

except as hereinafter provided), all extra rails, fastenings, bolts, angle bars, etc., situated on or along said line of railroad, and all ties, bridge material, lumber, hardware, tools, supplies, etc., distributed along or located on said line of railroad, and intended for the maintenance, repair or operation thereof, or of the road, bridges, or structures on or pertaining thereto, but expressly excluding (a) any rails, fastenings, bolts or angle bars leased to industries along said line of railroad and (b) certain steel girders placed along side line of railroad for the purpose of constructing or repairing the Trinity bridge.

B. The following securities:

TRINITY AND SAVINE RAILROAD COMPANY:

First Mortgage Bonds.....\$1,340,000

THE DALLAS, CLEBURNE & SOUTHWESTERN RAILWAY COMPANY:

First Mortgage Bonds.....\$150,000

Stock\$9,300

THE DENISON, BONHAM & NEW ORLEANS RAILROAD COMPANY:

First Mortgage Bonds\$350,000

Stock\$24,100

SCHEDULE C.

First. All lines of railroad and real estate within the state of Texas embraced in the Second Mortgage of Missouri, Kansas & Texas Railway company (hereinafter called the Railway Company), dated June 1, 1890, (hereinafter called the Second Mortgage) and the franchises and property appurtenant thereto, including the lines of railroad more particularly described as follows:

(a) a line from Red River to the City of Denison, in Grayson County, and thence through the Counties of Grayson, Cook, Montague and Clay to the City of Henrietta, 116 miles more or less;

(b) a line from the City of Denison through the Counties of Grayson, Fannin, Hunt, Rains and Wood to the City of Mineola, 103 miles more or less;

(c) a line from the City of Greenville in Hunt County through the Counties of Hunt, Collin, Rockwall and Dallas to the City of Dallas in Dallas County, 54 miles more or less;

(d) a line from the City of Dallas in Dallas County to the City of Denton in Denton County, 38 miles more or less;

(e) a line from the City of Fort Worth in Tarrant County, through the Counties of Tarrant, Johnson, Hill, McLennan, Falls, Bell and Williamson to Taylor, 163 miles more or less, with a branch from Echo in Bell County, to Belton in Bell County, 7.14 miles more or less.

(f) a line from Taylor, in Williamson County, through the Counties of Williamson, Travis, Bastrop, Fayette and Colorado to Boggy Creek Tank in Colorado County, 89 miles more or less.

(g) a line from San Marcos, in Hays county, to Lockhart in Caldwell county, 16 miles more or less.

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

All telegraph and telephone lines, including all poles, wires and instruments, all rights of way, station and depot grounds, all tunnels, roadbeds, spurs, double tracks, turnouts, switches, sidings and turntables, all superstructures, bridges, stringers, ties, rails, frogs, chairs, bolts, splices and other railroad appurtenances, all terminals and terminal properties, yards, depots, round houses, stockyards, all station houses, warehouses, freight houses, engine houses, car houses, water stations, water tanks, water supply, machine shops