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 N½SW¼ of Section 34, the N½SE¼, the SW¼NE¼, the S½NW¼ and the N½SW¼ of Section 33, the S½ of Section 32, the SE¼ and the SE¼SW¼ of Section 31, all in Township 18 North, Range 11 East of the Indian Meridian, the W½ of Section 6 and the NW¼NW¼NW¼ of Section 7, all in Township 17 North, Range 11 East, the SE¼SE¼SE¼ of Section 1, the NE¼ and the S½ of Section 12, the NW¼ of Section 13, and the SE¼NE¼ and the SE¼ 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 E½NW¼ 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 SE¼NW¼ 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, 2,178.0.0 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 S½ of Section 14, and the NE¼NW¼ 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 SE¼SW¼ 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 SE¼SW¼; 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 NW1/4 and the NW1/4NW1/4SW1/4 of said Section 23, the SE1/4SE1/4NE1/4 and the SE¼ of Section 22, the NW¼NE¼, the NW¼ and the NW¼SW¼ of Section 27, the S½ of Section 28, the SE¼ of Section 29, the NW¼NE¼ and the N½NW¼ of Section 32, the NE¼, the NW¼SE¼ and the SW¼ of Section 31, all in Township 17 North, Range 10 East, the N1/2NW1/4 of Section 6, Township 16 North, Range 10 East, the N1/2 and the NW1/NW1/NW1/SW1/4 of Section 1, the SE1/4SE1/4NE1/4 and the S1/2 of Section 2, the NW14 of Section 11, the NE14 and the S12 of Section 10, the W12NW14 and the NW4NW4SW4 of Section 15, the SE4SE4SE4NE4 and the SE4 of Section 16, the NW1/NW1/NE1/4 and the NW1/4 of Section 21, the NE1/4, the NW1/4SE1/4 and the SW1/4 of Section 20, the NW1/NW1/4 of Section 29, and the NE1/4 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 NE¼ 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 NW¼NW¼ of said Section 6, Township 16 North, Range 10 East, and in the NE¼NE¼ 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 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 NW¼ of said Section 1, Township 16 North, Range 9 East, described as follows:

Commencing at the Southwest corner of said NW¼; thence North along the West line of said NW¼ 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 NW¼ 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 NW¼ of said Section 1, Township 16 North, Range 9 East, described as follows:

Commencing at the Southwest corner of said NW¼; thence North along the West line of said NW¼ 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 140.0 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 NW¼; 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 SW1/4NW1/4 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 S½SE¼ 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 SE¼ of Section 30, Township 16 North, Range 9 East, bounded on the North by the North line of said SE¼, 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 S½SE¼ of said Section 30, and the N½ of Section 31, all in Township 16 North, Range 9 East, the SE¼SE¼NE¼ and the N½S½ of Section 36, the S½ of Section 35, the SW¼SW¼ of Section 34, and the S½SE¼ of Section 33, all in Township 16 North, Range 8 East, the NW¼NW¼ of Section 2, the N½ of Section 3, the NW¼NE¼ and the NW¼ of Section 4, the S½N½ and the N½NW¼SW¼ of Section 5, and the N½SE¼ 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 N½SE¼ 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,

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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 NW¼ 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 N½NW¼SE¼, the S½S½NW¼ and the N½SW¼ 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 N½NW¼SE¼, 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 NW½SW¼ of said Section 6, Township 15 North, Range 8 East, the S½ of Section 1, the W½ of Section 12, the SE¼ of Section 11, the N½ of Section 14, the NE¼, the NW½SE¼ and the SW¼ of Section 15, the W½ of Section 22, the SE¼SE¼SE¼ of Section 21, the N½ and the N½SW¼ of Section 28, the S½ of Section 29, the S½ of Section 30, all in Township 15 North, Range 7 East, and the fractional NE¼ 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 SW¼ of said Section 25, the S½ of Section 26, and the N½SE¼ and the S½SW¼NE¼ 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 S½SW¼NE¾ of Section 27; also,

All that portion of said Railway Company's 200.0 foot wide Station Ground property at Stroud, Oklahoma located on said Branch Line right of way, being 73.0 feet wide on the Northerly side and 127.0 feet wide on the Southerly side of said Main Track centerline upon, over and across the S½NW¼ of said Section 27, Township 15 North, Range 6 East, bounded on the East and West by the East and West lines of said S½NW¼; also,

That portion of the North half of Block 38 of the Original Town of Stroud, Oklahoma, lying Southerly of the hereinabove described Station Ground property and lying North of a line drawn parallel with and 10.0 feet North of the South line of said North half of said Block 38; also,

A 30.0 foot wide right of way across Sixth Street, being 15.0 feet wide on each side of the old Stroud Cotton Oil Co. spur track centerline; also,

The South 25.0 feet of Lots 16 through 24, inclusive, Block 37 of the Original Town of Stroud, Oklahoma; also,

A 15.0 foot wide right of way across Lots 13, 14 and 15, Block 37, and Lots 13 through 24, inclusive, Block 36 of the Original Town of Stroud, Oklahoma, together with a 15.0 foot wide strip of right of way across Seventh Street, said 15.0 foot wide strip being 7.5 feet on each side of the old Stroud Cotton Oil Co. spur track centerline; also,

Those portions of Lots 22, 23 and 24, Block 5, Collins' Addition to Stroud which lies 7.5 feet on each side of the old Stroud Cotton Oil Co. spur track No. 2 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 N½ and the NW¼NW¼SW¼ of Section 28, the N½½ of Section 29, the S½ of Section 30 and the NW¼ of Section 31, all in Township 15 North, Range 6 East, the SE¼NE¼ and the SE¼ of Section 36, Township 15 North, Range 5 East, the NW¼NE¼ and the W½ of Section 1, the W½NW¼ of Section 12, the N½ of Section 11, Section 10, the N½NE½SE¼ and the S½N½ of Section 9, the N½ of Section 8, and the N½ of Section 7, all in Township 14 North, Range 5 East, bounded on the East by the East line of said Section 28, Township 15 North, Range 6 East, and bounded on the West by the West line of said Section 7, Township 14 North, Range 5 East; also,

All that portion of the Townsite of Davenport, Oklahoma, which lies South of Frisco Street and North of the hereinabove described 100.0 foot wide Branch Line right of way; 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 NW1/NW1/SW1/4 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 I 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 SW1/4NW1/4 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 SE¼NE¼ 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,

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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 NE¼ of Section 12, the S½ and the NW¼ of Section 1, the N½ of Section 2, the N½ of Section 3, and the SE¼NE¼ and the SE¼ 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 SE¼ 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 SE¼ 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 W½ of Block 2, the E½ 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,

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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 N½ 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 N½ 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 N½ 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 N½ 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 N½ 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 SW¼ of Section 16, the SE¼SE¼SE¼ of Section 17, the NE¼, the S½SE¼NW¼ and the N½SW¼ of Section 20, the N½SE¼, the SW¼NE¼ and the NW¼ of Section 19, all in Township 14 North, Range 4 East, the N½NE¼ of Section 24, the S½ of Section 13, the SE¼, the SW¼SW¼NE¼ and the NW¼ of Section 14, the N½ and the NW¼NW¼SW¼ of Section 15, and the SE¼ and the E½E½SW¼ of Section 16, all in Township 14 North, Range 3 East, bounded on the Northeast by the North line of said SW¼ 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,

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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 SW¼SW¼NW¼SW¼ 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 form 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 NW1/NW1/SW1/4 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 form 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 SW½ of Section 16 and the S½ 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 NE½SE½ and the N½ of Section 18, Township 14 North, Range 3 East, and the N½ 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 NE¼ of Section 14, Township 14 North, Range 2 East, bounded on the North and East by the North and East lines of said NE¼; 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 SW4SE4 and the S4SW4 of Section 11, and the NW4NW4 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 SW¼SW¼SE¼ 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 SW¼SE¼ of said Section 11, Township 14 North, Range 2 East, described as follows:

Commencing at the Southwest corner of said SW¼SE¼; thence East along the South line of said SW¼SE¼ 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 SW¼SE¼; 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 NE½ of Section 15, Township 14 North, Range 2 East, bounded on the East and West by the East and West lines of said NE½; 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 NW¼ of said Section 15, the N½NE¼ of Section 16, the S½ of Section 9, the S½ and the S½S½SW¼NW¼ of Section 8, and the S½S½N½ and the N½N½SE¾ of Section 7, all in Township 14 North, Range 2 East, bounded on the East by the East line of said NW¼ of Section 15, and bounded on the West by the West line of said Section 7, also being the West line of said Lincoln County; also,

OKLAHOMA 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 S½S½NE½ and the N½SE¼ of Section 12, Township 14 North, Range 1 East, bounded on the East by the East line of said S½S½NE½, and bounded on the West by the West line of said N½SE¼; 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 SW¼ of said Section 12, Township 14 North, Range 1 East, bounded on the East and South by the East and South lines of said SW¼; 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 NW¼NW¼ of Section 13, the NE¼, the SE¼SE¼NW¼ and the SW¼ of Section 14, the NW¼ of Section 23, the NE¼, the SE¼ and the SW¼ of Section 22, all in Township 14 North, Range 1 East, bounded on the North by the North line of said NW¼NW¼ of Section 13, and bounded on the South by the South line of said SW¼ of Section 22; also,

All that portion of said Railway Company's 200.0 foot wide Station Ground property at Luther, 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 NW¼NW¼ of Section 27, Township 14 North, Range 1 East, bounded on the North and West by the North and West lines of said NW¼NW¼; also,

All that portion of said Railway Company's Station Ground property at Luther, Oklahoma, located on said Branch Line right of way, varying in width on each side of said Main Track centerline upon, over and across the SW¼NE¼NE¼ of Section 28, Township 14 North, Range 1 East, described as follows:

Commencing at a point on the South line of said SW¼NE¼NE¼ distant 100.0 feet Northwesterly, as measured at right angles from said Main Track centerline; thence East along said South line 10 feet to the True Point of Beginning; thence Northeasterly 194 feet to a point being 70.0 feet Northwesterly, as measured at right angles from said Main Track centerline; thence Southeasterly at right angles to said Main Track centerline 20 feet; thence Northeasterly parallel with and 50.0 feet Northwesterly, as measured at right angles from said Main Track centerline, 200 feet to the East line of said SW¼NE¼NE¼; thence South along said East line to a point being 50.0 feet Southeasterly, as measured at right angles from said Main Track centerline; thence Southwesterly to a point on the South line of said SW½NE½NE½ distant 77.0 feet Southeasterly, as measured at right angles from said Main Track centerline; thence Southeasterly, as measured at right angles from said Main Track centerline; thence West along said South line a distance of 250 feet, more or less, to the True Point of Beginning.

ALSO,

All that portion of said Railway Company's 200.0 foot wide Station Ground property at Luther, 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 S½NE¼ of said Section 28, Township 14 North, Range 1 East, bounded on the North and South by the North and South lines of said S½NE½; 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 S½ of said Section 28, the W½ of Section 33, and the E½SE¼ of Section 32, all in Township 14 North, Range 1 East, the E½ of Section 5, and the W½NE¼ of Section 8, all in Township 13 North, Range 1 East, bounded on the North by the North line of said S½ of Section 28, Township 14 North, Range 1 East, and bounded on the Southwest by the West line of said W½NE¼ of Section 8, Township 13 North, Range 1 East; also,

All that portion of said Railway Company's 200.0 foot wide Station Ground property at Poole, 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 SE¼NW¼ and the SW¼ of said Section 8, Township 13 North, Range 1 East, bounded on the Northeast by the East line of said SE¼NW¼, and bounded on the South by the South line of said Section 8; also,

All that portion of said Railway Company's 300.0 foot wide Branch Line right of way, being 150.0 feet wide on each side of said Main Track centerline upon, over and across the W½W½ of Section 17, Township 13 North, Range 1 East, bounded on the North and West by the North and West lines of said Section 17; 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 E½SE¼ of Section 18, the NE¼, the SE¼SE¼NW¼, the NW¼NW¼SE¼ and the E½SW¼ of Section 19, all in Township 13 North, Range 1 East, bounded on the Northeast by the East line of said Section 18, and bounded on the South by the South line of said Section 19; also,

All that portion of said Railway Company's 150.0 foot wide Branch Line right of way, being 75.0 feet wide on each side of said Main Track centerline upon, over and across the NW¼ of Section 30, Township 13 North, Range 1 East, bounded on the North and South by the North and South lines of said NW¼; 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 W½SW¼ of Section 30, Township 13 North, Range 1 East, the S½S½ of Section 25, the N½N½ of Section 36, the N½N½ of Section 35, the N½N½ of Section 34, the SW¼SW¼ of Section 27, the S½ of Section 28, the SE¼SE¼ of Section 29, the N½ and the SW¼ of Section 32, and the SE¼ of Section 31, all in Township 13 North, Range 1 West, bounded on the Northeast by the North line of said W½SW¼ of Section 30, Township 13 North, Range 1 East, and bounded on the Southwest by the South line of said Section 31, Township 13 North, Range 1 West; also,

That portion of the NE% of said Section 34, Township 13 North, Range 1 West lying North of the hereinabove described 100.0 foot wide Branch Line right of way, and lying East of the East line of the Original Town of Jones, Oklahoma; also,

An additional 10.0 foot wide strip of land lying contiguous to and Northerly of the hereinabove described 100.0 foot wide Branch Line right of way, lying Southerly of the platted Town of Jones, Oklahoma; also,

That portion of the platted Town of Jones, Oklahoma, lying East of Third Street, South of Nellie Avenue, and North of the hereinabove described 10.0 foot wide strip, according to the recorded plat of Jones, 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 NE¼, the SE¼SE¼NW¼ and the SW¼ of Section 6, Township 12 North, Range 1 West, the S½SE¼ of Section 1, the N½ of Section 12, the SE¼NE¼, the SE¼ and the SE¼SE¼SW¼ of Section 11, the NW¼ of Section 14, all in Township 12 North, Range 2 West, bounded on the Northeast by the North line of said Section 6, Township 12 North, Range 1 West, and bounded on the Southwest by the West line of said Section 14, Township 12 North, Range 2 West; also.

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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 SE¼NE¼ and the N½SE¼ 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 SE¼NE¼, 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 SE¼NE¼, 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 S½NE¼, the NW¼SE¼ and the SW¼ of Section 15, the NW¼ of Section 22, the E½ and the SE¼SE¼SW¼ of Section 21, the NW¼ and the NW¼NW¼SW¼ of Section 28, the SE¼ and the SE¼SE¼SW¼ of Section 29, the NW¼ of Section 32, and the E½ 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 E½ 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