

450

April 1, 1892;

COMPARED

(6) The St. Louis Division Refunding First Mortgage of the Railway Company dated April, 1, 1901;

(7) The First Mortgage of the Southwestern Coal and Improvement Company dated July 1, 1889;

(8) The First and Refunding Mortgage of the Railway Company dated September 1, 1904; and

(9) The General Mortgage of the railway Company dated January 1, 1906.

(b) All of the property and interest in property of every kind, character and description (including all rights, contracts, agreements, leases, claims, demands and choses in action) and all muniments of title thereto and evidences of ownership thereof on June 30, 1922, owned by the Railway Company or thereafter acquired, whether or not covered by the lien of any of the foreclosed Mortgages.

(c) All cash, current assets and materials and supplies.

second. All of the property and interests in property of every kind, character and description (including all rights, contracts, agreements, leases, claims demands, choses in action, cash, current assets and materials and supplies) and all muniments of title thereto and evidences of ownership thereof at any time acquired or to be acquired by the receiver appointed in the Missouri Consolidated Cause during the receivership and at the date of delivery of possession hereunder still held by or for said receiver.

SCHEDULE B.

A. The lines of railroad formerly of Texas and Oklahoma Railroad company, extending from Oklahoma City, Oklahoma, to Coalgate, Oklahoma, 117.35 miles more or less, and the franchises and property appurtenant thereto.

B. A line of railroad fromallis, Oklahoma, to Guthrie, Oklahoma, 22.93 miles more or less, and the franchises and property appurtenant thereto.

C. All appurtenances of every of said lines of railway hereinbefore in this Schedule B described, to wit:

Telegraph and telephone lines, including poles, wires and instruments, rights of way, station and depot grounds, tunnels, roadbeds, spurs, double tracks, turnouts, switches, sidings and turn-tables, superstructures, bridges, stringers, ties, rails, frogs, chairs, bolts, splices and other railroad appurtenances, terminals and terminal properties, yards, depots, round houses, stockyards, station houses, warehouses, freight houses, engine houses, car houses, water stations, water tanks, water supply, machine shops and other structures, improvements, fixtures and appurtenances constructed thereon or appertaining thereto, and all other property, real, personal and mixed, appurtenant to any of said lines of railway hereinbefore in this Schedule B described, and also all the estate, right, title, interest, property, possession, claim and demand whatsoever, as well in law as in equity, of, in and to said railways, premises and property, and every part and parcel thereof, with said appurtenances, and the franchises appertaining thereto.

D. The properties, subject to the first Mortgage, dated December 15, 1881, of The Trinity and Sabine Railroad Company, to wit:

1. A line of railroad beginning at a connection with the railroad of International & Great Northern Railway Company, at Trinity, in Trinity County, Texas, and extending through the counties of Trinity, Polk and Tyler, in an easterly direction, to Colmesneil, in Tyler County, a distance of 66.6 miles, more or less.

2. All side tracks, turn-outs, and materials; all rights of way, all bridges, structures, tracks, depot and shop grounds, real estate and all fixed properties, used for and pertaining to the operation of said line of railroad, including expressly (