

in the County of Lafayette, State of Missouri, connecting or to connect, with said last-mentioned part or portion of said railways, formerly known as the St. Louis and Lexington Railroad, extending thence westerly through the County of Lafayette and Jackson, in said State, to Kansas City, in said County of Jackson, a distance of about forty-three (43) miles constructed and in operation, and connecting therewith the said first-mentioned part or portion of said railways, formerly known as the Missouri Pacific Railway; also the extension thereof hereafter to be constructed from said City of Lexington through the Counties of Lafayette and Cooper, in said State of Missouri, to the City of Boonville, in said County of Cooper, a distance of about eighty (80) miles.

4. All that part or portion of its entire line of railways, formerly known as the Lexington and Southern Railway, with all its appurtenances, now being constructed, commencing at a point on, and connected with the said first-mentioned part or portion of said railways, formerly known as the Missouri Pacific Railway, at, or near, the City of Pleasant Hill, in Cass County, State of Missouri, thence extending and to be extended in a southerly direction, through the Counties of Cass, Bates, Vernon, Barton, Jasper, Newton and McDonald, to the boundary line of said State, in the said County of McDonald, a distance of about two hundred (200) miles, constructed and to be constructed---only about seventy miles of which are now constructed and in operation; also an extension or addition thereto, with all its appurtenances, chartered to commence at the City of Pleasant Hill, and to connect with said said first-mentioned part or portion of said railways, formerly known as the Missouri Pacific Railway, to be extended in the same general direction therewith, through said County of Cass, to a point on the State line between the States of Missouri and Kansas where it is to be connected with that part or portion of said entire line of railways, hereinafter described, formerly known as the St. Louis, Kansas and Arizona Railway.

5. All that part or portion of its entire line of railways and telegraph line with all their appurtenances, now constructed and to be constructed, formerly known as the St. Louis, Kansas and Arizona Railway and telegraph line; consisting of two divisions, described substantially as follows, to-wit:

The first division commencing at or near a point in the County of Miami, in the State of Kansas, where the eastern boundary line of said State of Kansas is intersected by the Missouri, Kansas and Texas Railway, connecting or to connect, with said last-mentioned part or portion of said railways, formerly known as the Lexington and Southern Railway; thence extending and to be extended in a southwestward direction through the Counties of Miami, Franklin, Anderson, Coffey, Woodson, Wilson, Elk, Cowley, Sumner, Harper, Barber, Camanche, Clark, Meade, Seward, Stevens and Kansas, all in the State of Kansas, to a point in said County of Kansas, at or near the western boundary line of the State of Kansas, being of the estimated length, now constructed and to be constructed, of four hundred and thirty (430) miles.

The second division, commencing at or near a point in the said County of Miami in the said State of Kansas, where the eastern boundary line of the State of Kansas is intersected by the Missouri, Kansas and Texas Railway, connecting or to connect, with said part or portion of said railways, formerly known as the Lexington and Southern Railway; thence extending, and to be extended, westwardly, through the Counties of Miami, Franklin, Douglas, Osage and Shawnee, all in the State of Kansas, to the City of Topeka, in said County of Shawnee, being of the estimated length, constructed and to be constructed, of one hundred (100) miles --- only about eight miles in all, including part of both divisions, are now constructed and in operation.

6. All that part or portion of its entire line of railways, formerly known as the Kansas City, Leavenworth and Atchison Railway, with all its appurtenances, commencing at the State line between the States of Missouri and Kansas, at or near Kansas City, connecting with said first mentioned part or portion of said railways, formerly known as the Missouri Pacific Railway; thence extending in a northwestwardly direction through the Counties of Wyandotte, Leavenworth and Atchison, in the State of Kansas, to the City of Atchinson, a distance of about forty-seven and one-half (47½) miles, constructed and in operation; together with and specially including, all the appurtenances of every description of the said entire line of railways, and of each and all of the said parts or sections thereof, including rights of way, station houses, depots, machine shops, machinery, tools, implements, road-bed, superstructure, ties, bridges, culverts, fences, water-tanks, turn-tables, switches, side-tracks, spurs, branches, extensions, additions, iron, fuel, all material used in construction, locomotives, tenders, cars, and other rolling stock and equipment, privileges, immunities, rights, franchises, land, real estate, property, revenues, tolls, income, rents and profits, now owned, or that may be hereafter acquired (subject, however, to the limitations and conditions upon which such future acquisitions are obtained) by said party of the first part, or that may be now, or hereafter, in any manner, connected with, or pertaining to, its said entire line of railways, or either of the said parts or portions thereof.

II.

All and singular, the railway of the said party of the first part, now constructed and hereafter to be constructed, extending from a point upon the line of the Central Branch of the Union Pacific Railway, Atchison County, Kansas, about one mile west of the Missouri River, thence in a northwesterly direction into and through the County of Brown to a point on the State line dividing Kansas and Nebraska; thence, extending in the State of Nebraska from the said point on the State line dividing Nebraska and Kansas, in a northwesterly direction into and through the Counties of Richardson, Nemaha, Otoe and Cass, crossing the Platte River at Louisville; thence running through Sarpy County to Papillion, a point on the Union Pacific Railway; the total length of said road in the States of Kansas and Nebraska being about one hundred and forty-seven miles, including all and singular the right of way of such railway and branches, and the parcels of land