

COMPARED (6) All that part of section 26, township 11 south, range 25 east, Wyandotte County, Kansas, described as follows: Beginning at a point in the north line of said section 26, 370 feet west of its intersection with the Missouri-Kansas state line; thence south 25 feet to the northeast corner of lot 1, Glen Park Addition to the city of Rosedale, Kansas; thence west with the north line of lots 1 to 22, inclusive, 550 feet more or less to a point in the southeasterly line of original right of way of the St. Louis-San Francisco Railway; thence northeasterly with said southeasterly line of right of way 60 feet more or less to the north line of section 26; thence east with said north line of section 26, 500 feet to the point of beginning, containing 0.31 acre, more or less.

(7) All of lots 7, 16, 17, 34 and 80 and the east 10 feet of Lot 83 in Glen Park Addition to the city of Rosedale, Kansas.

(8) All that part of the southwest fractional quarter of section 23, township 11 south, range 25 east, Wyandotte County, Kansas, described as follows: Beginning at a point in the south line of said southwest fractional quarter section, 150 feet west of its intersection with the Missouri-Kansas state line; thence westerly with the south line of said fractional quarter section, 720 feet to a point in the southeasterly line of right of way of the St. Louis-San Francisco Railway; thence northeasterly with said southeasterly line of right of way by a curve to the left 318 feet to a point in said southeasterly line of right of way 43 feet distant southeasterly at right angles from present center line of the north-bound track of said St. Louis-San Francisco Railway, thence northeasterly with said southeasterly line of right of way parallel with and 43 feet distant southeasterly from the center line of said northbound track of said St. Louis-San Francisco Railway, 195 feet to a corner in said right of way; thence southeasterly through an angle of 90 degrees to the right 50 feet to a corner in said right of way; thence northeasterly with said southeasterly line of right of way 325 feet to a point 100 feet southwesterly measured along said right of way line from its intersection with the Missouri-Kansas state line; thence southwesterly 312 feet more or less to point of beginning, containing 2.94 acres, more or less.

(f) The following lands and terminals, and the shops and roundhouses located thereon, in and adjacent to the City of Oklahoma City, Oklahoma County, Oklahoma;

(1) All that part of the southeast quarter of section 24, township 12 north, range 3 west, described as follows: Beginning at a point in the south line of said section, 50 feet distant at right angles southeasterly from the original center line of Missouri, Kansas and Oklahoma Railroad, being in the southeasterly line of original right of way of said railroad; thence northeasterly with said southeasterly line of right of way 325.3 feet to point of curve; thence northeasterly to the left by a curve having radius 2914.93 feet, 151.2 feet to a corner in said right of way; thence southeasterly to the right through an angle of 90 degrees from the forward tangent of said curve 75 feet; thence southwesterly by a curve to the right having radius of 2989.93 feet, the back tangent of which makes an angle of 90 degrees with the last described course, 155.3 feet to point of tangent, being 125 feet distant southeasterly at right angles from the said original center line of the Missouri, Kansas & Oklahoma Railroad; thence southwesterly parallel with and 125 feet distant southeasterly from said original center line 284.9 feet to a point in the south line of said section; thence west with said south line of section, 142 feet, more or less, to point of beginning containing 79/100 of an acre, more or less.

(2) All of lots 23, 24, 26, 27 and 28, block 3, of the amended plat of blocks 1, 2, 3 and 4 of Success Heights Addition to the city of Oklahoma City.

(3) All of lots 30, 31 and 32, block 6, of Success Heights Addition to the city of Oklahoma City.