

(16) A line beginning at Thayer, in the State of Wyoming, at the point of connection with the line of the Railroad Company, and running thence in a northerly direction to a point 14 miles northwest of Superior, all in the County of Sweetwater, in said State, a distance of 9.05 miles.

(17) A line beginning at Salina, in the State of Kansas, at the point of connection with the Railroad Company's line formerly known as the Kansas Pacific Railroad, and running thence in a westerly direction through the Counties of Salina, Ottawa, Lincoln, Russell, Osborne, Rooks, Graham, Sheridan, and Thomas, to Colby, in said State of Kansas, thence in a southerly direction through the Counties of Thomas, and Logan to Oakley, in said State, a distance of 225.35 miles.

(18) A line of railroad formerly owned by the Leavenworth, Kansas and Western Railroad Company, and dated the 25th day of May, 1908, beginning at the City of Leavenworth, in the State of Kansas, at the point of connection with the Railroad Company's branch line from Leavenworth, and running thence in a westerly direction through the counties of Leavenworth, Jefferson, Atchison, Jackson, Pottawatomie, Riley, Clay and Cloud, to Miltonvale, in said State, a distance of 165.33 miles.

(19) A line of railroad formerly owned by the Topeka and Northwestern Railroad Company, and dated the 30th day of May, 1908, beginning at Menoken, in the State of Kansas, at the point of connection with the Railroad Company's line, formerly known as said Kansas Pacific Railroad, and running thence in a northwesterly direction, through the counties of Shawnee, Jackson and Pottawatomie, to a point of connection at Onaga, in said State, with the line described in subdivision (18) hereof, a distance of 37.50 miles.

Also 146.63 miles of other track now constructed and in operation, and appurtenant to the above described lines, and all lands, terminals, yards, roadbeds, superstructures, rights of way, easements, leases, trackage rights, rails, tracks, side tracks, sidings, switches, bridges, viaducts, culverts, embankments, offices, depots, grounds, warehouses, machine shops and other shops, turn-tables, water stations, fences, telegraphs, elevators, structures, erections, buildings, fixtures, engines, cars and other rolling stock, equipment, machinery, tools, implements, materials, supplies, furniture and other property, real and personal, rights and things of every kind and description, now owned or hereafter acquired by the Railroad Company, or its successors, which shall in anywise, or at any time, belong or appertain to, or be provided for use upon, or for the purpose of, any of said lines of railroad in this subdivision "First" described; any and all corporate or other rights, privileges and franchises, which the Railroad Company has now, or which it, or its successors, hereafter shall acquire, possess or become entitled to, for, or appertaining to, the construction, maintenance, use or operation of, the lines of railroad in this subdivision "First" described; and any and all the rents, issues, profits, tolls and other income of said lines of railroad.

Second. Such additional lines of railroad, with their franchises and appurtenances, hereafter constructed or acquired by the Railroad Company, as shall, in accordance with the provisions and restrictions hereinafter expressed, become subject to the lien of this indenture by reason of the issue of bonds hereby secured against expenditures made in the construction or acquisition thereof.

Third. In addition to the engines, cars and other rolling stock and equipment hereby mortgaged as belonging or appertaining to, or provided for use upon, or for the purposes of, any of the lines of railroad hereinbefore described, the engines, cars and other railroad equipment more particularly enumerated, and of the classes and bearing the distinguishing letters and numbers as follows, viz:

24 Atlantic Type Locomotives,	Numbers	12 to	35
113 consolidation Locomotives,	Numbers	205 to	317
10 Pacific Type Locomotives,	Numbers	120 to	129
21 Switching Locomotives,	Numbers	1211 to	1231
3 Dining Cars	Numbers	325 to	327
6 Observation Cars	Numbers	723 to	728
30 Passenger Cars,	Numbers	519 and	522
		523 and	528
		550 to	574
		577	
6 Postal Cars,	Numbers	1223 to	1228
		70090 to	70230
		70232 to	71430
2758 Box Cars,	Numbers	71432 to	72849
		2280 to	
19 Caboose Cars,	Numbers	2282 to	2289
200 Flat Cars,	Numbers	10451 to	10650
100 Gondola (Hopper Bottom) Cars,	Numbers	11501 to	11600
40 Oil Tank Cars,	Numbers	04900 to	04939
350 Ballast Cars,	Numbers	80000 to	80239
		80950 to	80999

each of the said engines and cars bearing the words "Union Pacific" and the letters "U.P."

But any other railroads now owned or hereafter constructed or acquired by the Railroad Company, together with the franchises and appurtenances thereto belonging and the rolling stock and equipment for use thereon, and terminals connected therewith; and any other property of the Railroad Company not appurtenant to any of the property and premises hereby mortgaged or connected with the use or operation of any of said property or premises, shall not be subject to the lien of this indenture, unless expressly subjected hereto by appropriate conveyance to the Trustee as provided in Article Second hereof.

TO HAVE AND TO HOLD, the premises, railroads, properties, real and personal, estates, rights, franchises and appurtenances, mortgaged, conveyed and assigned, unto the Trustee and to its successors and assigns forever.

But in Trust, for the equal and proportionate benefit and security of all present