366

easterly direction to a connection with the line described in-frax (9) of Group 4, and beginning at a connection with the line described in fras (6) of Group 4, at 1bel Junetion, Oklahoma, and extending in a southerly direction to a connection with $0_{\rm H}$ line described in frust (2) of Group 4, at Pacific Junction, Oklahoma, at or near the City of EJ Reno, Canadian County, Oklahoma, and laying a length of approximately

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1 tran (53). Beginning at a connection with the ine described in Irra(2) of *Group* A_{ch} or near North Enid, Oklahoma, and extending in a gen-eral northeasterly direction to Ponek City, Okla-homa, and having a length of approximately.

homs, and having a length of approximately. Frace (54), Beginning at a competion with the line described in frac (2) of *Group*, 4, at on near could write the state of *N* that the state of *N* that with the bis State of *N* that ends of *S* competi-tion with the line described in [true (9) of *Group*, 4, at or near floary, *O* klahoma, and, having a length of approximately

length or approximately Iras (53), Beignining at a connection with the line described in Iras (54) of this Group B, at or near O X-ener, Oklahoma, and extending in a northerly and wexterly direction through Home-stead and Ingericol 10 Alva, Oklahoma, and hav-ing a length of approximately.

fi8.59 Irras (56). Beginning at a connection with the line described in frast (2) of Group 1, at or hear Chickasha, Oklahoma, and extending in a general, vesterly direction through Anadarko to Man-guna, Oklahoma, and having a length of approximately

Irray (57). Beginning at a connection with the line described in Jrray (56) of this *Group B*, at ori-near Apadarko, Oklahoma, and extending in a general wouthwasterly direction through Fort

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20 Group C: The undivided interest of the Company in each of the following lines of railroad:

ITax (1). An undivided one-half interest in a line beginning at or near LaSalle and Yan Baren Streets, and extending in a southerly direction to a connection with the line described in Irrat (1) of Group A, at or near GRI Altreet, all in the City of Chicago, Illinois, and having a length of approximately

approximately Trax (2). An undivided one-half interest in a line extending in a general worthwesterly direc-tion from a point of connection, with the line described in first, (2) of Group A, at or near Birningham, Missouri, to a connection with the ine described in said Irray (2) of Group A, at or near Kansas City Southern Junction, in Kan-sas City, Missouri, and having a length of ap-proximately

proximately Irray (3): An undivided one-half informat in a line beginning at a convection, with Ton line de-scribed in Irray (16) of Group B_1 at or near Chance in the City of Clinion, Iowa, and extend-ing in a, northeasterly direction to a point of connection with the line described in Irray (4) of the Group C, at or near 100k Street in the City of Clinion, Iowa, and having a length of approxi-mately mately

True (4). An undivided one-thind interest in a line beginning at a point of consertion with the line described in Trues (3) of this (free) C, at or near the south line of 10th Street, and extending in a nort-setter bifurcion to a point, at or near the north line of axial 10th Street, all in the City of Clinicon, Iowa, and having a length of approximately

ITEM (5). An undivided one-half interest in a line beginning at a point of connection with the line described in ITEM (6) of Growp A, in the

31 Sill and Lawton in the State of Oklahoma to a Connection with the line descripted in Trans (2) of Groups of at \$r war, Waurita, Oklahoma, and havingsa length of approximately

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tayunga length of approximately set of approximately (s_1). Beginning at a connection with the line described in Frag. (9) of Group 4, at or in a Mancillo, Trans, itad y startening in a general north-astropy Stretchen through Morre, Texas, and Taker, Okhoma, to a connection with the line described in Tray (3) of Group 4, at or near, Takera, and having a length of approximately.

Tray (59). Beginning at a connection with the line described in Tray (58) of this Group-B at Wy Switch near Moryer Trays, and extending if a general westerly direction to a connection with the line describes in Tray (3) of Group 4, at or-near Dalhart, Trays, and having a length of approximately 59,56

True (60). Beginning at a connection with the ine described in True (2) of Group A at or near Bridgeport, Texas, and extending in a general westerly direction through Jackshoro to Graham, Texas, and having a length of approximately.

ITEM (61). A line beginning at Milan, Rock Island County, Illinois, and extending in mgenreared county. Itinois, and extending in a gen-eral southeasterly direction to Presuption, Mer-cer County, Illinois, and having a length of approximately

approximately <u>array of the second se</u>

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Total miles of main track in Group B.

Northeast Quarter of Section 32, Township 117, North, Itange 52 West, in the City of Watertown, Colington County, South Dakota, and extending in a northwesterly direction to a point at or near hird Street in the City of Watertown, South Dakota, and having a length of approximately...

27

Total miles of main track in Group C_

Group D: The leasehold interest of the Company in the following lines of railroad:

Frai (1): Held under lease from Peoria and Bureau Valley Bailroad Company, dated April 4, 1854, beginning at a point of connection with the line described in byx (4) of Group B, at Bureau, Bureau Course, Illinois, and extending in a southwesterly direction to a point of con-nection with the line described in 1rxis (5) of Group B, at or near Bridge Street in the City of Peoria; Illinois, and having a length of approxi-mately

First (2). Held under lease from Burlington-Bock Island Bailrad Company, dated June 1; Boll, beginging it a point of connection with the railway line of Missouri Kanasa Teans Italirood (organy); Al Washahchic, Prans, and extend is its a general septie it direction by Topase. Tea-st, and haring a length of approximately.

Total miles of main track in Group D . 114.50

Group E: Additional main tracks:

All tracks owned by the Company or in which it has an interest and cominoly designated as second man track, third main Track, efec, and used as part of or in connection with any of said lines of relational above described in *Georgia* A, B, C, and B, and having an agtregate lengthof approximately:

2.00