

line, a distance of 329.4 feet; thence North along said Corporation line, a distance of 159.1 feet to a point which is 50 feet distant at right angles Northwesterly from the center line of said railroad; thence in a Northeasterly direction parallel with and 50 feet distant from the center line of said railroad to a point on the Southwesterly line of Lot 8~~x~~ Block 24, thence Southeasterly along said Southwesterly line to the South West Corner of said Lot 8, Thence Northeasterly along said Southeasterly line of said Lot 8 to a point which is 50 feet distance at right angles Northeasterly from the center line of said railroad; thence in a southeasterly direction, parallel with and 50 feet distant from the center line of said railroad to a point on the Southwesterly line of Lot 2, Block 53, Thence Southeasterly along said Southwesterly line to the Southwest corner of said Lot 2, thence Northeasterly along the Southeasterly line of said Lot 2, to a point which is 50 feet distant at right angles Northeasterly from the center line of said railroad, thence in a Southeasterly direction parallel with and 50 feet distant from the said center line to an intersection with the Northwesterly right of way line of the St. Louis & San Francisco Railroad, thence Southwesterly along the said Northwesterly right of way line of the St. Louis and San Francisco Railroad, to a point which is 50 feet distant at right angles Southwesterly from the center line of the Missouri, Kansas and Oklahoma Railroad, thence Northwesterly parallel with and 50 feet distant from the said center line to an intersection with the southwesterly line of Cheyenne Avenue, thence Southwesterly along said Southwesterly line a distance of 60 feet, thence Southwesterly, parallel with and 110 feet distant from the center line of the Missouri, Kansas and Oklahoma Railroad to an intersection with the Southwesterly line of Block 14 thence Northwesterly along said Southwesterly line a distance of ten feet. Thence Southwesterly and parallel with and 100 feet distant from the center line of said railroad to an intersection with the West corporation line of said Town of Tulsa, and thence north along said corporation to the point of beginning.

SECOND, commencing at a stake marked 2444 36.3 at the intersection of the center line of the Missouri, Kansas and Oklahoma Railroad with the Southeasterly right of way line of the St. Louis and San Francisco Railroad, thence Northeasterly along said Southeasterly right of way line of said St. Louis & San Francisco Railroad to a point which is 50 feet distant at right angles Northeasterly from the center line of the Missouri, Kansas and Oklahoma Railroad, thence Southeasterly parallel to said center line to a point on the Southeasterly line of Block 79, thence Northeasterly along said Southeasterly line a distance of 32.5 feet to the Southeast corner of said Block 79, which point is 75 feet distant at right angles Northeasterly from the center line of said Missouri, Kansas and Oklahoma Railroad; thence Southeasterly parallel with said center line to an intersection with the east corporation line of said town of Tulsa, thence South along said corporation line a distance of 304.8 feet to a stake, thence Northwesterly parallel with and 75 feet distant from the center line of the said Missouri, Kansas and Oklahoma Railroad to an intersection with the Southeasterly line of Block 79, Thence Northeasterly along said Southeasterly line a distance of 32.5 feet to a point which is 50 feet distant at right angles Southwesterly from the center line of said Missouri, Kansas and Oklahoma Railroad; thence Northwesterly parallel with said center line to an intersection with the Southeasterly right of way line of said ST. Louis & San Francisco Railroad, thence Northeasterly along said Southeasterly right of way line to the point of beginning.

First tract containing 13 16/100 acres. Second tract containing 1 63/100 acres.
Total 14 79/100 acres.