

11. A branch line extending from Dows, Wright County, Iowa, by way of Germania, Kossuth County, Iowa, to Estherville, Emmet County, Iowa -----110.1 miles.

The railways described in foregoing subdivisions 10 and 11 are further subject, as a first lien thereon, to the mortgage of the Cedar Rapids, Iowa Falls and Northwestern Railway Company to Central Trust Company of New York, as trustee, dated June 23, 1881, securing an issue of five per cent. bonds maturing October 1, 1921, for an aggregate principal amount outstanding of \$3,916,000, of which \$1,905,000 are in the hands of the public and the balance (\$2,011,000) are held by the trustee as collateral to said Consolidated First Mortgage of Burlington, Cedar Rapids and Northern Railway Company.

12. That portion of the main line described above in subdivision 1, heading III., extending from Lake Park, Dickinson County, Iowa, through Osceola County, Iowa, and Nobles County, Minnesota, to Watertown, Codington County, South Dakota -----164.08 miles.

13. A branch line extending from Ellsworth, Nobles County, Minnesota, through Lyon County, Iowa, to Sioux Falls, Minnehaha County, South Dakota -----42.49 miles.

14. That portion of the main line above described in subdivision 10, of this heading IV., extending from Worthington, Nobles County, Minnesota, to Hardwick, Rock County, Minnesota -----34.79 miles.

15. A branch line extending from Trosky, Pipestone County, Minnesota, to Jasper, in said County -----8.71 miles.

16. A line of railway extending from Iowa City, Johnson County, Iowa, by way of Iowa Junction, Wash-

ington County, Iowa, to Montezuma, Poweshiek County, Iowa -----71.26 miles.

17. A branch line extending from Thornburg, Keokuk County, Iowa, on the line last above described to What Cheer, Keokuk County, Iowa -----4.93 miles.

18. A line of railway extending from Iowa City, Johnson County, Iowa, to Clinton, Clinton County, Iowa -----78.14 miles.

19. A line of railway extending from Junction (near Postville), Allamakee County, Iowa, to Decorah, Winneshiek County, Iowa -----23.28 miles.

V. Railways subject only to the lien of the First Mortgage of the Rock Island and Peoria Railway Company to Metropolitan Trust Company of the City of New York, as Trustee, dated July 1, 1885, securing \$450,000 six per cent. bonds, all outstanding, maturing July 1, 1925:

1. A main line of railway extending from Rock Island, Rock Island County, Illinois, to Peoria, Peoria County, Illinois -----91.65 miles.

2. A line of railway extending from Milan, Rock Island County, Illinois, through Preemption, Mercer County, Illinois, to Cable, Mercer County, Illinois -----22.37 miles.

VI. Railways and leasehold interests upon which this indenture is, or will become, as hereinafter in this heading set forth, a first lien:

1. A branch line extending from Preemption, Mercer County, Illinois, to Sherrard, in said County -----5.00 miles.

2. A branch line extending from a connection with the main line of the Railway Company in the City of

Peoria, Peoria County, Illinois, to Monmouth Junction, in said County -----3.08 miles.

3. An extension of the main line from Liberal, Seward County, Kansas, to a point on the boundary line between Oklahoma and Texas, where it connects with the railway formerly of The Chicago, Rock Island and Mexico Railway Company (now of The Chicago, Rock Island and Gulf Railway Company) -----60.67 miles.

4. A line of railway extending from Chickasha, Indian Territory, in a southeasterly direction to Lindsay, Indian Territory -----24.75 miles.

5. A line of railway extending from Lawton, Comanche County, Oklahoma, to Chattanooga, in said County -----20.98 miles.

6. A line of railway extending from Enid, Garfield County, Oklahoma, through the Counties of Woods and Blaine to a connection with the railway of the Choctaw, Oklahoma and Gulf Railroad Company at Watonga, Blaine County, Oklahoma, and from a connection with the railroad of the Choctaw, Oklahoma and Gulf Railroad Company, near Geary, Blaine County, Oklahoma, to a connection with the railway of the Railway Company at Anadarko, Caddo County, Oklahoma -----104.70 miles.

7. A line of railway extending from a point near Lawton, Comanche County, Oklahoma, to a connection with the main line of the Railway Company at or near Waurika, Oklahoma -----40.58 miles.

8. The railways formerly of the Minneapolis and St. Paul Terminal Railway Company extending (a) from Inver Grove, Dakota County, Minnesota, to a connection with the railways of the Chicago, Milwaukee and St. Paul Railway Company and the Chicago, Burlington and Quincy Railway Company, at or near Newport, Washington County, Minnesota; (b) from a connection with the line last above described, in South St. Paul,

Dakota County, Minnesota, to West St. Paul, in said County -----8.33 miles; together with all terminal properties, freight stations and appurtenances situated in said South St. Paul and said West St. Paul and in the City of Minneapolis, Hennepin County, Minnesota; including also all right, title and interest of the Railway Company in and to the joint use of the following railways:

(a) The railways of the Chicago, Milwaukee and St. Paul Railway Company and the Chicago, Burlington and Quincy Railway Company, used as a double track railway, from a connection therewith at Newport, Washington County, Minnesota, to connections with the tracks of the St. Paul Union Depot Company in the City of St. Paul, Minnesota;

(b) The railway of the Chicago, Milwaukee and St. Paul Railway Company from Newport, Washington County, Minnesota, to the easterly line of Sibley street in the City of St. Paul, Minnesota;

(c) The joint railway of the Chicago, Milwaukee and St. Paul Railway Company and the Chicago, St. Paul, Minneapolis and Omaha Railway Company, extending from the easterly line of Sibley street to Chestnut Street in the City of St. Paul, Minnesota;

(d) The double track railway of the Chicago, Milwaukee and St. Paul Railway Company, extending from Chestnut street in said City of St. Paul to its passenger station at Third avenue in the City of Minneapolis, Hennepin County, Minnesota, and the passenger and freight terminals of said Chicago, Milwaukee and St. Paul Railway Company in said City of Minneapolis.

That portion of the railway in subdivision 8 of this heading VIII. described, formerly belonging to South St. Paul Belt Railroad Company, extending from Inver Grove, Dakota County, Minnesota, to a