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Miles

\$2.07

53 79

42.52

8.70

Miles

1.43

107.68

29.64

49.76

31.00

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1000

20 Wiles track of The Minneapolis and St. Louis Railway Company from Wet: Des Moines to Goyrie, Iowa, and-having a length of approximately 171.95

63.84

4.70

64.05

., 32.38

6.30

Miles

160,69

21.49

.3.59

11.51

Joya, and-having a length of approximately Irref (22). Beginning at the Union Station, at or near Exchange Street in the City of Keokuk, Jowa, and extending in a general northwesterly direction Birough Mount Zion, Jowa, to a june-tion with the line described in Jirray (2) of *Roopy* A, at Eldon, Iowa, including 0.09 of a junie of track of the Keokuk Union Depot Company of Keokuk, Jowa, and having a length of approxi-mately

mately the second strength of approxi-imately the second strength of the second strength

Trax (25). Be<u>tinning</u> at a connection with the line described in Ibrus (5) of Group A, at or near Catilale, Iowa, and extending in a general west-erly direction to Winterset, Iowa, and having a length of <u>approximately</u>

ITAN (26). Beginning at a connection with the line described in ITAN (25) of this *Group II*, at Summerset Junction, Jova, and extending in a general southerly direction to Indianola, Iowa, and having a length of approximately

Trax (27). Beginning at a connection with the ine described in Trax (6) of Group 4, stor near Exitervite, Tora, and extending in a proven portbasteric diverse of the result of the store of the outbasteric diverse of the result of competing with the line described in Trax (4) of Group 4, at Albert Lea, Minnesota, and having a length of approximately

31

approximately approximately a point of connection with the line described in frazs (6) of *Group*, *i*, at or near Lake Park, Iowa, and extending in a general horthesesterly direction through Worth-described in Jrass (f) of *Group*, *j*, at Hardwick, Minnesota, and having a length of approximately.

sume-rote, and having a length of hipportunately [Tara (23). Description at a connection of pitcher and the interaction of the

of approximately True (20). Beginning at a conduction with the line described in Irax (4) of Group.1, at or near Uarks Grove, Minnesota, and extending in an casterly direction to Maple Island, Minnesota, and having a length of approximately Irax (21). Beginning at a connection with the ine described in Irax (4) of Group 2d at or near Irave, Grove, Minnesota, and extending in a northwesterly direction of approximately. Irave and having a length of approximately. Irave III for the set of approximately.

Tran (32): Beginning at a connection with the-line described in Tran (2) of Group 1, at ar sour-Colum, (Franky County, Missouri, and extending in a southwesterly direction through Altanout and St. aysoph in the State of Missouri, and Hor-

30 ton and Holton in the State of Kansak, to a junction with the line described in  $1_{12,84}$  (2) of Group J, at St. Joseph Line Junction in North Topeka, Kansas, including 7,59 miles of track of other companies, and having a length of approxi-

True (33). Beginning at a junction with the line described in True (32) of this *Group B* in the City of St. Joseph, Missouri, and extending in a general southwesterly direction to Atchison, Kanasa, including 132 miles of truek of other companies, and having a length of approximately

mately

companies, and having a length of approximately Irraw (34). Beginning at the freight house of the Company, at an arear 12th and Wyoning Streets in Kansas (Ity, Missouri, and extending in a general westerly direction to a connection with the line, described in Irraw (2) of *Group 1*, at a point known as CHM4' Junction in Kansas (Ity, Kansas, including 000 of a mile of track of Union Pacific Railroad Company, and having a length of approximitely

iright of approximately. Irray (15). Beginning at a connection, with the line described in Irray (2) of Group A, at or near Irraingham, Missouri, and Extending in a gen-ral southwesterly direction through Kansas Giel, Masouri, ito a point of connection with the line discribed in Irray (31) of this Group B, at or clusting 11, 60 miles of Irray of Connection, and and having a length of approximately.

Ann paying a composition of approximately. Irisé (35). Beginning at a point on the milway like of Kansas Gity Terminal Hillway Company at West Billing a anction, at no rear Kansas (tity Union Station, in Kaneas City, Missouri, and extending in a westerly direction to a junction with the lime described in Iras (4) of this Group R, at or pear Kanga Avenue in Kansus City.

77 Kansas, including E36 miles of track of Kansas City Terminal Railway Company, and having a length of approximately

length of approximately  $T_{TRA}$  (37). Beginning at a connection with the line described in Trax (32) of this Group *B*, at or-man Horong, Namos, appreciations, in a coveral northwesterly direction through Saletha in the State of Namas, and Pawase and Beatrice in the State of Namas, and Pawase and Beatrice in the State of Namas, and Pawase and Beatrice in the State of Namas, and Pawase and Beatrice in the State described in Trax (1) of Group A, at  $\Delta x_1$  near Amere, Networks, and having a frequent Approximately

True (S). Beginning at a connection with the line described in Irrue (1) of Group A, at or near Pairbury, Nebraska, and extending in a general northwesterly direction through Hebron to Rus-kin, Nebraska, and having a lefigth of approx-nucly

matchy  $\operatorname{Irrsu}(23)$ . Beginning at a joint of connection with the line described in Irrsu (2) of Group A, at or near the City of Herington, Kanasa, and extending in a general northwesterly divection through Mikine to the City of Salma, Kanasa, including 2025 miles of track of other companies, and having a length of approximately  $\delta$ .

Irrs (40). Beginning at 3 point of connection with the line described in Irrs (3) of Group 4, at or near Rugklin, Kansas, and extending in a gen-eral northwesterly direction to Dodge City, Kan-sas, and having a length of approximately

say, any naving a jengin or approximately Trix (1): Beginning at a connection with the line of Deaver & Hoo Grande Western Bailroad Company at Quiras Street in the City of Denvir, Colorado, and extending in a westerly-direction to Bernaco, Colorado, over the tracks of Denver and Intermountain Ratiroad Company, and hav-ing a length of approximately

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