

Witness my hand and notarial seal this 29th day of November, 1922,

(SEAL) C. W. Robinson, Notary Public.

My commission expires Oct. 27, 1923.

Filed for record in Tulsa County, Okla. on Dec. 1, 1922, at 8:00 A.M. and duly recorded in book 43A, page 346, By F. Delman, Deputy, (SEAL) O.D. Lawson, County Clerk.

215159 - BH

COMPARED

DEED.

INTERNAL REVENUE

This deed, made and entered into this 20th day of October, 1922, by and between Cosden & Company, a corporation organized under the laws of the State of Oklahoma, first party, and St. Louis-San Francisco Railway Company, a corporation organized under the laws of the State of Missouri, second party.

Witnesseth: that the said first party, for and in consideration of the sum of One Dollar (\$1.00) to it in hand paid, the receipt whereof is hereby acknowledged, does by these presents grant, bargain, sell and convey and confirm unto the said second party, its successors and assigns, the certain strips or parcel of land lying, being and situate in the Southwest quarter of the Northwest Quarter section eleven (11) and southeast quarter of the Northeast quarter of section ten (10) all in township nineteen (19) north, range twelve (12) east, Tulsa County, Oklahoma, to be acquired by the St. Louis San Francisco Railway from Cosden & Company,

Parcel No. 1,

Said strip or parcel being twenty five (25) feet on the northerly side and fifty (50) feet on the southerly side of the center line of present track, said center line being described as follows:

Commencing at the northeast corner of the southeast quarter of section ten (10) township nineteen (19) north, range twelve (12) east Tulsa County, Oklahoma, thence north two hundred, fifty and five tenths (250.5) feet to a point in east belt track serving Cosden & Company; thence easterly making an angle of eighty nine (89) degrees fifty six (56) minutes to the right with last described course Three Hundred eighty nine and nine tenths (389.9) feet, thence southeasterly on a curve to the right, the radius of which is five hundred, seventy three and seven tenths (573.7) feet, four hundred fifty one and five tenths (451.5) feet for point of beginning, thence northwesterly on a curve to the left, whose radius is eleven thousand, four hundred fifty nine and two tenths (11459.2) feet, seventy five and three (75.3) tenths feet (tangent to said curve at its point of beginning making an angle of ninety (90) degrees with radial line of last described curve) thence northwesterly on tangent to last described curve seventy eight and seven tenths (78.7) feet, thence northwesterly on a curve to the left the radius of which is four hundred ten and two hundred seventy five thousandths (410.275) feet a distance of Three hundred forty six (346*) feet, thence westerly on tangent to last described curve six hundred fifty five (655) feet, thence westerly on a curve to the left the radius of which is six hundred three and eight tenths (603.8) feet, a distance of ninety five (95) feet, thence southwesterly on tangent to last described curve, a distance of two hundred ninety three and three tenths (293.3) feet, thence westerly, on a curve to the right with a radius of six hundred three and eight tenths (603.8) feet, a distance of seventy five and three (75.3) tenths feet to the end, saving and excepting any right of way previously acquired by