

**ATTACHMENT 1  
TO EXHIBIT A**  
Sapulpa to Greig, Oklahoma

All that portion of The Burlington Northern and Santa Fe Railway Company's (formerly St. Louis-San Francisco Railway Company) Sooner Subdivision from Sapulpa (near Milepost 438.9) to Greig (near Milepost 536.4), Oklahoma, Branch Line right of way, varying in width on each side of said Railway Company's Main Track centerline, as now located and constructed upon, over and across Creek County, Lincoln County and Oklahoma County, Oklahoma, more particularly described as follows, to-wit:

**CREEK COUNTY**

All that portion of said Railway Company's 100.0 foot wide Branch Line right of way, being 50.0 feet wide on each side of said Main Track centerline upon, over and across the N $\frac{1}{2}$ SW $\frac{1}{4}$  of Section 34, the N $\frac{1}{2}$ SE $\frac{1}{4}$ , the SW $\frac{1}{4}$ NE $\frac{1}{4}$ , the S $\frac{1}{2}$ NW $\frac{1}{4}$  and the N $\frac{1}{2}$ SW $\frac{1}{4}$  of Section 33, the S $\frac{1}{2}$  of Section 32, the SE $\frac{1}{4}$  and the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 31, all in Township 18 North, Range 11 East of the Indian Meridian, the W $\frac{1}{2}$  of Section 6 and the NW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 7, all in Township 17 North, Range 11 East, the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 1, the NE $\frac{1}{4}$  and the S $\frac{1}{2}$  of Section 12, the NW $\frac{1}{4}$  of Section 13, and the SE $\frac{1}{4}$ NE $\frac{1}{4}$  and the SE $\frac{1}{4}$  of Section 14, all in Township 17 North, Range 10 East, bounded on the Northeast by a line drawn at right angles to said Main Track centerline at the East end of said Railway Company's Bridge No. 438.9 which is 1,739.5 feet Easterly, as measured along said Main Track centerline from the West line of said Section 34, Township 18 North, Range 11 East, and bounded on the Southwest by a line drawn at right angles to said Main Track centerline at a point distant 3,121.5 feet Southwesterly, as measured along said Main Track centerline from the East line of said Section 14, Township 17 North, Range 10 East; also,

Two additional 15.0 foot wide strips of land lying contiguous to and on each side of the hereinabove described 100.0 foot wide Branch Line right of way, situated in the E $\frac{1}{2}$ NW $\frac{1}{4}$  of said Section 6, Township 17 North, Range 11 East, lying between lines drawn parallel with and distant, respectively, 50.0 feet and 65.0 feet Westerly and Easterly from said Main Track centerline, bounded by two lines drawn at right angles to said Main Track centerline distant, respectively, 1,465.0 feet and 1,772.0 feet Southerly, as measured along said Main Track centerline from the North line of said Section 6; also,

Two additional 15.0 foot wide strips of land lying contiguous to and on each side of the hereinabove described 100.0 foot wide Branch Line right of way, situated in the SE $\frac{1}{4}$ NW $\frac{1}{4}$  of said Section 6, Township 17 North, Range 11 East, lying between lines drawn parallel with and distant, respectively, 50.0 feet and 65.0 feet Westerly and Easterly from said Main Track centerline, bounded by two lines drawn at right angles to said Main Track centerline distant, respectively, 2,178.0 feet and 2,411.5 feet Southerly, as measured along said Main Track centerline from the North line of said Section 6; also,

All that portion of said Railway Company's 200.0 foot wide Station Ground property at Kellyville, Oklahoma located on said Branch Line right of way, being 100.0 feet wide on each side of said Main Track centerline upon, over and across the S $\frac{1}{2}$  of Section 14, and the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 23, all in Township 17 North, Range 10 East, bounded by two lines drawn at right angles to said Main Track centerline distant, respectively, 3,121.5 feet and 5,121.5 feet Southwesterly, as measured along said Main Track centerline from the East line of said Section 14, Township 17 North, Range 10 East; also,

An additional parcel of land lying contiguous to and Northwesterly of the hereinabove described 200.0 foot wide Station Ground property at Kellyville, Oklahoma, situated in the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of said Section 14, Township 17 North, Range 10 East, lying between two lines drawn parallel with and distant, respectively, 100.0 feet and 350.0 feet Northwesterly, as measured at right angles from said Main Track centerline, bounded on the East and South by the East and South lines of said SE $\frac{1}{4}$ SW $\frac{1}{4}$ ; also,

All that portion of said Railway Company's 100.0 foot wide Branch Line right of way, being 50.0 feet wide on each side of said Main Track centerline upon, over and across the NW $\frac{1}{4}$  and the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$  of said Section 23, the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$  and the SE $\frac{1}{4}$  of Section 22, the NW $\frac{1}{4}$ NE $\frac{1}{4}$ , the NW $\frac{1}{4}$  and the NW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 27, the S $\frac{1}{2}$  of Section 28, the SE $\frac{1}{4}$  of Section 29, the NW $\frac{1}{4}$ NE $\frac{1}{4}$  and the N $\frac{1}{2}$ NW $\frac{1}{4}$  of Section 32, the NE $\frac{1}{4}$ , the NW $\frac{1}{4}$ SE $\frac{1}{4}$  and the SW $\frac{1}{4}$  of Section 31, all in Township 17 North, Range 10 East, the N $\frac{1}{2}$ NW $\frac{1}{4}$  of Section 6, Township 16 North, Range 10 East, the N $\frac{1}{2}$  and the NW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 1, the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$  and the S $\frac{1}{2}$  of Section 2, the NW $\frac{1}{4}$  of Section 11, the NE $\frac{1}{4}$  and the S $\frac{1}{2}$  of Section 10, the W $\frac{1}{2}$ NW $\frac{1}{4}$  and the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 15, the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$  and the SE $\frac{1}{4}$  of Section 16, the NW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$  and the NW $\frac{1}{4}$  of Section 21, the NE $\frac{1}{4}$ , the NW $\frac{1}{4}$ SE $\frac{1}{4}$  and the SW $\frac{1}{4}$  of Section 20, the NW $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 29, and the NE $\frac{1}{4}$  of Section 30, all in Township 16 North, Range 9 East, bounded on the Northeast by a line drawn at right angles to said Main Track centerline distant 5,121.5 feet Southwesterly, as measured along said Main Track centerline from the East line of said Section 14, Township 17 North, Range 10 East, and bounded on the Southwest by the South line of said NE $\frac{1}{4}$  of Section 30, Township 16 North, Range 9 East; also,

Two additional 50.0 foot wide strips of land lying contiguous to and on each side of the hereinabove described 100.0 foot wide Branch Line right of way, situated in the NW $\frac{1}{4}$ NW $\frac{1}{4}$  of said Section 6, Township 16 North, Range 10 East, and in the NE $\frac{1}{4}$ NE $\frac{1}{4}$  of said Section 1, Township 16 North, Range 9 East, lying between lines drawn parallel with and distant, respectively, 50.0 feet and 100.0 feet Northerly and Southerly from said Main Track centerline, bounded on the East by a line drawn at right angles to said Main Track centerline at a point distant 115.5 feet Easterly, as measured along said Main Track centerline from the West line of said Section 6, and bounded on the West by a line drawn at right angles to said Main Track centerline at a point distant 278.5 feet Westerly, as measured along said Main Track centerline from the East line of said Section 1; also,

An additional parcel of land lying contiguous to and Southerly of the hereinabove described 100.0 foot wide Branch Line right of way, situated in the NW $\frac{1}{4}$  of said Section 1, Township 16 North, Range 9 East, described as follows:

Commencing at the Southwest corner of said NW $\frac{1}{4}$ ; thence North along the West line of said NW $\frac{1}{4}$  a distance of 51.5 feet to said Main Track centerline; thence Northeasterly along said Main Track centerline 1,932.5 feet; thence Southeasterly at right angles to said Main Track centerline 50.0 feet to the True Point of Beginning; thence Northeasterly parallel with said Main Track centerline 552.0 feet (deed); thence Southeasterly at right angles to said Main Track centerline 150.0 feet; thence Southwesterly parallel with said Main Track centerline 150.0 feet; thence Northwesterly at right angles to said Main Track centerline 120.0 feet; thence Southwesterly parallel with said Main Track centerline 402.0 feet; thence Northwesterly at right angles to said Main Track centerline 30.0 feet to the True Point of Beginning.

**ALSO,**

An additional 30.0 foot wide strip of land lying contiguous to and Northerly of the hereinabove described 100.0 foot wide Branch Line right of way situated in the NW $\frac{1}{4}$  of said Section 1, Township 16 North, Range 9 East, lying between two lines drawn parallel with and distant, respectively, 50.0 feet and 80.0 feet Northwesterly, as measured at right angles from said Main Track centerline, bounded by two lines drawn at right angles to said Main Track centerline distant, respectively, 1,932.0 feet and 2,484.0 feet Northeasterly, as measured along said Main Track centerline from the West line of said Section 1; also,

An additional parcel of land situated in the NW $\frac{1}{4}$  of said Section 1, Township 16 North, Range 9 East, described as follows:

Commencing at the Southwest corner of said NW $\frac{1}{4}$ ; thence North along the West line of said NW $\frac{1}{4}$  a distance of 51.5 feet to said Main Track centerline; thence Northeasterly along said Main Track centerline 306.7 feet; thence Southeasterly on a radial line to said Main Track centerline a distance of 50.0 feet to the True Point of Beginning; thence continuing Southeasterly on said radial line 50.0 feet; thence Northeasterly along a line drawn concentric and parallel with said Main Track centerline 510.3 feet; thence Southeasterly at right angles to said Main Track centerline 140.0 feet; thence Northeasterly parallel with said Main Track centerline 150.0 feet; thence East to a point being 275.0 feet Southeasterly, as measured at right angles from said Main Track centerline; thence Northeasterly along a line drawn parallel and concentric with said Main Track centerline to the North-South centerline of said NW $\frac{1}{4}$ ; thence North along said North-South centerline to a point being 250.0 feet Northwesterly, as measured at right angles from said Main Track centerline; thence Southwesterly along a line drawn parallel and concentric with said Main Track centerline a distance of 1,000 feet, more or less, to the most Northerly corner of Parcel 1 of four parcels of land described in deed from Ethel

Jones, et con, to the St. Louis-San Francisco Railway Company dated October 17, 1916; thence Southwesterly parallel with and distant 250.0 feet Northwesterly, as measured at right angles to said Main Track centerline a distance of 400.0 feet; thence Southeasterly at right angles to the last described course 35.0 feet; thence East along the South line of said Parcel 1 and the Easterly extension thereof a distance of 400 feet, more or less, to the Southeasterly line of said 100.0 foot wide Branch Line right of way; thence Southwesterly along said Southeasterly right of way line to the True Point of Beginning, **EXCEPTING THEREFROM**, the hereinabove described 100.0 foot wide Branch Line right of way.

**ALSO,**

All of the South half of the SW $\frac{1}{4}$ NW $\frac{1}{4}$  of said Section 1, Township 16 North, Range 9 East, lying North and West of the hereinabove described property; also,

Two additional 25.0 foot wide strips of land lying contiguous to and on each side of the hereinabove described 100.0 foot wide Branch Line right of way, situated in the S $\frac{1}{2}$ SE $\frac{1}{4}$  of said Section 2, Township 16 North, Range 19 East, lying between lines drawn parallel with and distant, respectively, 50.0 feet and 75.0 feet Northerly and Southerly from said Main Track centerline, bounded by two lines drawn at right angles to said Main Track centerline distant, respectively, 2,957.9 feet and 3,144.0 feet Southwesterly, as measured along said Main Track centerline from the West line of said Section 1, Township 16 North, Range 9 East; also,

All that portion of said Railway Company's 200.0 foot wide Station Ground property at Bristow, Oklahoma located on said Branch Line right of way, being 100.0 feet wide on each side of said Main Track centerline upon, over and across the SE $\frac{1}{4}$  of Section 30, Township 16 North, Range 9 East, bounded on the North by the North line of said SE $\frac{1}{4}$ , and bounded on the South by the Easterly extension of the South line of Lot 1, Block 84 of the Original Town of Bristow, Oklahoma; also,

All that portion of said Railway Company's 100.0 foot wide Branch Line right of way, being 50.0 feet wide on each side of said Main Track centerline upon, over and across the S $\frac{1}{2}$ SE $\frac{1}{4}$  of said Section 30, and the N $\frac{1}{2}$  of Section 31, all in Township 16 North, Range 9 East, the SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$  and the N $\frac{1}{2}$ S $\frac{1}{2}$  of Section 36, the S $\frac{1}{2}$  of Section 35, the SW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 34, and the S $\frac{1}{2}$ SE $\frac{1}{4}$  of Section 33, all in Township 16 North, Range 8 East, the NW $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 2, the N $\frac{1}{2}$  of Section 3, the NW $\frac{1}{4}$ NE $\frac{1}{4}$  and the NW $\frac{1}{4}$  of Section 4, the S $\frac{1}{2}$ N $\frac{1}{2}$  and the N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 5, and the N $\frac{1}{2}$ SE $\frac{1}{4}$  of Section 6, all in Township 15 North, Range 8 East, bounded on the Northeast by the Easterly extension of the South line of Lot 1, Block 84 of the Original Town of Bristow, Oklahoma, and bounded on the West by a line drawn at right angles to said Main Track centerline at a point 360 feet Easterly of the West line of said N $\frac{1}{2}$ SE $\frac{1}{4}$  of Section 6, Township 15 North, Range 8 East, said line being at the East end of said Railway Company's Station Ground property at Depew, Oklahoma, and monumented on the ground with steel rail monuments; also,

An additional 25.0 foot wide strip of land lying contiguous to and Northerly of the hereinabove described 100.0 foot wide Branch Line right of way, situated in the NW $\frac{1}{4}$  of said Section 31, Township 16 North, Range 9 East, lying between two lines drawn parallel with and distant, respectively, 50.0 feet and 75.0 feet Northwesterly, as measured at right angles from said Main Track centerline, bounded by two lines drawn at right angles to said Main Track centerline distant, respectively, 2,304.8 feet and 2,704.8 feet Northeasterly, as measured along said Main Track centerline from the West line of said Section 31; also,

All that portion of said Railway Company's 200.0 foot wide Station Ground property at Depew, Oklahoma located on said Branch Line right of way, being 100.0 feet wide on each side of said Main Track centerline upon, over and across the N $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ , the S $\frac{1}{2}$ S $\frac{1}{2}$ NW $\frac{1}{4}$  and the N $\frac{1}{2}$ SW $\frac{1}{4}$  of Section 6, Township 15 North, Range 8 East, bounded on the East by a line drawn at right angles to said Main Track centerline at a point 360 feet Easterly of the West line of said N $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ , said line being monumented on the ground with steel rail monuments, and bounded on the West by a line drawn radially to said Main Track centerline at a point distant 2,000.0 feet Westerly, as measured along said Main Track centerline from the herein last described right angle line; also,

All that portion of said Railway Company's 100.0 foot wide Branch Line right of way, being 50.0 feet wide on each side of said Main Track centerline upon, over and across the NW $\frac{1}{4}$ SW $\frac{1}{4}$  of said Section 6, Township 15 North, Range 8 East, the S $\frac{1}{2}$  of Section 1, the W $\frac{1}{2}$  of Section 12, the SE $\frac{1}{4}$  of Section 11, the N $\frac{1}{2}$  of Section 14, the NE $\frac{1}{4}$ , the NW $\frac{1}{4}$ SE $\frac{1}{4}$  and the SW $\frac{1}{4}$  of Section 15, the W $\frac{1}{2}$  of Section 22, the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 21, the N $\frac{1}{2}$  and the N $\frac{1}{2}$ SW $\frac{1}{4}$  of Section 28, the S $\frac{1}{2}$  of Section 29, the S $\frac{1}{2}$  of Section 30, all in Township 15 North, Range 7 East, and the fractional NE $\frac{1}{4}$  of Section 25, Township 15 North, Range 6 East, bounded on the Northeast by the West line of the hereinabove described Station Ground property at Depew, Oklahoma, and bounded on the West by the West line of Creek County, Oklahoma; also,

## LINCOLN COUNTY

All that portion of said Railway Company's 100.0 foot wide Branch Line right of way, being 50.0 feet wide on each side of said Main Track centerline upon, over and across the fractional SW $\frac{1}{4}$  of said Section 25, the S $\frac{1}{2}$  of Section 26, and the N $\frac{1}{2}$ SE $\frac{1}{4}$  and the S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 27, all in Township 15 North, Range 6 East, bounded on the East by the East line of Lincoln County, Oklahoma, and bounded on the West by the West line of said S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 27; also,



An additional parcel of land lying contiguous to and Southerly of the hereinabove described 100.0 foot wide Branch Line right of way at Davenport, Oklahoma, situated in the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$  of said Section 10, Township 14 North, Range 5 East, described as follows:

Beginning at the intersection of the West line of said Section 10 with the Southerly line of said 100.0 foot wide right of way; thence Easterly along said Southerly line 141.8 feet; thence Southerly at right angles to the last described course 20.0 feet; thence Westerly at right angles to the last described course 44.4 feet; thence Southerly at right angles to the last described course 150.0 feet; thence Westerly at right angles to the last described course 79.4 feet to the West line of said Section 10; thence North along said West line 170.9 feet to the Point of Beginning, **EXCEPTING THEREFROM**, the public road along the West line of said Section 10.

**ALSO,**

Lot 1 of Moore's Addition to Davenport, Oklahoma, lying contiguous to and Southerly of the hereinabove described 100.0 foot wide Branch Line right of way, bounded on the East by the East line of said Section 9, Township 14 North, Range 5 East, and bounded on the West by the Easterly line of the old abandoned right of way of the Atchison, Topeka and Santa Fe Railway Company; also,

An additional 50.0 foot wide strip of land lying contiguous to and Northerly of the hereinabove described 100.0 foot wide Branch Line right of way at Daggett, Oklahoma, situated in the SW $\frac{1}{4}$ NW $\frac{1}{4}$  of said Section 9, Township 14 North, Range 5 East, lying between two lines drawn parallel and concentric with and distant 50.0 feet and 100.0 feet Northeasterly, as measured at right angles and radially from said Main Track centerline, bounded on the West by the Southerly extension of the East line of West Street, according to the recorded plat of Daggett, and bounded on the East by a line drawn at right angles to said Main Track centerline at a point distant 1,165.5 feet Easterly, as measured along said Main Track centerline from the West line of said Section 9; also,

An additional 50.0 foot wide strip of land lying contiguous to and Southerly of the hereinabove described 100.0 foot wide Branch Line right of way, lying between two lines drawn parallel with and distant, respectively, 50.0 feet and 100.0 feet Southwesterly, as measured at right angles from said Main Track centerline, situated in the SE $\frac{1}{4}$ NE $\frac{1}{4}$  of said Section 8, Township 14 North, Range 5 East, bounded on the East by a line drawn parallel with and distant 33.0 feet West, as measured at right angles from the East line of said Section 8, and bounded on the West by a line drawn at right angles to said Main Track centerline from a point distant 200.0 feet Northwesterly from the intersection of a line drawn parallel with and 33.0 feet West of the East line of said Section 8, and a line drawn parallel with and distant 100.0 feet Southwesterly, as measured at right angles from said Main Track centerline, as measured along the last described parallel line; also,

All that portion of said Railway Company's 100.0 foot wide Branch Line right of way, being 50.0 feet wide on each side of said Main Track centerline upon, over and across the NE $\frac{1}{4}$  of Section 12, the S $\frac{1}{2}$  and the NW $\frac{1}{4}$  of Section 1, the N $\frac{1}{2}$  of Section 2, the N $\frac{1}{2}$  of Section 3, and the SE $\frac{1}{4}$ NE $\frac{1}{4}$  and the SE $\frac{1}{4}$  of Section 4, all in Township 14 North, Range 4 East, bounded on the East by the East line of said Section 12, and bounded on the Southwest by the North line of First Street, according to the recorded plat of Chandler, Oklahoma; also,

An additional triangular parcel of land lying contiguous to and Northwesterly of the hereinabove described 100.0 foot wide Branch Line right of way, situated in the SE $\frac{1}{4}$  of said Section 4, Township 14 North, Range 4 East, described as follows:

Commencing at the Southeast corner of said Section 4; thence West along the South line of said Section 4 a distance of 1,497 feet to said Main Track centerline; thence Northerly along said Main Track centerline 1,794.2 feet; thence Northwesterly at right angles to said Main Track centerline 50.0 feet to the True Point of Beginning; thence Northeasterly parallel with said Main Track centerline 530.3 feet; thence Southwesterly 273.4 feet to a point being 150.0 feet Northwesterly, as measured at right angles from said Main Track centerline; thence Southerly 293.3 feet to the True Point of Beginning.

**ALSO,**

An additional triangular parcel of land lying contiguous to and Southeasterly of the hereinabove described 100.0 foot wide Branch Line right of way, situated in the SE $\frac{1}{4}$  of said Section 4, Township 14 North, Range 4 East, described as follows:

Commencing at the Southeast corner of said Section 4; thence West along the South line of said Section 4 a distance of 1,497 feet to said Main Track centerline; thence Northerly along said Main Track centerline 1,794.2 feet; thence Southeasterly at right angles to said Main Track centerline 50.0 feet to the True Point of Beginning; thence Northeasterly parallel with said Main Track centerline 500.3 feet; thence Southwesterly 252.2 feet to a point being 150.0 feet Southeasterly, as measured at right angles from said Main Track centerline; thence Southwesterly 287.5 feet to the True Point of Beginning.

**ALSO,**

All that portion of said Railway Company's 100.0 foot wide Branch Line right of way, being 50.0 feet wide on each side of said Main Track centerline upon, over and across the W $\frac{1}{2}$  of Block 2, the E $\frac{1}{2}$  and Lots 17 through 24, inclusive, Block 9, Lots 1 through 11, inclusive, Block 14, Lots 13, 14 and 15, inclusive, Block 13, Block 22, Lots 1 through 5, inclusive, Block 27, Lots 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19, Block 26, Block 37, Lots 1, 2, 3, 4, 22, 23 and 24, Block 40, Lots 1, 2, 3, 21, 22, 23 and 24, Block 51, Lots 1, 2, 3, 4, 5, 19, 20, 21, 22, 23 and 24, Block 54, Block 65, Lots 5, 6, 7, 8, 9, 10, 14, 16, 17, 18, 19 and 20, Block 68, and Lots 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17,



Block 79, all of the Original Townsite of Chandler, Oklahoma, including those portions of the alleys in said Blocks and those portions of First Street, Second Street, Third Street, Fourth Street, Fifth Street, Sixth Street, Seventh Street, Eighth Street, Ninth Street, Tenth Street, Eleventh Street, Twelfth Street, Thirteenth Street, Manvel Avenue, Allison Avenue, Cleveland Avenue and Keokuk Avenue lying within said 100.0 foot wide Branch Line right of way, bounded on the North by the North line of First Street, and bounded on the South by the South line of said Thirteenth Street; also,

All of Lots 9, 10, 11, 12 and 13, Block 82 of the Original Town of Chandler, together with those portions of Lots 7, 8, 14, 15 and 16 and the East-West alley in said Block 82, lying Northwesterly of a line drawn concentric with and distant 100.0 feet Southeasterly, as measured radially from said Main Track centerline; also,

Those portions of Cleveland Avenue and the East-West alley in Block 83 of the Original Town of Chandler, lying within 50.0 feet, as measured radially, on each side of said Main Track centerline; also,

All of Lots 23 and 24, Block 83 of the Original Town of Chandler, together with those portions of Lots 1, 2, 3, 20, 21 and 22 said Block 83, lying Southeasterly of a line drawn concentric with and distant 100.0 feet Northwesterly, as measured radially from said Main Track centerline; also,

All of Lots 1, 2, 3, 4, 5, 18, 19, 20, 21, 22, 23 and 24, Block 92 of the Original Town of Chandler, together with those portions of Lots 6, 7, 8, 14, 15, 16 and 17 and the East-West alley in said Block 92, lying Southeasterly of a line drawn concentric with and distant 100.0 feet Northwesterly, as measured radially from said Main Track centerline; also,

That portion of Lot 12, Block 93 of the Original Town of Chandler, lying Northwesterly of a line drawn concentric with and distant 100.0 feet Southeasterly, as measured radially from said Main Track centerline; also,

That part of Fourteenth Street lying West of the West line of Cleveland Street and East of a line drawn parallel with and distant 50.0 feet Northwesterly, as measured at right angles from said Main Track centerline; also,

That part of Fifteenth Street lying West of a line drawn parallel with and distant 50.0 feet Southeasterly, as measured at right angles from said Main Track centerline and lying East of a line drawn parallel with and distant 10.0 feet Northwesterly, as measured at right angles from said Railway Company's most Westerly spur track centerline; also,

All that portion of said Railway Company's 200.0 foot wide Branch Line right of way, being 100.0 feet wide on each side of said Main Track centerline upon, over and across the N $\frac{1}{2}$  of Section 16, Township 14 North, Range 4 East, bounded on the North by the South line of Fifteenth Street, and bounded on the South by the South line of said N $\frac{1}{2}$  of Section 16; also,

An additional 50.0 foot wide strip of land lying contiguous to and Southeasterly of the hereinabove described 200.0 foot wide Branch Line right of way, situated in said N $\frac{1}{2}$  of Section 16, Township 14 North, Range 4 East, lying between two lines drawn parallel and concentric with and distant, respectively, 100.0 feet and 150.0 feet Southeasterly, as measured at right angles and radially from said Main Track centerline, bounded by two lines drawn at right angles and radially to said Main Track centerline distant, respectively, 300.0 feet and 1,567.4 feet Southwesterly from the South line of said Fifteenth Street, as measured along the Southeasterly line of said 200.0 foot wide Branch Line right of way; also,

An additional strip of land lying contiguous to and Northwesterly of the hereinabove described 200.0 foot wide Branch Line right of way, situated in said N $\frac{1}{2}$  of Section 16, Township 14 North, Range 4 East, lying Southeasterly of a line drawn parallel with and distant 10.0 feet Northwesterly, as measured at right angles from said Railway Company's most Northwesterly spur track centerline; also,

All that portion of said Railway Company's 50.0 foot wide Connection Track right of way, lying contiguous to and Northwesterly of the hereinabove described 200.0 foot wide Branch Line right of way, situated in the said N $\frac{1}{2}$  of Section 16, Township 14 North, Range 4 East, being 25.0 feet wide on each side of said Connection Track centerline, as originally located and constructed, bounded on the Southeast by a line drawn parallel with and distant 100.0 feet Northwesterly, as measured at right angles from said Main Track centerline, and bounded on the Northwest by a line drawn concentric with and distant 50.0 feet Southwesterly, as measured radially from the former Chicago, Rock Island & Pacific Railway Company's Main Track centerline, as originally located and constructed; also,

All that portion of said Railway Company's 100.0 foot wide Branch Line right of way, being 50.0 feet wide on each side of said Main Track centerline upon, over and across the SW $\frac{1}{4}$  of Section 16, the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 17, the NE $\frac{1}{4}$ , the S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$  and the N $\frac{1}{2}$ SW $\frac{1}{4}$  of Section 20, the N $\frac{1}{2}$ SE $\frac{1}{4}$ , the SW $\frac{1}{4}$ NE $\frac{1}{4}$  and the NW $\frac{1}{4}$  of Section 19, all in Township 14 North, Range 4 East, the N $\frac{1}{2}$ NE $\frac{1}{4}$  of Section 24, the S $\frac{1}{2}$  of Section 13, the SE $\frac{1}{4}$ , the SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$  and the NW $\frac{1}{4}$  of Section 14, the N $\frac{1}{2}$  and the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 15, and the SE $\frac{1}{4}$  and the E $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$  of Section 16, all in Township 14 North, Range 3 East, bounded on the Northeast by the North line of said SW $\frac{1}{4}$  of Section 16, Township 14 North, Range 4 East, and bounded on the Southwest by a line drawn at right angles to said Main Track centerline at a point distant 228 feet Southwesterly, as measured along said Main Track centerline from the North-South centerline of said Section 16, Township 14 North, Range 3 East; also,

A triangular parcel of land lying contiguous to and Northerly of the hereinabove described 100.0 foot wide Branch Line right of way, situated in the SW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$  of said Section 13, Township 14 North, Range 3 East, described as follows:

Beginning at a point on the Northerly line of said 100.0 foot wide Branch Line right of way distant 30.0 feet East, as measured at right angles from the West line of said Section 13; thence North parallel with said West line 40 feet; thence Southeasterly to a point on said Northerly right of way line distant 20 feet from the point of beginning; thence Westerly along said Northerly right of way line 20 to the point of beginning.

**ALSO,**

A triangular parcel of land lying contiguous to and Southerly of the hereinabove described 100.0 foot wide Branch Line right of way, situated in the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$  of said Section 13, Township 14 North, Range 3 East, described as follows:

Beginning at a point on the Southerly line of said 100.0 foot wide Branch Line right of way distant 30.0 feet East, as measured at right angles from the West line of said Section 13; thence South parallel with said West line 40 feet; thence Northeasterly to a point on said Southerly right of way line distant 18 feet from the point of beginning; thence Westerly along said Southerly right of way line 18 to the point of beginning.

**ALSO,**

All that portion of said Railway Company's 200.0 foot wide Branch Line right of way, being 100.0 feet wide on each side of said Main Track centerline upon, over and across the SW $\frac{1}{4}$  of Section 16 and the S $\frac{1}{2}$  of Section 17, all in Township 14 North, Range 3 East, bounded on the West by the West line of said Section 17, and bounded on the East by a line drawn at right angles to said Main Track centerline at a point distant 228 feet Southwesterly, as measured along said Main Track centerline from the North-South centerline of said Section 16; also,

All that portion of said Railway Company's 100.0 foot wide Branch Line right of way, being 50.0 feet wide on each side of said Main Track centerline upon, over and across the NE $\frac{1}{4}$ SE $\frac{1}{4}$  and the N $\frac{1}{2}$  of Section 18, Township 14 North, Range 3 East, and the N $\frac{1}{2}$  of Section 13, Township 14 North, Range 2 East, bounded on the East by the East line of said Section 18, and bounded on the West by the West line of said Section 13; also,

All that portion of said Railway Company's 200.0 foot wide Branch Line right of way, being 100.0 feet wide on each side of said Main Track centerline upon, over and across the NE $\frac{1}{4}$  of Section 14, Township 14 North, Range 2 East, bounded on the North and East by the North and East lines of said NE $\frac{1}{4}$ ; also,

All that portion of said Railway Company's 100.0 foot wide Branch Line right of way, being 50.0 feet wide on each side of said Main Track centerline upon, over and across the SW $\frac{1}{4}$ SE $\frac{1}{4}$  and the S $\frac{1}{2}$ SW $\frac{1}{4}$  of Section 11, and the NW $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 14, all in Township 14 North, Range 2 East, bounded on the Southeast by the South line of said Section 11, and bounded on the Southwest by the West line of said Section 14; also,

An additional parcel of land lying contiguous to and Southerly of the hereinabove described 100.0 foot wide Branch Line right of way, situated in the SW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$  of said Section 11, Township 14 North, Range 2 East, lying between two lines drawn parallel with and distant 50.0 feet and 150.0 feet Southwesterly, as measured at right angles from said Main Track centerline, bounded by two lines drawn at right angles to said Main Track centerline distant, respectively, 570.0 feet and 670.0 feet Northwesterly from the South line of said Section 11, as measured along said Main Track centerline; also,

An additional 50.0 foot wide strip of land situated in the SW $\frac{1}{4}$ SE $\frac{1}{4}$  of said Section 11, Township 14 North, Range 2 East, described as follows:

Commencing at the Southwest corner of said SW $\frac{1}{4}$ SE $\frac{1}{4}$ ; thence East along the South line of said SW $\frac{1}{4}$ SE $\frac{1}{4}$  a distance of 1,084.0 feet to the True Point of Beginning; thence North 13° 35' East, along a line hereinafter referred to as "Line A" a distance of 295 feet to the Northerly bank of the Deep Fork of the Canadian River; thence Southeasterly along said Northerly bank to a point being 50.0 feet Southeasterly, as measured at right angles from said "Line A"; thence South 13° 35' West, 272.5 feet to the South line of said SW $\frac{1}{4}$ SE $\frac{1}{4}$ ; thence West along said South line to the True Point of Beginning.

**ALSO,**

All that portion of said Railway Company's 200.0 foot wide Branch Line right of way, being 100.0 feet wide on each side of said Main Track centerline upon, over and across the NE $\frac{1}{4}$  of Section 15, Township 14 North, Range 2 East, bounded on the East and West by the East and West lines of said NE $\frac{1}{4}$ ; also,







An additional 100.0 foot wide and 2,000.0 feet long strip of land lying contiguous to and Northwesterly of the hereinabove described 100.0 foot wide Branch Line right of way at Munger, Oklahoma, situated in the SE $\frac{1}{4}$ NE $\frac{1}{4}$  and the N $\frac{1}{2}$ SE $\frac{1}{4}$  of said Section 11, Township 12 North, Range 2 West, lying between two lines drawn parallel with and distant, respectively, 50.0 feet and 150.0 feet Northwesterly, as measured at right angles from said Main Track centerline, bounded on the Northeast by a line drawn radially to said Main Track centerline through a point being 1,350 feet Northeasterly of the South line of said SE $\frac{1}{4}$ NE $\frac{1}{4}$ , as measured along a line drawn parallel with and distant 150.0 feet Northwesterly, as measured at right angles from said Main Track centerline, and bounded on the Southwest by a line drawn at right angles to said Main Track centerline through a point being 650 feet Southwesterly of the South line of said SE $\frac{1}{4}$ NE $\frac{1}{4}$ , as measured along a line drawn parallel with and distant 150.0 feet Northwesterly, as measured at right angles from said Main Track centerline; also,

All that portion of said Railway Company's 100.0 foot wide Branch Line right of way, being 50.0 feet wide on each side of said Main Track centerline upon, over and across the S $\frac{1}{2}$ NE $\frac{1}{4}$ , the NW $\frac{1}{4}$ SE $\frac{1}{4}$  and the SW $\frac{1}{4}$  of Section 15, the NW $\frac{1}{4}$  of Section 22, the E $\frac{1}{2}$  and the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 21, the NW $\frac{1}{4}$  and the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 28, the SE $\frac{1}{4}$  and the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 29, the NW $\frac{1}{4}$  of Section 32, and the E $\frac{1}{2}$  of Section 31, all in Township 12 North, Range 2 West, bounded on the Northeast by the East line of said Section 15, and bounded on the Southwest by the West line of the E $\frac{1}{2}$  of said Section 31, **EXCEPTING THEREFROM**, the 100.0 foot wide Union Pacific right of way at Greig, Oklahoma; also,

An additional parcel of land lying contiguous to and Southeasterly of the hereinabove described 100.0 foot wide Branch Line right of way at Greig, Oklahoma, situated in said Section 31 and 32, Township 12 North, Range 2 West, described as follows:

Beginning at a point on the East line of said Section 31 distant 50.0 feet Southeasterly, as measured at right angles from said Main Track centerline; thence Northeasterly parallel with said Main Track centerline 100.0 feet to the Southerly line of the Union Pacific 100.0 foot wide right of way; thence Northeasterly along said Southerly right of way line 490.0 feet; thence Southwesterly 600.0 feet to a point on the West line of said Section 32 distant 40.0 feet South of the point of beginning; thence Southwesterly 290.0 feet to a point 50.0 feet Southeasterly, as measured at right angles from said Main Track centerline; thence Northeasterly parallel with said Main Track centerline 315.8 feet to the Point of Beginning.

Sapulpa to Greig, OK 12/5/97