6, #8 (meaning the right to cross a highway), #9, #10, #11, and #12.
- Plan V-21/49: Parcels #1, #2, #3, and #4 (meaning the right to cross a highway).
- Plan V-21/50: Parcels #1 and #6.

Plan V-21/51: So much of Parcel #5 as was not acquired by the State of New Hampshire for highway purposes; and Parcels #7 and #8 (meaning the right to cross a highway).

Plan V-21/52: Parcels #1, #2, #3, and #4 (meaning the right to cross a highway).

Merrimack and Belknap Counties

Plan V-21/53: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, #5, #6, #7, #8, #13 (meaning the right to cross a highway), #14, #15 (meaning the right to cross Prospect Street, so called), #20, #25, #27, #28, #29, and #30; and including, if not specifically described by the foregoing, all of the Railroad roadbed as existed on October 29, 1975, from the centerline of the Winnepesaukee River at the County line northerly through the Town of Tilton to the match mark of Plan V-21/54.

Plan V-21/54: Parcels #1, #2, #3, the rights reserved to the railroad with respect to Parcel #4, #6 (meaning the right to cross School Street, so called), #8, #9, #10, #11, #12, #13 (meaning the right to cross Main Street, so called), #14, #15, #16, #17 (meaning the right to cross Granite Street, so called), #18, #19, #20, #21, #22, #23, #24, #25, #26, #27, #28, #29, #30, #31, and #32.

Belknap County

Plan V-21/55: Parcels #1, #2, #3, #4, #5 (meaning the right to cross a highway), #6, #7, #8, #9, #11, and #12 (meaning an easement to clear view only).

Plan V-21/56: Parcels #1, #2, #3, #4, #5, #8, #9, #11, #12, and #13.

Plan V-21/57: Parcels #1, #2, #3, #4, #5, #6 (meaning the right to cross a highway), #7, #8 (meaning the right to cross a highway), #9 (meaning the right to cross a highway) and #10.

Plan V-21/58: Parcels #1, #2, #3, #4, and #5.

Plan V-21/59: Parcels #1, #2, and #3.

Plan V-21/60: Parcels #1, #4, #5, #7, and #8.

Plan V-21/61: Parcels #1, #2, and #6.

Plan V-21/62: Parcels #1 and #2.

Plan V-21/SL63: Parcels #1, #2 (meaning the right to cross Bay Street, so called), #3 (meaning the right to cross Fair Street, so called), #4, #5, #6, #7, #8 (meaning the right to cross Water Street, so called), #9, #10, #11, #12, #13, #14, #15, #16 (meaning the right to cross Pleasant Street, so called), #17, #18, #19, #27, #28, #29, #30, #31, #32, #34, #35, #36, #37, #38, #40, #41, #42, #43, and #44 (meaning the right to cross Main Street, so called).

Plan V-21/64: Parcels #1 (meaning the right to cross Messer Street, so called), #2, #3, #5 (meaning the right to cross Messer Street, so called), #6, #7, #8, #9, #10, #11, #12, #13, #14, #15, #16 (meaning the right to cross Bridge Street, so called), and #17.

Plan V-21/65: Parcels #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11

(meaning the right to cross Elm Street, so called), #12, #15, #16, #17, #18, #20, #21, and the right to operate and maintain a railroad over Parcel #29, in accordance with the railroad's reservation of rights under the conveyance of said Parcel.

Plan V-21/65-A: Parcels #9, #10, #11, #12, #13, #14, #15, #16, #17 (meaning the right to cross a highway), #18 (excluding, however, any portion of said Parcel #18 as may have been conveyed by Parcel #10 of Plan V-21/65-B), #19, and the right to operate and maintain a railroad over Parcels #23, #24, and #25, in accordance with the railroad's reservation of rights under the conveyances of said Parcels.

Plan V-21/65-B: No parcels acquired.

Plan V-21/65-C: No parcels acquired.

Plan V-21/66: Parcels #1, #2, #3, and #4.

Plan V-21/67: Parcels #1, #2, #3, #4, and #5.

Plan V-21/68: Parcels #1, #2, #3, #4, #5, and #6.

Plan V-21/69: Parcels #1, #2, #3, #4, and #5.

Plan V-21/70: Parcels #3 (meaning the right to cross a highway), #4, and #12.

Plan V-21/71: Parcels #1, #2, #3, and #4.

Plan V-21/72: Parcels #1, #2, #3, and #4.

Plan V-21/73: Parcels #1, #2, #3, #4, and #5.

Plan V-21/74: Parcels #1, #3, #4 (meaning the right to cross a highway), #5, #6, #8, #9, #10 (meaning the right to cross a highway), #11, and #12.

Plan V-21/75: Parcels #1, #2, #3, and #4.

Plan V-21/76: Parcels #1, #2, #3, #4, #5 (meaning the right to cross a highway), and #6.

Plan V-21/77: Parcels #1, #2, #4 (meaning the right to cross a highway), #5, and #6.

Plan V-21/78: Parcels #1 and #2.

Plan V-21/79: Parcels #1, #2, #3, #4, and #5.

Plan V-21/80: Parcels #1, #2, #3 (meaning the right to cross a highway), #4 (meaning the right to cross a highway), #5, #6, and #7 (meaning the right to cross a highway).

Plan V-21/81: Parcels #1, #2, #3 (meaning the right to cross a highway), #4, and #6.

Grafton County

Plan V-21/82: Parcels #1 and #6 (meaning the right to cross Depot Street, so called); that portion of Parcel #7 which lies Northeasterly of a line that is thirty-three (33) feet Southwesterly of and parallel to the centerline of said railroad as shown on said Plan; and Parcels #8, #9, #13, #16, and #18.

Plan V-21/83: Parcels #5, #7, and #10.

Plan V-21/84: Parcels #1, #2, #3, #4, #6, #12, #14, and #15.

Plan V-21/85: Parcels #1, #2, #3, #4, #5, and #6.

Plan V-21/86: Parcels #1 and #2.

Plan V-21/87: Parcels #1 and #2.

Plan V-21/SL88: Parcel #1; so much of Parcel #5 as comes within a distance measured thirty-two and five tenths (32.5) feet Easterly of and seventeen (17) feet Westerly of the railroad centerline as shown on said Plan; and Parcels #15, #17, #22, #23, #24, #25, #26 (meaning the right to cross Holderness Road, so called); #27, #29, #30, #31, #34, #35, #41, #44, and #45.

Plan V-21/89: Parcels #1 and #9 (meaning the right to cross a highway).

Plan V-30/1: So much of Parcels #2, #3, #4, #5, #7 (meaning the right to cross a highway), #8, #9, and #10 as comes within a distance measured thirty-three (33) feet either side of the centerline of the main railroad line as shown on said Plan.

Plan V-30/2: Parcels #3 and #5.

Plan V-30/3: Parcels #1, #2, #3, #4, #5, #6, #7, and #8.

Plan V-30/4: Parcels #1 and #2.

Plan V-30/5: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, #5, and #6.

Plan V-30/6: Parcels #1, #2, #3, and #4.

Plan V-30/7: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, #5, #6, #8, and #9.

Plan V-30/8: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, and #5.

Plan V-30/9: Parcels #1, #2, #3, and #4.

- Plan V-30/10: Parcels #1, #2, #3, #4, #5, and #6.
- Plan V-30/11: Parcels #1, #2, #3, #4, #5 (meaning the right to cross a highway), #6, and #7.
- Plan V-30/12: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/13: Parcels #2, #3, #4, #5, #6, #7 (meaning the right to cross a highway), and #8 (meaning the right to cross a highway).
- Plan V-30/14: Parcels #1, #2, #3, #5, #6, and #7.
- Plan V-30/15: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/16: Parcels #1, #2, and #3.
- Plan V-30/17: Parcels #1, #2, #3 (meaning the right to cross a highway), #4, #5 (meaning the right to cross a highway), #6, #7, and #8.
- Plan V-30/18: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/19: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/20: Parcels #1, #2 (meaning the right to cross a highway), #3, #4 (meaning the right to cross a highway), and #5.
- Plan V-30/21: Parcels #1, #2, #5, #7, #8 (meaning the right to cross a highway in two locations), #9, and #10.
- Plan V-30/21-A: Parcels #1 (meaning the right to cross a highway in two locations) and #2.
- Plan V-30/21-B: No parcels acquired.
- Plan V-30/21-C: No parcels acquired.

Plan V-30/22: Parcel #1; and any and all track materials and railroad operation rights beyond the limits of said Parcel #1 that were owned or enjoyed by said Boston and Maine Corporation on October 29, 1975; all as shown on said Plan.

Franklin-Tilton Spur

Plan V-31/1: Parcels #3, #4, and #5.

Plan V-31/2: Parcels #1, #2, #3, #4, #7, #8 (meaning the right to cross Winnipiseogee Street, so called), #9, #10, #11, #12, #13, #14, #15, #16, #17, #18, #19, #20, #21, #22, #23, #24, #25, #26, #27, #28, #29 (meaning the right to cross School Street, so called), #30, #31, #32, #33, #35, #36, #37, #38, #39, #40, and #42.

Plan V-31/3: Parcels #1, #2, #3, #5, #6, #7, #8, #9 (meaning the right to cross Prospect Street, so called), #10, #11, #14 and #15.

Plan V-31/4: Parcels #1 (meaning the right to cross a highway), #2, and #3. Excluding, however, that portion of Parcel #3 lying Northerly of a line that is forty-nine and five tenths (49.5) feet Northerly of and parallel to the centerline of the railroad, as shown on said Plan.

Plan V-31/5: Parcels #1, #2, #3, and #4.

Also taking with respect to the above-described railroad line any and all reservations or grants to said Boston and Maine Corporation or its predecessors in interest of the right to own, operate, and maintain a railroad over land acquired by or owned by the State of New Hampshire or by any

of its political subdivisions for highway or other public purposes.

Excepting and reserving from the above-described takings any and all express or implied easement rights or licenses, private or public, to cross said railroad line as were legally in effect on October 29, 1975.

All parcels, or portions thereof, appearing or described on said Plans which are not specifically referred to above are intended to be excluded from, and shall not constitute a part of, this taking.

Where any of the parcels referred to above have been modified or reduced in size by subsequent conveyances under other parcel numbers not referred to, only such portions of the referenced parcels as remain are intended to be acquired.

In all other respects, the Notice of Condemnation dated October 30, 1975, shall remain the same.

THE STATE OF NEW HAMPSHIRE

TRANSPORTATION AUTHORITY

By its Executive Director

Charles W. Chandler
Charles Chandler

John Q. Morton Building
85 Loudon Road
Concord, New Hampshire 03301

February 28, 1980

Attorney for the State of New Hampshire
Attorney General Thomas D. Rath
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James E. Morris
James E. Morris
Assistant Attorney General

FILED

1980 FEB 29 AM 10:36
Everett S. Wheeler
REGISTRY OF DEEDS
BELKNAP COUNTY
Lora M. Dunleavy
Deputy

BK 786 PGE-080

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AMENDED

NOTICE OF CONDEMNATION

In accordance with the order of the Merrimack County Superior Court in the case of New Hampshire Public Utilities Commission v. Trustees of the Boston & Maine Corporation, Debtors, et al (Eq. 22,902), the State of New Hampshire filed in said Court an Amended Declaration of Taking which thereby became part of the Declaration of Taking filed in said Court on October 29, 1975, relating to certain tracts of land in the Cities of Concord, Franklin and Laconia and the Towns of Canterbury, Northfield, Tilton, Belmont, Gilford, Meredith, New Hampton, Ashland, Bridgewater, Plymouth, Campton, Thornton, Woodstock and Lincoln, in the Counties of Merrimack, Belknap and Grafton, owned by The Boston & Maine Corporation, Debtor, First National Bank of Boston, State Street Trust Company and Michael P. Bentley, Esquire, Guardian Ad Litem.

In accordance with the order of said Court, the New Hampshire Transportation Authority hereby files this "Amended Notice of Condemnation" reflecting the following changes in the Notice of Condemnation dated October 30, 1975, and recorded in the Merrimack County Registry of Deeds at Book 126C, Page 227; in the Belknap County Registry of Deeds at Book 662, Page 455; and in the Grafton County Registry of Deeds at Book 1262, Page 141:

Paragraph 3 of said Notice of Condemnation, which reads as follows:

More specifically described on the
Right-of-Way and Track Maps numbered V-21:36

through 88, excluding map numbered V-21:65-C; V-30:1 through 22, excluding maps numbered V-30:8a, 8b, 21-B and 21-C; and V-31:1 through 5, prepared and maintained by and on file with the Boston and Maine Corporation, Debtor, a railroad in reorganization, at Iron Horse Park, Billerica, Massachusetts, copies of which are attached hereto and made a part hereof, and includes all right, title and interest, present and future, tangible and intangible, to all real property, railway properties, trade fixtures, affixed or appurtenant to the line including without limitation, all tracks, ties, bridges, signals and crossing protection devices, on, within and appurtenant to the line, whether owned by the Boston and Maine Corporation, Debtor, a railroad in reorganization or others, located between Stations 56 + 75 as shown on map V-21:36 and Stations 1130 + 70 as shown on map V-30:22, but not including parcels 5 and 8 as shown on map V-21:38; parcels 6, 9, 10, 11, 13, 15, 17 and 42-12 as shown on map V-21:43; parcels 4, 5 and 6 as shown on map V-21:46; parcels 27 through 32 as shown on map V-21:54; parcels 20 and 22 as shown on map V-21:65; parcels 9 and 10 as shown on map V-21:65B; parcel 3 as shown on map V-21:74; parcels 7 and 8 as shown on map V-21:77; parcels 1, 2 and 4 as shown on map V-30:2; parcel 9 as shown on map V-30:17; and parcels 6 through 8 as shown on map V-30:21A.

is hereby stricken in its entirety; and in place thereof are substituted the following paragraphs:

4. The property taken consists of the Concord-Lincoln Railroad Line, so called, including the Franklin-Tilton Spur, so called, said line and other spurs being located in the counties of Merrimack, Belknap and Grafton in the State of New Hampshire, and described on the Right-of-Way and Track Maps numbered V-21:36 through V-21:89, V-30:1 through V-30:22 and V-31:1 through V-31:5, prepared and maintained by and on file with the Boston and Maine Corporation, Debtor, a railroad in reorganization, at Iron Horse Park, Billerica, Massachusetts, copies of which are attached hereto and made a part hereof, and includes, unless a lesser

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interest is herein specified, all right, title, and interest, present and future, tangible and intangible, to all real property, railway properties, and trade fixtures affixed or appurtenant to the line, whether owned by the Boston and Maine Corporation, Debtor, a railroad in reorganization or others: including without limitation, all tracks, ties, bridges, signals and crossing protection devices, on, within, and appurtenant to the line. Said Railroad Line commencing at Station 56 + 75 as shown on Plan V-21/36 and ending at Station 1130 + 70 as shown on Plan V-30/22, and the Franklin-Tilton Spur, so called, commencing at the easterly bank of the Merrimack River, as shown on Plan V-31/1, and ending at the westerly limits of the Concord-Lincoln Line, as shown on Plan V-31/5 and Plan V-21/53, and being more specifically described as follows:

Merrimack County

Plan V-21/36: That portion of Parcel #16 lying northerly of the "yard limit" at Station 56 + 75; and also Parcel #17 (meaning the right to cross North Fan Road, so called) and Parcel #18.

Plan V-21/37: Parcels #1, #2, #3 (meaning the right to cross Penacook Street, so called), #4, #5, #6; so much of Parcel #7 as lies twenty-five (25) feet either side of the centerline of the rail line as it existed on October 29, 1975, from the northerly boundary of East Portsmouth Street to the southerly boundary of Parcel #28; #8 (meaning the right to cross East Portsmouth Street, so called; also called "Pecker Street" and "Old New Hampshire Turnpike), #9, #20, #28, and #29.

Plan V-21/38: Parcels #2, #3, #4, #6 (meaning the right to cross

Intervale Street, so called), #7, #9, #10, and #11.

- Plan V-21/39: Parcels #1, #2, #4, #5, #6, and #7.
- Plan V-21/40: Parcels #1, #2, #3, #4 (meaning the right to cross a highway), and #5.
- Plan V-21/41: Parcels #1, #2, #3 (meaning the right to cross a highway), #4, #5, #6, #7, and #8.
- Plan V-21/42: Parcels #1, #2 (meaning the right to cross Loudon Road, so called), #3, #6 (meaning the right to cross a highway), #7, #9, #10, and #11.
- Plan V-21/43: Parcels #1, #2, #3, #4 (meaning the right to cross a highway), #5, #7, #8, #12, #14, and #16.
- Plan V-21/44: Parcels #1, #2 (meaning the right to cross a highway), #3, and #4.
- Plan V-21/45: Parcels #1, #2, #3, #4 (meaning the right to cross a highway), #5, #7, #8, #9, and #10.
- Plan V-21/46: Parcels #1, #2, #3, and #7.
- Plan V-21/47: Parcels #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, and #14.
- Plan V-21/48: Parcels #1, #2, #3, #4, #5, #6, #8 (meaning the right to cross a highway), #9, #10, #11, and #12.
- Plan V-21/49: Parcels #1, #2, #3, and #4 (meaning the right to cross a highway).
- Plan V-21/50: Parcels #1 and #6.

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Plan V-21/51: So much of Parcel #5 as was not acquired by the State of New Hampshire for highway purposes; and Parcels #7 and #8 (meaning the right to cross a highway).

Plan V-21/52: Parcels #1, #2, #3, and #4 (meaning the right to cross a highway).

Merrimack and Belknap Counties

Plan V-21/53: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, #5, #6, #7, #8, #13 (meaning the right to cross a highway), #14, #15 (meaning the right to cross Prospect Street, so called), #20, #25, #27, #28, #29, and #30; and including, if not specifically described by the foregoing, all of the Railroad roadbed as existed on October 29, 1975, from the centerline of the Winnepesaukee River at the County line northerly through the Town of Tilton to the match mark of Plan V-21/54.

Plan V-21/54: Parcels #1, #2, #3, the rights reserved to the railroad with respect to Parcel #4, #6 (meaning the right to cross School Street, so called), #8, #9, #10, #11, #12, #13 (meaning the right to cross Main Street, so called), #14, #15, #16, #17 (meaning the right to cross Granite Street, so called) #18, #19, #20, #21, #22, #23, #24, #25, #26, #27, #28, #29, #30, #31, and #32.

Belknap County

Plan V-21/55: Parcels #1, #2, #3, #4, #5 (meaning the right to cross a highway), #6, #7, #8, #9, #11, and #12 (meaning an easement to clear view only).

Plan V-21/56: Parcels #1, #2, #3, #4, #5, #8, #9, #11, #12, and #13.

Plan V-21/57: Parcels #1, #2, #3, #4, #5, #6 (meaning the right to cross a highway), #7, #8 (meaning the right to cross a highway) #9 (meaning the right to cross a highway) and #10.

Plan V-21/58: Parcels #1, #2, #3, #4, and #5.

Plan V-21/59: Parcels #1, #2, and #3.

Plan V-21/60: Parcels #1, #4, #5, #7, and #8.

Plan V-21/61: Parcels #1, #2, and #6.

Plan V-21/62: Parcels #1 and #2.

Plan V-21/SL63: Parcels #1, #2 (meaning the right to cross Bay Street, so called), #3 (meaning the right to cross Fair Street, so called), #4, #5, #6, #7, #8 (meaning the right to cross Water Street, so called), #9, #10, #11, #12, #13, #14, #15, #16 (meaning the right to cross Pleasant Street, so called), #17, #18, #19, #27, #28, #29, #30, #31, #32, #34, #35, #36, #37, #38, #40, #41, #42, #43, and #44 (meaning the right to cross Main Street, so called).

Plan V-21/64: Parcels #1 (meaning the right to cross Messer Street, so called), #2, #3, #5 (meaning the right to cross Messer Street, so called), #6, #7, #8, #9, #10, #11, #12, #13, #14, #15, #16 (meaning the right to cross Bridge Street, so called), and #17.

Plan V-21/65: Parcels #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11

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(meaning the right to cross Elm Street, so called), #12, #15, #16, #17, #18, #20, #21, and the right to operate and maintain a railroad over Parcel #29, in accordance with the railroad's reservation of rights under the conveyance of said Parcel.

Plan V-21/65-A: Parcels #9, #10, #11, #12, #13, #14, #15, #16, #17 (meaning the right to cross a highway), #18 (excluding, however, any portion of said Parcel #18 as may have been conveyed by Parcel #10 of Plan V-21/65-E), #19, and the right to operate and maintain a railroad over Parcels #23, #24, and #25, in accordance with the railroad's reservation of rights under the conveyances of said Parcels.

Plan V-21/65-B: No parcels acquired.

Plan V-21/65-C: No parcels acquired.

Plan V-21/66: Parcels #1, #2, #3, and #4.

Plan V-21/67: Parcels #1, #2, #3, #4, and #5.

Plan V-21/68: Parcels #1, #2, #3, #4, #5, and #6.

Plan V-21/69: Parcels #1, #2, #3, #4, and #5.

Plan V-21/70: Parcels #3 (meaning the right to cross a highway), #4, and #12.

Plan V-21/71: Parcels #1, #2, #3, and #4.

Plan V-21/72: Parcels #1, #2, #3, and #4.

Plan V-21/73: Parcels #1, #2, #3, #4, and #5.

Plan V-21/74: Parcels #1, #3, #4 (meaning the right to cross a highway), #5, #6, #8, #9, #10 (meaning the right to cross a highway), #11, and #12.

Plan V-21/75: Parcels #1, #2, #3, and #4.

Plan V-21/76: Parcels #1, #2, #3, #4, #5 (meaning the right to cross a highway), and #6.

Plan V-21/77: Parcels #1, #2, #4 (meaning the right to cross a highway), #5, and #6.

Plan V-21/78: Parcels #1 and #2.

Plan V-21/79: Parcels #1, #2, #3, #4, and #5.

Plan V-21/80: Parcels #1, #2, #3 (meaning the right to cross a highway), #4 (meaning the right to cross a highway), #5, #6, and #7 (meaning the right to cross a highway).

Plan V-21/81: Parcels #1, #2, #3 (meaning the right to cross a highway), #4, and #6.

Grafton County

Plan V-21/82: Parcels #1 and #6 (meaning the right to cross Depot Street, so called); that portion of Parcel #7 which lies Northeastly of a line that is thirty-three (33) feet Southwestly of and parallel to the centerline of said railroad as shown on said Plan; and Parcels #8, #9, #13, #16, and #18.

Plan V-21/83: Parcels #5, #7, and #10.

Plan V-21/84: Parcels #1, #2, #3, #4, #6, #12, #14, and #15.

Plan V-21/85: Parcels #1, #2, #3, #4, #5, and #6.

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Plan V-21/86: Parcels #1 and #2.

Plan V-21/87: Parcels #1 and #2.

Plan V-21/SL88: Parcel #1; so much of Parcel #5 as comes within a distance measured thirty-two and five tenths (32.5) feet Easterly of and seventeen (17) feet Westerly of the railroad centerline as shown on said Plan; and Parcels #15, #17, #22, #23, #24, #25, #26 (meaning the right to cross Holderness Road, so called), #27, #29, #30, #31, #34, #35, #41, #44, and #45.

Plan V-21/89: Parcels #1 and #9 (meaning the right to cross a highway).

Plan V-30/1: So much of Parcels #2, #3, #4, #5, #7 (meaning the right to cross a highway), #8, #9, and #10 as comes within a distance measured thirty-three (33) feet either side of the centerline of the main railroad line as shown on said Plan.

Plan V-30/2: Parcels #3 and #5.

Plan V-30/3: Parcels #1, #2, #3, #4, #5, #6, #7, and #8.

Plan V-30/4: Parcels #1 and #2.

Plan V-30/5: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, #5, and #6.

Plan V-30/6: Parcels #1, #2, #3, and #4.

Plan V-30/7: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, #5, #6, #8, and #9.

Plan V-30/8: Parcels #1 (meaning the right to cross a highway), #2, #3, #4, and #5.

Plan V-30/9: Parcels #1, #2, #3, and #4.

- Plan V-30/10: Parcels #1, #2, #3, #4, #5, and #6.
- Plan V-30/11: Parcels #1, #2, #3, #4, #5 (meaning the right to cross a highway), #6, and #7.
- Plan V-30/12: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/13: Parcels #2, #3, #4, #5, #6, #7 (meaning the right to cross a highway), and #8 (meaning the right to cross a highway).
- Plan V-30/14: Parcels #1, #2, #3, #5, #6, and #7.
- Plan V-30/15: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/16: Parcels #1, #2, and #3.
- Plan V-30/17: Parcels #1, #2, #3 (meaning the right to cross a highway), #4, #5 (meaning the right to cross a highway), #6, #7, and #8.
- Plan V-30/18: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/19: Parcels #1, #2, #3, #4, and #5.
- Plan V-30/20: Parcels #1, #2 (meaning the right to cross a highway), #3, #4 (meaning the right to cross a highway), and #5.
- Plan V-30/21: Parcels #1, #2, #5, #7, #8 (meaning the right to cross a highway in two locations), #9, and #10.
- Plan V-30/21-A: Parcels #1 (meaning the right to cross a highway in two locations) and #2.
- Plan V-30/21-B: No parcels acquired.
- Plan V-30/21-C: No parcels acquired.

1393

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Plan V-30/22: Parcel #1; and any and all track materials and railroad operation rights beyond the limits of said Parcel #1 that were owned or enjoyed by said Boston and Maine Corporation on October 29, 1975, all as shown on said Plan.

Franklin-Tilton Spur

Plan V-31/1: Parcels #3, #4, and #5.

Plan V-31/2: Parcels #1, #2, #3, #4, #7, #8 (meaning the right to cross Winnipiseogee Street, so called), #9, #10, #11, #12, #13, #14, #15, #16, #17, #18, #19, #20, #21, #22, #23, #24, #25, #26, #27, #28, #29 (meaning the right to cross School Street, so called), #30, #31, #32, #33, #35, #36, #37, #38, #39, #40, and #42.

Plan V-31/3: Parcels #1, #2, #3, #5, #6, #7, #8, #9 (meaning the right to cross Prospect Street, so called), #10, #11, #14 and #15.

Plan V-31/4: Parcels #1 (meaning the right to cross a highway), #2, and #3. Excluding, however, that portion of Parcel #3 lying Northerly of a line that is forty-nine and five tenths (49.5) feet Northerly of and parallel to the centerline of the railroad, as shown on said Plan.

Plan V-31/5: Parcels #1, #2, #3, and #4.

Also taking with respect to the above-described railroad line any and all reservations or grants to said Boston and Maine Corporation or its predecessors in interest of the right to own, operate, and maintain a railroad over land acquired by or owned by the State of New Hampshire or by any

of its political subdivisions for highway or other public purposes.

Excepting and reserving from the above-described takings any and all express or implied easement rights or licenses, private or public, to cross said railroad line as were legally in effect on October 29, 1975.

All parcels, or portions thereof, appearing or described on said Plans which are not specifically referred to above are intended to be excluded from, and shall not constitute a part of, this taking.

Where any of the parcels referred to above have been modified or reduced in size by subsequent conveyances under other parcel numbers not referred to, only such portions of the referenced parcels as remain are intended to be acquired.

In all other respects, the Notice of Condemnation dated October 30, 1975, shall remain the same.

THE STATE OF NEW HAMPSHIRE

TRANSPORTATION AUTHORITY

By its Executive Director


Charles Chandler

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February 28, 1980

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