

COMPARED

parallel to and 50 feet east from the east line of Broadway, vacated by ordinance of the City of Dallas, dated June 11, 1913.

All that part of Ross Avenue between the west line of Jefferson Street and the east line of Broadway, vacated by ordinance of the City of Dallas, dated June 11, 1913.

All that part of Houston Street from the south line of Caruth Street to the north line of Pacific Avenue, as vacated by ordinance of the City of Dallas, dated June 2, 1913.

All that part of Caruth Street between the west line of Jefferson Street and the west line of Houston Street as vacated by ordinance of the City of Dallas, dated June 1, 1921, containing in all 10.17 acres, more or less.

EXCEPTING, however, from said property the following;

I.

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 (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 said line of railroad for the purpose of constructing or repairing the Trinity bridge.

II.

The following properties and all right, title and interest therein directed to be sold in and by the Final Decree (hereinafter called the Missouri Final decree) entered on June 30, 1922, by the District Court of the United States for the Eastern District of Missouri, Eastern Division, in the cause entitled Central Union Trust Company of New York, Plaintiff, against Missouri, Kansas & Texas Railway Company, defendant, in Equity No. 4564, Consolidated Cause, and the constituent causes thereof and / or the Final Decree (hereinafter called the Texas Confirmatory Decree) entered on July 3, 1922, by the District Court of the United States for the Northern District of Texas, at Dallas, entitled Central Union Trust Company of New York, Trustee, Plaintiff, against The Missouri, Kansas & Texas Railway Company of Texas, Defendant, in Equity, Consolidated Cause No. 2794-50 and in constituent cause No. 2820-76 thereof;

1. The following described tracts or parcels of ground lying and being situate in the City of Greenville, in the County of Hunt, State of Texas, together with the railway tracks, facilities and appurtenances thereunto belonging;

(1) A triangular piece of ground in Lot 1, Block 105, original town of Greenville containing 2500 square feet.

(2) A triangular piece of ground easterly from the east line of Texas Street and along the original northerly right of way line of the S.S. & S. Railway, containing 3938 square feet.

(3) A strip of land 25 feet in width from the west line of Texas Street to the