

Before me, the undersigned, a Notary Public, in and for said County and State, on this 7th day of January 1924 personally appeared W. S. Ward to me known to be the identical person who executed the within and foregoing instrument, and acknowledged to me that he executed the same as his free and voluntary act and deed for the uses and purposes therein set forth.

Witness my hand and official seal the day and year last above written.

My commission expires October 13, 1926. (Seal) F. A. Singler, Notary Public.
Filed for record in Tulsa, Tulsa County, Oklahoma, Jan. 9, 1924, at 8:30 o'clock A.M. and recorded in Book 483, Page 108.

By Brady Brown, Deputy. (Seal) O. G. Weaver, County Clerk.

248577 C.M.J. COMPARED

THIS DEED, Made and entered into this 26th day of November 1923, 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, Convey and Confirm unto the said second party, its successors and assigns, a certain strip or parcel of land lying, being, and situate in the Northeast quarter (NE $\frac{1}{4}$) Southeast quarter (SE $\frac{1}{4}$) of Section Ten (10), Township Nineteen (19) North, Range Twelve (12) East, Tulsa County, Oklahoma, said strip of land being Fourteen (14) feet in width, that is to say Fourteen (14) feet on south side present right of way.

Commencing at the intersection of the east line of Section Ten (10), Township Nineteen (19) North, Range Twelve (12) East, Tulsa County, Oklahoma, with the center line of the St. Louis-San Francisco Railway Company's present track #1, serving Cosden & Company; thence northwesterly on a curve to the right, the radius of which is 441.684 feet a distance of Thirty six (36) feet; thence westerly on tangent to last described curve a distance of Twenty seven and five tenths (27.5) feet; thence westerly on a curve to the left, the radius of which is 410.275 feet, a distance of two hundred eleven and five tenths (211.5) feet; thence westerly on tangent to last described curve a distance of One hundred thirty-two (132) feet; thence south making an angle of Ninety (90) Degrees No. Minutes (00"); to the left with last described course a distance of Twenty seven and five tenths (27.5) feet to the point of beginning; thence continuing on last described course a distance of Fourteen (14) feet; thence west making an angle of Ninety (90) Degrees No Minutes (00") to the right with last described course a distance of One Hundred fifteen (115) feet; thence north making an angle of Ninety (90) degrees No minutes (00") to the right with last described course a distance of Fourteen (14) feet; thence east a distance of One Hundred Fifteen (115) feet to the point of beginning; said parcel of ground containing 0.036 acres, more or less.

To Have and To Hold the premises aforesaid unto the said second party, and unto its successors and assigns forever.

It is understood that the premises herein conveyed are to be used as and for a railroad right of way and all other purposes, incidental to railroad uses, and if and when abandoned for such purposes, the same shall revert to the Grantor herein. In the event of an abandonment, or a reversion hereunder, the Railway Company shall have the right, within a reasonable time, to take up and remove all materials entering into the construction of the track upon the within described premises.

IN TESTIMONY WHEREOF, the first party has caused these presents to be executed by its President, its corporate seal to be hereunto affixed and attested by its Secretary, the day