

MINUTES OF A REGULAR MEETING OF THE BOARD OF DIRECTORS OF  
TARRANT COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT NUMBER ONE  
HELD IN THE DISTRICT OFFICE IN FORT WORTH, TEXAS, ON THE  
21ST DAY OF JULY, 1950, AT 2:00 P.M.

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The call of the roll disclosed the presence of Directors,  
as follows:

PRESENT

Joe B. Hogsett  
Houston Hill  
Dan H. Priest  
Gaylord J. Stone  
W. L. Pier

Also present were Sidney L. Samuels, General Attorney, and C. L.  
McNair, General Manager.

Director Hogsett acted in his capacity as President, and  
Director Priest acted in his capacity as Secretary, whereupon pro-  
ceedings were had and done, as follows:

1.

The Directors had previously received copies of meetings  
held on June 14, 1950, at 2:00 P.M. and July 11th, 1950, at 2:30 P.M.  
Having found no objections thereto, it was ordered that they be  
approved, signed and placed on record.

2.

Attached to these Minutes as Exhibit "A" is a statement  
of the financial condition of this District to which reference is  
made. Exhibit "A" shows that interim voucher-checks #1454 to #1474,  
inclusive, for the total sum \$2,716.17 had been issued since the  
last meeting; also proposed voucher-checks #1475 to #1505, inclusive,  
for the total sum \$3,035.69. There was full consideration of the  
proposed voucher-checks and the data to support same, whereupon

Director Priest moved, seconded by Director Pier, that the issued voucher-checks above listed be confirmed, and that the accounts payable be approved as covered by the proposed voucher-checks and that such checks be issued and delivered to the respective persons entitled to receive them. It was so ordered, subject to the usual audit.

3.

The monthly report of the Auditors, Pitner & Adams, for the month of May, 1950, was ordered received and filed.

4.

It having been brought to the attention of the Board that the Government of the United States had announced its willingness to exchange par for par, with the holders of United States Treasury Certificates of Indebtedness, Series "F"-1950, dated July 1, 1949, maturing July 1, 1950, bearing interest at the rate of  $1\frac{1}{4}\%$ , for United States Treasury notes, Series "E"-1951, dated July 1, 1950, maturing August 1, 1951, bearing interest from date at the rate of  $1\frac{1}{4}\%$  per annum, payable with the principal at maturity on August 1, 1951, in bearer form; and it appearing to the District that such an exchange was and is of pecuniary interest to the District and it further appearing that the District was the owner of par value \$150,000.00 of bonds; \$50,000.00 owned by the Interest & Sinking Fund and \$100,000.00 owned by the Maintenance Fund, bearing  $1\frac{1}{4}\%$  interest under the old issue as expressed in Fort Worth National Bank Safekeeping Department Trust Receipt SK No. B 41239, dated July 2, 1949.

President Hogsett then stated that the Fort Worth National Bank had made the exchange of \$150,000.00 United States Certificates

of Indebtedness 1½% Series "F"-1950, dated July 1, 1949, maturing July 1, 1950, for \$150,000.00 United States Treasury Notes Series "E"-1951, 1½%, dated July 1, 1950, maturity August 1, 1951, and had issued their Safekeeping Department Trust Receipt SK No. B 43679, dated July 5, 1950, which he presented to the Board (Safekeeping Department Trust Receipt SK No. B 41239, dated July 2, 1949, having been returned to the Fort Worth National Bank on July 14, 1950.) and asked that the exchange of the above mentioned securities be ratified and confirmed by the Board.

On motion of Director Priest, seconded by Director Stone, it was ordered that such exchange par for par, made by the Fort Worth National Bank be ratified and confirmed, and the interest on said matured certificates of indebtedness is to be credited to the Maintenance Fund and the Interest & Sinking Fund, proportionately as their interest may appear.

5.

The monthly report dated July 14, 1950, of Mr. C. L. McNair, General Manager, for the month of June, 1950, was received, presented and ordered filed as Exhibit "B" to these Minutes.

6.

Mr. McNair presented and recommended two land lease proposals as follows:

- (a) One from John A. Ramzy, in which he proposed to pay \$25.00 for Lot #6 of a subdivision of land purchased from Clyde Slay, out of the B. B. B. & C. Ry. Company Survey, Wise County, Texas, to be used for commercial purposes for the period July 10, 1950 to December 31, 1950.

- (b) One from K. H. Withrow, in which he proposed to pay \$25.00 for approximately 1.06 acres of land, being Lot #6 of subdivision out of the District's Tract No. 303, purchased from R. H. Foster, for the period July 1, 1950 to December 31, 1950.

Upon consideration of each of the above lease proposals, Mr. Hill moved, seconded by Director Stone, that the said proposals be approved and closed in the usual manner, subject to the payment of the agreed rentals and execution of written contracts in the form required by the District. It was so ordered.

7.

Mr. McNair presented requests from lessees of certain lands of the District, as follows:

- (a) Request of Morris R. Jackson for the transfer and assignment of all his interest in a certain land lease on Lot #5 of subdivision of the Fred Eustace Tract #310, to Mr. and Mrs. R. J. Moseley.
- (b) Request of C.A. Blanton for the transfer and assignment of all his interest in a certain land lease on Lot #4 of subdivision of E.A. Corbett Tract #324, to Mr. Frank W. Randle.
- (c) Request of C. R. Tierney for the transfer and assignment of all his interest in a certain land lease on Lot #7 of subdivision of E. A. Corbett Tract #324, to J. M. Dixon.
- (d) Request of Ernest Peters for the transfer and assignment of all his interest in a certain land lease on Lot #2 of subdivision of R. H. Foster Tract #303, to W. P. Marlett.

Upon recommendation of Mr. McNair, Director Hill moved, seconded by Director Stone, that the transfer and assignment of each of the land leases be approved, subject to Mr. R. J. Moseley, Mr. Frank W. Randle, Mr. J. M. Dixon and Mr. W. P. Marlett, respectively giving the District his written acceptance of the lease. It was so ordered.

At this time there came up for consideration, the total rate to be levied by this District, on each \$100.00 assessed value of all property subject to the District's tax for the year 1950. Each of the Directors had previously received a folio showing all data needed for estimating the District's budget and showing the estimated values of property subject to the District's tax for the year 1950. A true copy of said folio is attached to these Minutes as Exhibit "C", and made part hereof. There was full discussion of this matter; whereupon Director Priest moved the adoption of a resolution, seconded by Director Hill, as the act and deed of the District, which resolution in words, figures and symbols, is as follows:

"BE IT RESOLVED that Tarrant County Water Control and Improvement District Number One hereby does levy on each \$100.00 assessed value of all property situated within the District on January 1, 1950, and subject to the District's taxing power for the year 1950, an ad-valorem tax of Thirty-two (.32¢) cents for all purposes, upon each \$100.00 of the value of all property subject to the taxing power of this District, as the same may be assessed, equalized and enrolled for the purpose of collecting state and county taxes in the County of Tarrant, State of Texas.

Further, be it resolved that a certificate of this action by the Board be certified to Elbert Reed Stewart, in his capacity as Tax Assessor and Collector for this District, and for Tarrant County, Texas, as evidence of, and in consummation of, the total tax rate hereby established and to constitute the basis upon which it shall be his duty to assess, enroll and collect the tax hereby levied, for the use and benefit of this District.

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He, the said Elbert Reed Stewart, is advised that Tarrant County will not authorize discounts for payment of taxes permitted by act of the 46th Legislature of Texas, therefore, it hereby is ordered that this District do not authorize any rebate or discount because of early payment of District's taxes assessed for the year 1950."

After reading the resolution and a vote having been taken thereon, Directors Hill, Priest, Stone and Pier voted for the adoption of the resolution, and President Hogsett asked to be recorded as favoring the resolution. Thereupon, the resolution was declared adopted.

9.

The Directors then proceeded to take up the matter of the allocation of the aforesaid tax between the "Interest and Sinking Fund" on the one hand, and the "Maintenance Fund" on the other. After full discussion by the Directors, Director Priest moved, seconded by Director Stone, that the Tax of 32¢ on the \$100.00 of property valuation heretofore levied, for the year 1950, be divided and allocated so that 25¢ thereof be appropriated and set aside to the use of the Interest and Sinking Fund"; and 7¢ thereof, be set aside and devoted to the "Maintenance Fund". The motion having been put to the Board, same was unanimously carried and adopted.

10.

The matter of the installation of a telephone for the use of the District in the house of the Assistant Custodian, W. J. Massingill of Eagle Mountain Lake, having been discussed on a prior

occasion, and pursuant to the informal consent of the Board, a telephone was installed by Southwestern Bell Telephone Company on June 30, 1950. It was deemed expedient to ratify such action, therefore on motion by Director Pier, seconded by Director Priest, the installation of said phone was formally authorized and the act of installation was altogether ratified and confirmed. It was further resolved by the Board that such phone be not listed by name in the telephone directory issued by the telephone company, inasmuch as the use of the phone is intended to be for the purpose and the business of the District, particularly in cases of emergency.

The resolution was unanimously adopted by the Board, all the directors voting "Aye" thereon.

11.

In order that it may become a matter of record, it was shown to the Board that on June 19, 1950, Mr. C. L. McNair, General Manager of the District, reported to Mr. Ed B. Cheatham, Office Manager, by communication in writing, that on Monday, March 27, 1950, a certain Evinrude Outboard motor, 17.6 H. P. #9035-00669 was stolen from the District's boathouse on Eagle Mountain Lake near the Custodian's Residence, on the night of March 25, 1950, and that such theft occurred through parties unknown to employees of the District and that the Sheriff's Office, the Game Warden and Lake Worth officers had been notified of the loss.

It was further ordered by the Board that the effort to locate the guilty parties and if possible to recover the stolen motor, be continued.

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12.

It was brought to the attention of the Board that under date of June 23, 1950, Mr. C. L. McNair, General Manager of the District had addressed a written communication to Mr. E. B. Cheatham, Office Manager of the District, to the effect that an Evinrude 16-2 H.P. outboard motor #9022-00884, which had been purchased in July, 1937, for Bridgeport Lake, having become obsolete and damaged beyond economical repair, was offered for sale and the highest offer was from Worth Boggeman, who offered to pay \$20.00 for the motor.

On motion of Director Stone, seconded by Director Pier, the offer was accepted and the check for \$20.00 which had been previously deposited, was ordered to be credited to the account of the District.

The motion having been submitted to the Board, all the Directors voted "Aye" thereon.

13.

The General Manager stated to the Board that the house situated on the tract formerly occupied by Mrs. Esther M. Ford should be moved to another lot, and thereafter the house, together with such other lot, should be offered for sale. The matter was discussed by the members of the Board and it was concluded that the suggestion of the General Manager was one that should be adopted. Pursuant to this feeling among the members, it was moved by Director Stone, seconded by Director Hill, that the General Manager be authorized to move the house from the Ford lot to another lot to be selected by the General Manager and when such removal had been effected, the house and lot should be offered for sale, and in the event of bids or proposals to purchase same, they should be submitted to the Board for its consideration and approval.

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14.

It was reported to the Board that the 1948 Chevrolet Sedan and the 1948 Ford Truck were not operating efficiently and it would be advisable to exchange the two for a new Chevrolet car and a new Chevrolet Truck. Following this report from the General Manager, it was moved by Director Priest, seconded by Director Pier, that the General Manager be authorized to purchase and acquire a new Chevrolet Sedan for the use of the General Manager, and a new Chevrolet Truck for the District, and that he begin negotiations for the exchange of the old car and the old truck in purchasing the new, and that he submit all prices concerning the exchange to the Board for its approval. The motion to adopt the resolution was carried, all the Directors voting "Aye" thereon.

15.

The proposal of the Lone Star Gas Company to acquire an easement for the use of its pipes and apparatus over a tract of land belonging to the District which tract embraces 133.45 acres of land in the Wilcox Survey, having been considered, it was resolved unanimously that the matter should be delegated to a committee composed of Director Hill, the General Manager and the Counsel for the District, Sidney L. Samuels, to arrange the terms of the easement and to provide for and prepare description of the land over which the easement was to extend and also to impose such restrictions of the use of the easement as would be deemed meet and proper for the interests of the District.

All the Directors voted "Aye" on this resolution and the matter was so delegated to the committee hereinabove mentioned.

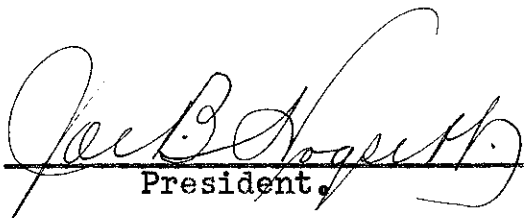
There was presented to the Board a typewritten communication dated June 16, 1950, executed by Marvin C. Nichols, of Freese & Nichols, Consulting Engineers of the Board, Bob Llewellyn and Ed B. Cheatham, which letter or communication was to the effect that Mr. Marvin C. Nichols, of Freese & Nichols, Consulting Engineers of the Board, Mr. Bob Llewellyn and Mr. Ed B. Cheatham, on behalf of the District, did, on Thursday, June 15, 1950, at 4:30 P.M. deliver into the hands of Mr. Claude Wall, Chief Deputy in the office of the Assessor and Collector of Taxes for Tarrant County, in the Court House, Fort Worth, Texas, a certified copy of the boundaries of Tarrant County Water Control and Improvement District Number One, as such boundaries were defined, delineated and set out by metes and bounds by Mr. Marvin C. Nichols, of Freese & Nichols, Consulting Engineers of the District, and further, that at the same time, and at the same place, there was delivered into the hands of the said Chief Deputy, Claude Wall, a copy of the official map of Tarrant County Water Control and Improvement District Number One which map was based upon and reflected the boundaries of the District as of January 1, 1950, as same were prepared by the said Marvin C. Nichols, of Freese & Nichols, Consulting Engineers of the District.

At the conclusion of the reading of such report, it was unanimously resolved that same, together with the boundaries of the District so prepared by the said Marvin C. Nichols,

of Freese & Nichols, Consulting Engineers of the District, be attached in folio to these minutes.

17.

There being no further business before the Board, the meeting thereupon adjourned.

  
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President.

  
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Secretary.

TARRANT COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT NUMBER ONE.

VOUCHER-CHECKS ISSUED JUNE 15, 1950 TO JUNE 30, 1950, #1454 TO #1474, INCL.

<u>NO.</u>	<u>I S S U E D</u>	<u>T O</u>	<u>C O V E R I N G</u>	<u>AMOUNT</u>
1454	J. R. Johnson		700 Cedar Posts @ 30¢ each	\$ 210.00
1455	Sidney L. Samuels		(Legal Services as General) (Attorney, June, 1950.)	300.00
1456	C. L. McNair		(Salary, June, 1950 \$600.00) (Less: Withholding Tax <u>51.10</u> )	548.90
1457	E. B. Cheatham		(Salary, June, 1950 \$350.00) (Less: Withholding Tax <u>27.10</u> )	322.90
1458	Myrtle Hartmeister		(Salary, June, 1950 \$185.00) (Less: Withholding Tax <u>19.50</u> )	165.50
1459	B. W. Bintliff		(Salary, June, 1950 \$225.00) (Less: Withholding Tax <u>17.20</u> )	207.80
1460	Will Massingill		(Salary, June, 1950 \$165.00) (Less: Withholding Tax <u>None</u> )	165.00
1461	W. H. Hutcheson		(Salary, June, 1950 \$175.00) (Less: Withholding Tax <u>9.40</u> )	165.60
1462	Southwestern Bell Tel. Company		(Phone Service MA-3398 from) (6-16-50 to 7-16-50.)	19.15
1463	The Southwestern States Tel. Co.		Phone Service B. P. Dam	7.70
1464	Texas Electric Service Co.		(Elec. Service to the Custodian's Res. E. M. \$7.74) (E. M. Range Lights <u>7.54</u> )	15.28
1465	Texas Power & Light Company		(Elec. Service to the Custodian's Res. B. P. \$ 8.88) (Camphouse, B. P. <u>4.10</u> )	12.98
1466	Tri-County Elec. Cooperative, Inc.		(Elec. Service for E. M. ) (Range Lights from 5-20-50) (to 6-20-50.)	6.06
1467	Joe B. Hogsett		Director's Fees, June, 1950	10.00
1468	Houston Hill		Director's Fees, June, 1950	10.00
1469	Dan H. Priest		Director's Fees, June, 1950	10.00
1470	W. L. Pier		Director's Fees, June, 1950	10.00
1471	James E. Robinson		(Labor at E. M. June, 1950: ) (. . . . . \$156.00) (Less: Withholding Tax <u>None</u> )	156.00
1472	Bennie Paul Starnes		(Labor: Bridgeport, June, 1950: ) (. . . . . \$157.50) (Less: Withholding Tax <u>9.10</u> )	148.40
1473	Grady A. Porter		(Labor: B. P. June, 1950 ) (. . . . . \$91.50) (Less: Withholding Tax <u>1.50</u> )	90.00
1474	Continental National Bank, Fort Worth, Texas.		Withholding Taxes	134.90
<b>T O T A L . . . . .</b>				<b>\$ 2,716.17</b>

TARRANT COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT NUMBER ONE

DISTRIBUTION OF VOUCHER-CHECKS #1454 TO #1474, INCLUSIVE.

Directors	\$	40.00
General Manager		600.00
Legal		300.00
Office		535.00
Land Department		210.00

EAGLE MOUNTAIN LAKE:

Custodian's Salary	\$ 225.00	
Assistant Custodian's Salary	165.00	
Phone Service	19.15	
Electric Service (Cust. Res. \$7.74 (Range Lights 13.60)	21.34	
Labor	<u>156.00</u>	586.49

BRIDGEPORT LAKE:

Custodian's Salary	\$ 175.00	
Phone Service	7.70	
Electric Service (Cust. Res. \$8.88 (Camphouse 4.10)	12.98	
Labor	<u>249.00</u>	<u>444.68</u>

T O T A L . . . . . \$ 2,716.17

VOUCHER-CHECKS #1475 TO #1505, INCLUSIVE.

<u>NO.</u>	<u>I S S U E D T O</u>	<u>C O V E R I N G</u>	<u>AMOUNT</u>
1475	Elbert Reed Stewart, Tax Assessor & Collector	(Payment due July 15, 1950 for) (assessing and collecting taxes) (of this District as per sig- ) (ned agreement. )	\$ 1,500.00
1476	Danciger Building	Office rent, July, 1950	260.00
1477	Southwestern Bell Tel. Co.	(Phone Service FO-2848 from) (7-1-50 to 7-31-50 \$10.88) (Tolls. . . . . 1.20)	12.08
1478	A.B.Blue	One Circle Saw Sharpened E. M.	2.50
1479	Fort Worth Typewriter Ex- change	(1 Box Carbon Paper \$ 3.50) (1 Typewriter Ribbon 1.25)	4.75
1480	Continental Oil Company	Oil & Gas for District's Chevrolet	4.79
1481	Fort Worth Rubber Stamp Co.	(1 Logotype \$0.60) (1 Rubber Stamp 1.11) (1 Dry Stamp Pad & )EM (1 One-oz. Indelible Ink 0.86)	2.57
1482	Leonard's Farm Store	(2 Batteries @ \$2.89 ea. for) (E. M. Outboard Boat. )	5.78
1483	Jones Hardware	(1 Set Allen Wrenches \$1.90) (One Broom 1.45)BP (1 Expansion Bit 2.35)	5.70
1484	Gowin Tractor Company	(1 Box Sectin 12 ga. \$ 3.10) (1 Box Guard Plates 2.40) (4 14-10 Spark Plugs ) (E.M. Ford Tractor 2.36)	7.86
1485	Trinity Lumber Company	(E. M. ) (18 sax. Cement @ \$1.00 ea. \$18.00) (One 7" Maple Brush. . . . 2.15)	20.15

TARRANT COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT NUMBER ONE.

VOUCHER-CHECKS #1475 TO #1505, INCLUSIVE.

<u>NO.</u>	<u>I S S U E D T O</u>	<u>C O V E R I N G</u>	<u>AMOUNT</u>
1486	Horace H. Bennett	(Blading fire guard on Rominger ) (Ranch 12.5 hrs. @ \$8.00 per hr.) \$	100.00
1487	Magnolia Petroleum Company	(Bridgeport. (55 gal. Kerosene @ 12½¢ per gal.)	6.88
1488	Banner Garage & Service Sta.	(Oil, gas and parking District's) (Chevrolet Sedan, June, 1950. )	27.51
1489	Frank Kent Motor Company	(Wash, Oil and grease E. M.) (Ford Pick-up Truck. )	3.72
1490	J. Edwin McKee, Postmaster	300 Three-cent Postage Stamps	9.00
1491	Joseph C. Roberts	Weather Reports, Antelope, Texas	2.75
1492	J. L. Lacewell	" " , Jacksboro, Tex.	5.00
1493	Fort Worth Sand & Gravel Co.	(E.M. (Embeco 500# @ 16¢ lb. \$80.00) (Sand Conc. 1½ yds. @ 2.75 <u>4.13</u> )	84.13
1494	Glen Walker, Collett & Rigg	(Correcting comprehensive Prem.) (1948 Ford Pickup. ) (Prem. should have been \$24.70 ) (They billed us for <u>23.40</u> )	1.30
1495	Maxwell Steel Company	(One piece 33-1010 Wire Mesh ) (300 sq. ft. @ 5.10 Sq. ft. \$15.30)EM (Cutting. . . . . <u>1.00</u> )	16.30
1496	Fort Worth Office Supply Co.	Misc. Office Supplies	11.05
1497	Rex H. Bird Motor Company	(Repairs-Jeep Pickup Truck \$11.40)BP (Charge Battery wellhouse BP .50) (Cutting holes with torch- ) (portable hoist. . . . . <u>1.00</u> )	12.90
1498	Barnes Place	(Eagle Mountain: ) (One 14 HP Evinrude O.B. ) (motor #4438-04390 .....\$307.00) (Less: Allowance on ) (22 hp Johnson Motor. . . <u>100.00</u> ) (Bridgeport: <u>207.00</u> ) (2 5M Spark Plugs <u>1.50</u> )	208.50
1499	Marion Herring Boat Works, Inc.	Oil & Gas E.M. Patrol Boat	28.59
1500	C. L. McNair	(Reimbursement to him for moneys) (expended by him for account of ) (the District 6-13-50 to 7-14-50) ( inclusive. )	4.85
1501	Owen* T. Funk	(Engineering & Surveying services) (6-1-50 to 6-30-50, inclusive. ) (141 hrs. @ \$2.50 per hr. \$ 352.50) (Overhead charge. . . . . 58.50) (Auto mileage 400 mi. @ 7½¢ 30.00) (Labor. . . . . <u>86.92</u> )	527.92
1502	Texas Power & Light Company	(Elec. Service to the Custodian's) (Residence B. P. . . . . \$ 8.16 ) (B.P. Camphouse. . . . . <u>3.76</u> )	11.92

TARRANT COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT NUMBER ONE

VOUCHER-CHECKS #1475 TO #1505, INCLUSIVE.

<u>NO.</u>	<u>I S S U E D T O</u>	<u>C O V E R I N G</u>	<u>AMOUNT</u>
1503	Acers Sign Company	(Lettering 6 Aluminum Coated ) (signs and lettering 2 white ) (coated signs. . . . . \$40.00) (Making one new Neon ) (Unit for Carter's ) (Point Sign. . . . . <u>10.00</u> )	\$ 50.00
1504	G. B.Funk	(Painting 8 signs. . . \$33.25) (Lettering paint. . . <u>1.00</u> )	34.25
1505	Well Machinery & Supply Co.	(Materials for Hoisting Equip-) (ment: Eagle Mountain \$27.90 ) ( Bridgeport <u>35.04</u> )	<u>62.94</u>
<b>T O T A L / . . . . .</b>			<b>\$ 3,035.69</b>

DISTRIBUTION OF VOUCHER-CHECKS #1475 TO #1505, INCL.

General Manager	\$ 37.15
Office	296.88
Engineering Service	527.92
Land Department	100.00
Insuzance	1.30
Assessing & Collecting Taxes	1,500.00

EAGLE MOUNTAIN LAKE:

Sharpen Circle Saw	\$ 2.50	
Miscellaneous Supplies for licensing Boats	2.57	
Two Batteries for Outboard Boat	5.78	
Parts for Ford Tractor	7.86	
Materials for Hoisting Equipment	27.90	
Lettering Signs & Making Neon Unit for Sign	50.00	
Material for repairs at Main Dam	120.58	
<u>Ford Pickup</u> (Wash & Lubricate	\$2.00	
(Filter Cartridge	1.12	
(2 # Grease	<u>.60</u>	3.72
Gas for Patrol Boats	28.59	
New Evinrude Motor	<u>207.00</u>	456.50

LAKE BRIDGEPORT:

Misc. Work Supplies	\$ 5.70	
55 Gal. kerosene	6.88	
Weather Reporting	7.75	
Materials for Hoisting Equipment	35.04	
Repairs for Jeep Pickup	11.40	
Charge Wellhouse battery	.50	
Cutting holes with torch portable hoist	1.00	
Electric Service: Cust. Residence	\$8.16	
Camphouse	<u>3.76</u>	11.92
Two Spark Plugs	1.50	
Sign Painting	<u>34.25</u>	<u>115.94</u>

**TOTAL . . . . . \$ 3,035.69**

TARRANT COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT NUMBER ONE

CONDITION OF FUNDS

	<u>MAINTENANCE FUND</u>	<u>INTEREST AND SINKING FUND</u>
BOOK BALANCE: June 14, 1950	\$ 154,459.95	\$ 145,829.49
Receipts: Taxes, Penalty & Interest	1,357.44	4,848.02
Oil & Gas Royalty	41.51	---
Land Rental	384.95	---
Boat Licenses	707.00	---
Interest on Maintenance Fund Securities	1,250.00	4,375.00
Refund of State Tax on Motor Fuel	22.82	---
Sale of Evinrude Outboard Motor #9022-00884	20.00	---
Miscellaneous	<u>1.80</u>	<u>---</u>
	\$ 158,245.47	\$ 155,052.51
Less: Disbursed by vo-cks #1454 to #1474, inclusive:	<u>2,716.17</u>	<u>---</u>
	\$ 155,529.30	\$ 155,052.51
Less: Disbursed by vo-cks #1475 to \$1505, Inclusive:	<u>1,535.69</u>	<u>1,500.00</u>
BOOK BALANCE: July 21, 1950:	\$ 153,993.61	\$ 153,552.51

NOTE: The Interest and Sinking Fund now owns \$450,000.00 par value United States Government Securities.

The Maintenance Fund now owns \$200,000.00 par value United States Government Securities.



BOARD OF DIRECTORS  
 JOE B. HOGSETT, PRES.  
 HOUSTON HILL, VICE-PRES.  
 DAN H. PRIEST, SEC'Y  
 GAYLORD J. STONE  
 W. L. PIER

TARRANT COUNTY WATER CONTROL AND  
 IMPROVEMENT DISTRICT NUMBER ONE

DANCIGER BUILDING - COR. 5TH AND THROCKMORTON STS.  
 PHONE 3-2848

SIDNEY L. SAMUELS,  
 GENERAL ATTORNEY

C. L. MCNAIR, GENERAL MANAGER

ED. B. CHEATHAM,  
 OFFICE MANAGER

FORT WORTH 2, TEXAS.

July 14, 1950

EXHIBIT "B" TO THE MINUTES  
 OF JULY 21ST, 1950, AT  
 2:00 P.M.

To: The Board of Directors,  
 Tarrant County Water Control and  
 Improvement District Number One.

REPORT FOR THE MONTH OF JUNE, 1950.

Gentlemen:

The international power unit recently purchased for operating the spillway gates at Eagle Mountain and Bridgeport Lakes was put into use this month. Gates at both lakes have been cleaned and oiled and operated by the power unit.

In the tunnels of Eagle Mountain Dam approximately 300 square feet of spalled area exposing the re-inforcing steel has been repaired according to specifications by Freese and Nichols.

There is an excellent stand of the native grasses planted on a 38 acre tract in the spring of 1949, on the Rominger Ranch. The grasses are mostly Indian, Big and Little Blue Stem and Side Oats Gramma.

There is an abundance of vegetation on the watersheds of both lakes this year, due to the frequency and quantity of rainfall. Run-off has been very moderate.

C O N D I T I O N O F L A K E S

<u>RESERVOIR</u>	<u>LAKE LEVEL</u>	<u>DATE</u>	<u>CAPACITY-ACRE FEET.</u>
Bridgeport	823.2	7- 1-50	262,000
Bridgeport	<u>821.7</u>	6- 1-50	<u>247,300</u>
Gain	1.5 ft.		14,700 Ac. Ft.
Eagle Mountain	648.98	6- 1-50	212,810
Eagle Mountain	<u>648.30</u>	7- 1-50	<u>206,700</u>
Loss	0.68 ft.		6,110 ac. ft.

Respectfully,

*C. L. McNair*  
 C. L. McNair, General Manager.

BOARD OF DIRECTORS

JOE B. HOGSETT, PRES.  
HOUSTON HILL, VICE-PRES.  
DAN H. PRIEST, SEC'Y  
RAYLORD J. STONE  
L. PIER

TARRANT COUNTY WATER CONTROL AND  
IMPROVEMENT DISTRICT NUMBER ONE

DANCIGER BUILDING - COR. 5TH AND THROCKMORTON STS.

PHONE 3-2848

FORT WORTH 2, TEXAS.

SIDNEY L. SAMUELS,  
GENERAL ATTORNEY

C. L. MCNAIR, GENERAL MANAGER

ED. B. CHEATHAM,  
OFFICE MANAGER

June 16, 1950.

To be attached to  
MINUTES OF JULY 21, 1950,  
AT 2:00 P.M.

The Honorable Directors of  
Tarrant County Water Control and  
Improvement District Number One,  
Danciger Building,  
Fort Worth 2, Texas.

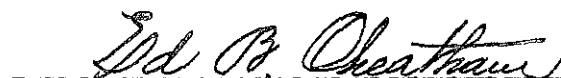
Gentlemen of the Board:

It is proper to notify the Board, so that this notice may become a matter of record, that we, Marvin C. Nichols, Consulting Engineer of the Board, Bob Llewellyn of the Engineering Staff of Freese & Nichols, of Fort Worth, Texas, and Ed B. Cheatham, on behalf of this District did, on Thursday, June 15, 1950, at 4:30 p.m. deliver into the hands of Mr. Claude Wall, Chief Deputy, in the office of the Assessor and Collector of Taxes for Tarrant County, in the court house of Fort Worth, Texas, a certified copy of the boundaries of Tarrant County Water Control and Improvement District Number One, as such boundaries were defined, delineated and set out by metes and bounds by Marvin C. Nichols, Consulting Engineer of the Board, and at the same time and at the same place, there was delivered by us and placed into the hands of Mr. Wall a copy of the official map of Tarrant County Water Control and Improvement District Number One, based upon and reflecting the boundaries of the District as same were prepared, as above mentioned, by Marvin C. Nichols, the Consulting Engineer of the District.

Yours very truly,

  
\_\_\_\_\_  
Marvin C. Nichols.

  
\_\_\_\_\_  
Bob Llewellyn.

  
\_\_\_\_\_  
Ed B. Cheatham

To BE ATTACHED TO MINUTES OF July 21-1950.  
AT 2:00 P.M.

TARRANT COUNTY WATER CONTROL AND  
IMPROVEMENT DISTRICT NUMBER ONE

DISTRICT BOUNDARIES

AS OF

JANUARY 1, 1950

FREESE AND NICHOLS  
Consulting Engineers  
Fort Worth, Texas

TARRANT COUNTY WATER CONTROL AND  
IMPROVEMENT DISTRICT NUMBER ONE

DISTRICT BOUNDARIES

AS OF

JANUARY 1, 1950

FREESE AND NICHOLS  
Consulting Engineers  
Fort Worth, Texas

TARRANT COUNTY WATER CONTROL AND IMPROVEMENT  
DISTRICT NO. 1  
DISTRICT BOUNDARIES  
JANUARY 1, 1950

Beginning at the northwest corner of Tarrant County;

thence south along the west line of Tarrant County to the north line of the R. A. Paschal survey;

thence east along the north line of said Paschal survey to the northeast corner of said Paschal survey;

thence south along the east line of said Paschal survey to the northwest corner of the J. Armendaris survey;

thence east along the north line of said Armendaris survey to the northeast corner of said Armendaris survey;

thence southeasterly in a straight line to a point south 88 degrees 52 minutes west 2,598.9 feet from the northeast corner of the J. Wilcox survey No. 42, which point is in the limits of the City of Fort Worth, south 00 degrees 26 minutes west 2,588.7 feet;

thence south, following said city limits, 89 degrees 38 minutes east 450.4 feet;

thence south 26 degrees 43 minutes east 2,958.9 feet to a point in the south line of the J. Wilcox survey No. 42;

thence north 89 degrees east along said line 884.3 feet to the west line of the Mary Todd tract;

thence south 00 degrees 5 minutes west 2,801.5 feet to the southwest corner of the J. Wilcox survey No. 46;

thence south 00 degrees 14 minutes east 1,391.7 feet to a point in west line of J. Wilcox survey No. 36 and the north line of a road;

thence south 89 degrees 46 minutes east 2,544.7 feet;

thence south 00 degrees 14 minutes west 40 feet;

thence south 89 degrees 46 minutes east 1,874.5 feet;

thence south 1,311.2 feet to a point in the north line of Jacob Wilcox survey No. 35;

thence south 6 degrees 43 minutes east 1,094.6 feet;  
thence south 8 degrees 23 minutes east 441.2 feet;  
thence south 11 degrees 9 minutes east 410.8 feet;  
thence south 12 degrees 57 minutes east 765.1 feet to the northwest  
corner of the J. Wilcox survey No. 34;  
thence south along west line of the J. Wilcox survey No. 34 to the north-  
west corner of school lot;  
thence east, south and west along the lines thereof to the west line  
of said survey;  
thence south to the southwest corner of said Wilcox survey No. 34;  
thence south 89 degrees 16 minutes east 2,959 feet to a point in the  
south line of said Wilcox survey No. 34;  
thence south 14 degrees 52 minutes east 122.2 feet;  
thence north 48 degrees 29 minutes east 160 feet;  
thence south 86 degrees 55 minutes east 163.5 feet;  
thence north 66 degrees 51 minutes east 72.2 feet;  
thence south 35 degrees 17 minutes east 163.3 feet;  
thence north 77 degrees 40 minutes east 67 feet;  
thence south 56 degrees 46 minutes east 168 feet;  
thence south 70 degrees 39 minutes east 193.3 feet;  
thence south 15 degrees 39 minutes east 171.8 feet;  
thence south 10 degrees 49 minutes west 334.1 feet;  
thence south 43 degrees 32 minutes east 249.7 feet;  
thence north 18 degrees 34 minutes east 216.2 feet;  
thence north 8 degrees 28 minutes east 327.5 feet;  
thence south 88 degrees 18 minutes east 353.5 feet;

thence north 14 degrees 34 minutes east 213 feet;  
thence north 11 degrees 54 minutes west 273.7 feet;  
thence north 28 degrees 36 minutes east 144 feet to a point in the north line of the Wilcox survey No. 33;  
thence south 88 degrees 33 minutes east 1,709.9 feet along the said line to the northwest corner of a 101.8 acre tract acquired from C. H. Haley;  
thence south 00 degrees 24 minutes west 1,319.4 feet to the southwest corner of said tract;  
thence north 88 degrees 09 minutes west 388.4 feet to the northwest corner of the Ella Young tract;  
thence south 24 degrees 34 minutes west 778.6 feet;  
thence north 75 degrees 12 minutes west 225.3 feet;  
thence south 78 degrees 16 minutes west 336.5 feet;  
thence south 58 degrees 17 minutes west 234.8 feet;  
thence south 1 degree 17 minutes west 270.8 feet;  
thence south 56 degrees 58 minutes west 133.4 feet;  
thence south 65 degrees 46 minutes west 261.8 feet;  
thence north 73 degrees 14 minutes west 751 feet;  
thence north 77 degrees 29 minutes west 339.1 feet;  
thence north 55 degrees 45 minutes west 477.8 feet;  
thence north 21 degrees 54 minutes west 181.5 feet;  
thence south 70 degrees 51 minutes west 128 feet;  
thence north 55 degrees 45 minutes west 232 feet;  
thence south 88 degrees 30 minutes west 383.1 feet;  
thence north 72 degrees 23 minutes west 471.8 feet;  
thence south 55 degrees 6 minutes west 363.8 feet;

thence south 3 degrees 31 minutes west 681.3 feet;  
thence south 71 degrees 39 minutes west 347.2 feet;  
thence north 30 degrees 13 minutes west 389.4 feet;  
thence south 59 degrees 40 minutes west 336.4 feet;  
thence north 75 degrees 3 minutes west 280.8 feet;  
thence north 43 degrees 35 minutes west 583.4 feet;  
thence south 87 degrees 39 minutes west 676.6 feet;  
thence south 45 degrees 57 minutes west 655.8 feet;  
thence south 86 degrees 18 minutes west 525.7 feet;  
thence north 70 degrees 12 minutes west 556.7 feet;  
thence south 82 degrees 49 minutes west 279 feet;  
thence south 75 degrees 32 minutes west 769.9 feet to the southwest  
corner of the J. Wilcox survey No. 33;  
thence south 89 degrees 59 minutes west 693 feet to the northwest corner  
of the A. M. Clear survey;  
thence north 00 degrees 1 minute west 159 feet to the northeast corner  
of the M. de la Garza survey;  
thence south 89 degrees 59 minutes west 3,465.3 feet along the north  
line of said survey to the northwest corner thereof;  
thence south 00 degrees 28 minutes west 4,981.2 feet to the southwest  
corner of the Wilcox survey No. 4;  
thence north 89 degrees 59 minutes west 425 feet;  
thence south 00 degrees 38 minutes east 2,627.6 feet to the south line  
of the north one-half Wilcox survey No. 2;  
thence north 88 degrees 32 minutes east along the said line to the  
southwest corner of the school lot;  
thence north, east and south to the said line;  
thence south 1 degree 17 minutes west 791.1 feet;



thence south 73 degrees 17 minutes east 513.8 feet;  
thence south 25 degrees 15 minutes east 138.8 feet;  
thence south 36 degrees 19 minutes east 444.4 feet;  
thence south 27 degrees 14 minutes east 702.7 feet;  
thence south 20 degrees 58 minutes east 738.8 feet;  
thence south 79 degrees 30 minutes east 168 feet;  
thence south 74 degrees 2 minutes east 144.4 feet;  
thence south 60 degrees 2 minutes east 319.4 feet;  
thence south 64 degrees 21 minutes east 454.2 feet to a point in the west  
line of the J. Armendaris survey;  
thence south 00 degrees 23 minutes east 1,234.7 feet to the southwest  
corner thereof;  
thence south 89 degrees 19 minutes east 2,754.7 feet along the north  
line of the A. B. Conner survey;  
thence south 00 degrees 41 minutes west 292 feet;  
thence south 89 degrees 19 minutes east 1,774.4 feet to a point in the  
east line of the said Conner survey;  
thence north 00 degrees 14 minutes east 1,963 feet to a point in the  
south line of the Wilcox survey No. 1;  
thence south 89 degrees 19 minutes east 1,528 feet along the south  
line of said survey to the southeast corner of said Wilcox survey No. 1;  
thence north 00 degrees 41 minutes east 1,020 feet to the southwest  
corner of the R. Langster survey;  
thence south 88 degrees 12 minutes east 1,211 feet to the northeast  
corner of the J. O. Farmer survey;  
thence south 00 degrees 22 minutes west 3,816 feet to the southeast  
corner of the G. W. Hazelwood survey;  
thence north 89 degrees 32 minutes west 1,111 feet;

thence south 00 degrees 28 minutes west 292.2 feet;

thence south 42 degrees 28 minutes west 316 feet;

thence south 44 degrees 32 minutes east 300 feet;

thence south 00 degrees 28 minutes west 160 feet;

thence south 89 degrees 32 minutes east 1,649 feet;

thence south 00 degrees 28 minutes west 588 feet;

thence south 89 degrees 22 minutes east to a point where the westerly boundary line of the Consolidated Vultee Aircraft Corporation tract intersects;

thence in a southerly and westerly direction along the westerly boundary line of said Consolidated Vultee Aircraft Corporation tract to a point, the southwest corner of said tract;

thence in an easterly direction along the southerly line of said tract and along the southerly line of the Fort Worth Army Air Field (Carswell Air Force Base) and along the northerly line of Westworth Village, Inc., to a point, the northwest corner of the B. L. Samuel survey;

thence south, leaving the limits of the City of Fort Worth, along the west line of said Samuel survey to the southwest corner of said Samuel survey;

thence southeasterly in a straight line to the southeast corner of the R. Bissett survey;

thence southerly to the northeast corner of Block 30 of Arlington Heights, which point is in the limits of the City of Fort Worth;

thence along the limits of the City of Fort Worth as follows; west along the north lines of Blocks 30 and 29 to the northwest corner of Block 28, as originally plotted, in the east line of Halloran (Seventeenth) Street;

thence south along the east line of Halloran (Seventeenth) Street to the northwest corner of Lot 21, Block 55 Arlington Heights addition, first filing;

thence west across Halloran Street to a point in the east line of the Harry B. Friedman tract;

thence north along the east line of the said Harry B. Friedman Tract to its northeast corner;

thence west along the north line of said tract to its northwest corner;

thence south along the west line of said tract and continuing south to the north line of Calmont Avenue or (Old Stage Coach Road);

thence west along the north line of Calmont Avenue to the east line of Grafa-Marys Creek Road;

thence south along the east line of the Grafa-Marys Creek Road to the point of intersection with the south line of the Benbrook Cardinal-Chaplin Road (County Road No. 1040);

thence east along the south line of said Benbrook-Cardinal-Chaplin Road and continuing east parallel to and approximately 30 feet south of the north line of the McKinney and Williams survey and the north line of the Isaac Schrum survey to a point in the east right-of-way line of U. S. Highway No. 377;

thence in a southwesterly direction along the east right-of-way line of said U. S. Highway No. 377 to the north line of the B. J. Foster survey;

thence east along the north line of the said B. J. Foster survey to a point, said point being the northwest corner of the Boaz Park as described in deed recorded in Volume 1036 page 125, of the Deed Records of Tarrant County, Texas;

thence south along the west line of said park 1,181.4 feet (425.3 varas) to a corner of said park;

thence west 693.1 feet, ( $249\frac{1}{2}$  varas) to a corner of said park;

thence south 22.2 feet (8 varas) to a corner of said park;

thence west 588.9 feet (2.12 varas) to a corner of said park in the west line of the said B. J. Foster survey;

thence south along the west line of said Foster survey and the west line of the J. S. Wilburn survey, crossing the Texas and Pacific Railway Company tract 2629.7 feet (946.7 varas) to the middle of the Fort Worth and Granbury Road, a corner of said park;

thence along the middle of said road being the boundary of the Boaz Park, north  $66\frac{1}{2}$  degrees east 259.7 feet ( $93\frac{1}{2}$  varas) north  $59\frac{1}{2}$  degrees east 444.4 feet (160 varas) north 68 degrees east 444.4 feet (160 varas) north 48 degrees east 916.7 feet (330 varas) and north 35 degrees east 1838.9 feet (662 varas) to the middle of the old channel of Walnut Creek;

thence west 25 feet (9 varas) to the west line of said road;

thence northeasterly along the westerly line of the Fort Worth and Granbury Road to its intersection with the easterly right-of-way line of the Texas and Pacific Railway Company spur track to the Consolidated-Vultee Aircraft Plant;

thence northerly along the easterly right-of-way of said Texas and Pacific Railway Company spur track to the southwest corner of Lot 1, Block 5, Ridglea Hills Addition;

thence east along the south lines of Block 5, and Block 2, Ridglea Hills Addition, to the northwest corner of Lot 1, Block 2, said addition;

thence south along the west line of said Lot 1, Block 2, said addition, to the southwest corner of said lot;

thence east along the south line of said Lot 1 and the south line of Lot 5, Block 1, said addition, to the southeast corner of said Lot 5, Block 1;

thence north along the east line of Block 1, Ridglea Hills Addition to the most westerly southwest corner of the W. Houston survey;

thence east along the most westerly south line of said Houston survey to the easterly line of Edgehill Road;

thence southerly and easterly along the easterly line of said Edgehill Road to its intersection with the westerly line of Westridge Avenue;

thence southerly along the westerly line of Westridge Avenue to its intersection with the north line of the E. Snyder survey;

thence east along the north line of said Snyder survey to the southwest corner of Block 510, Chamberlain Arlington Heights, second filing, and continuing east along the south line of Blocks 510, 509, 126 to a point, said point being the southwest corner of Block 127, Chamberlain Arlington Heights, Second Filing, and the northwest corner of Block 6, Harlem Hills Addition;

thence south along the west lines of Blocks 6, 9, 19, 22, 28, 31, Harlem Hills Addition, to the north line of Granbury Road, and continuing south, crossing said Granbury Road to the north right-of-way line of the Texas and Pacific Railway Company;

thence easterly along the northerly right-of-way line of said Texas and Pacific Railway Company to its intersection with the south line of Block 133, Chamberlain Arlington Heights Second Filing;

thence east along the south lines of Blocks 133 and 134 to the southeast corner of Block 134, said south line being one block south of Helmick Avenue;

thence north along the east lines of the intervening blocks to the south line of Block 30, said east line being one block east of Pentecost Street;

thence east along the south lines of the intervening blocks to the southeast corner of Block 34, said south line being a north line of Bonnell Avenue produced;

thence south to the northwest line of Valentine Street;

thence northeast along the said north line to the southwest line of Hopkins Street;

thence southeast along said line to the northwest line of West Vickery Blvd. (Granbury Road);

thence northeast along the said line to the south line of the W. D. Conner Survey;

thence east along the south lines of the said Conner and of the T. White Surveys to the north line of right-of-way of the Texas and Pacific Railway;

thence northeasterly along said north line to West Vickery Boulevard (the Granbury Road);

thence north to the north line of said road;

thence northeasterly along said north line of Vickery Boulevard (Granbury Road), to a point in the north line of said road and the west line of Rogers Road produced northerly to an intersection;

thence in a southerly direction along the westerly line of Rogers Road to a point in the southerly line of the Texas and Pacific Railway Company's right-of-way and continuing along the northerly and westerly line of Rogers Road to a point, said point being 50 feet west of the northeast corner of the Park Drive and Rogers Road;

thence east 50 feet to the northeast corner of said Park Drive and Rogers Road;

thence in a southerly direction along the easterly line of Rogers Road to a point in the northerly bank of the Clear Fork of the Trinity River;

thence westerly along the north bank of said river with its meanderings to its intersection with the west line of the A. B. Conner and the east line of S. C. Inman Surveys;

thence south along the east line of the S. C. Inman and F. G. Beasley surveys and the west line of the A. B. Conner, H. H. Edwards and A. Vogt surveys to the southeast corner of the F. G. Beasley survey;

thence west along the south line of said Beasley survey and the north line of the B. B. B. & C. Ry. Co., and J. Howard surveys to the northwest corner of said J. Howard survey;

thence south along the west line of the said Howard survey and the east line of the B. B. B. & C. Ry. Co. survey, passing the southwest corner of the Howard survey, continuing south across the B. B. B. & C. Ry. Co. survey to a point, said point is in the south line of the B. B. B. & C. Ry. Co. survey;

thence east along the south line of the said B. B. B. & C. Ry. Co. survey to a point, the northeast corner of the W. J. Morgan survey, said corner being in the west line of the T. B. Taylor survey;

thence south along the west line of the T. B. Taylor survey to the most westerly southwest corner of said T. B. Taylor survey;

thence east along the south line of the T. B. Taylor survey to a corner of said survey;

thence south along the most southerly west line of the T. B. Taylor survey to its most southerly southwest corner;

thence east along the south line of the T. B. Taylor survey to a point in the N. W. corner of the J. T. Weddington survey;

thence east along the north line of said Weddington survey and the south line of the T. B. Taylor survey approximately 440 feet for a corner that is 934 feet west of the southeast corner of said Taylor survey;

thence north 934 feet for a corner at the northwest corner of the L. L. Rector Tract;

thence east 934 feet to a corner in the survey line between said Taylor survey and the T. McCann survey at a point approximately 100 feet north of the southwest corner of said McCann survey;

thence south along the west line of said McCann survey approximately 70 feet to a point 34 feet north of the southwest corner of said McCann survey;

thence east parallel to and 34 feet northerly from the south line of said McCann survey, a distance of 1,694.4 feet for corner at the northeast corner of the L. L. Rector Tract;

thence south with the east line of said Rector Tract and continuing south to a point, said point being 1,143 feet west of the east line of the Jno. Jennings survey;

thence east crossing the east line of the Jno. Jennings survey and continuing east of the southwest corner of Block 46, Seminary Hill Addition, and continuing east along the south line of Seminary Hill Addition to the west line of James Avenue, said point being the southeast corner of Block 42 Seminary Hill Addition;

thence south to a point;

thence east crossing James Avenue and continuing east along the south boundary line of the Fort Worth Army Quartermaster Depot to a point 300 feet west of the westerly right-of-way line of U. S. Highway No. 81;

thence in a southerly direction 300 feet west of and parallel to the westerly right-of-way line of said U. S. Highway No. 81 to a point west of the southwest corner of the G. W. Main survey;

thence east passing the southwest corner of G. W. Main survey and continuing east along the south line of said Main survey to its southeast corner;

thence north along the east line of said Main survey passing its northeast corner, same being the southeast corner of the J. Bursey survey, and continuing north along the east line of the J. Bursey survey to the southwest corner of Block No. 4, Shelby County School Land;

thence east along the south line of said Block No. 4, Shelby County School Land and continuing east along the south line of Block No. 11, Shelby County School Land, to a point in the present city limit line of the City of Everman, said point being 1,710 feet west of the southeast corner of Block 11, Shelby County School Land;

thence north 1,710 feet west of and parallel to the east line of said Block No. 11 passing the northwest corner of the Everman City Limits to the north line of said Block No. 11 and the south line of Block No. 12, Shelby County School Land;

thence east along the south line of Block No. 12 and the north line of Block No. 11, Shelby County School Land, to the southwest corner of the Isaac Griffith 21.36 acre tract in the east portion of said Block No. 12;

thence north along the west line of said Griffith 21.36 acre tract to the northwest corner of said tract in the north line of Block No. 12, Shelby County School Land and the south line of Block No. 13, Shelby County School Land;

thence west along the south line of said Block No. 13 to the southwest corner of the I. N. Eden 16 acre tract in Block No. 13, Shelby County School Land;

thence north with the west line of said Eden 16 acre tract, to the north corner of said tract in the westerly right-of-way line of the I & G N R.R. Co

thence northwesterly along the westerly right-of-way line of the I & G N R. R. Co. to the north line of Block No. 1, Shelby County School Land;

thence west along the north line of said Block No. 1, Shelby County School Land, to the easterly line of the Oak Grove Road;

thence in a westerly and northerly direction along the easterly line of said Oak Grove Road to a point in line with the north line of Mrs. Julia Farmer 116 acre tract in the M. Garrison survey;

thence west crossing said Oak Grove Road and continuing west along the north line of the said Mrs. Julia Farmer 116 acre tract in the M. Garrison survey to the northwest corner of said 116 acre tract in the west line of the M. Garrison survey;

thence south along the west line of the M. Garrison survey to the most westerly southwest corner of said survey;

thence east along the most westerly south line of said M. Garrison survey to a corner of said survey being also the northeast corner of the S. J. Rhodes survey;

thence south along the west line of the M. Garrison survey and the east line of the S. J. Rhodes survey, passing the southwest corner of said Garrison survey, being the northwest corner of the J. Hudson survey, to a point in the east line of the S. J. Rhodes survey and the west line of the J. Hudson survey, said point being the northeast corner of the E. F. Russell 81 acre tract in the S. J. Rhodes survey;

thence west along the north line of said E. F. Russell 81 acre tract to a point, said point being 300 feet east of the east right-of-way of Alternate U. S. Highway No. 81;

thence northerly 300 feet east of and parallel to the east line of said Alternate U. S. Highway No. 81 to a point approximately 1,400 feet south of Seminary Drive, (formerly Kellis Street), said point being approximately 1,800 feet south and 630 feet east of the northwest corner of the Louis Westmore survey;

thence north 89 degrees 15 minutes east 308.2 feet for a corner;

thence north 58 degrees 35 minutes east 250 feet for a corner;

thence north 49 degrees 40 minutes east 700 feet for a corner;

thence north 84 degrees 40 minutes east 280 feet for a corner in the west right-of-way line of the I & G N Railway;

thence north 5 degrees 20 minutes west along the west right-of-way line of said Railway approximately 805 feet to a point in the south line of Seminary Drive (formerly Kellis Street);

thence east along the south line of Seminary Drive (formerly Kellis Street) to a point in the easterly line of the Old Mansfield Road, said point being in the westerly City Limit line of Forest Hill;



thence northwesterly along the easterly line of the Old Mansfield Road, being the City Limit line of Forest Hill, to the southerly line of U. S. Highway No. 287, a corner of the city limits of Forest Hill;

thence southeasterly along the southerly line of U. S. Highway No. 287, being the city limit line of Forest Hill to the most northerly northeast corner of Lot 1 in Block 1, Forest Heights Addition;

thence in a northerly direction crossing U. S. Highway No. 287 to a point, the most southerly southeast corner of Lot 10 in Forest Heights Addition, Second Filing, said point being also in the northerly line of U. S. Highway No. 287;

thence in a northeasterly direction along the easterly line of said Lot 10 to a point, the most northerly northeast corner of said Lot 10, said point being also in the south line of Trentman City Addition;

thence east along the south line of Trentman City Addition to the southeast corner of said addition;

thence north along the east line of said Trentman City Addition to a point, the northeast corner of Block 2, said addition, said point being also in the south line of Wharton Street (Martin Avenue);

thence east along the south line of said street to a point in the east line of Parker-Henderson Road produced south;

thence north crossing said street and continuing north along the east line of the Parker-Henderson Road to the south line of Tarrant Road;

thence west crossing Parker-Henderson Road (Miller Avenue) to a point in the west line of said road;

thence north along the west line of Parker-Henderson Road (Miller Avenue) to a point, said point being 25 feet west of the southwest corner of Lot 1, Block 5, B. Jackson Addition, as recorded in Vol. 1846, Page 449, Tarrant County Deed Records;

thence east passing the southwest corner of Lot 1 and continuing east with the south line of Lots 1, 2, 3, 4, 5, 6 & 7, Block 5, to a point in the west line of Lot 8, Block 5;

thence south along the west line of said Lot 8 and along the west lines of Block 7 and Block 9 of said addition, to a point the southwest corner of Lot 1 in said Block 9;

thence east along the south line of said Block 9 to the southeast corner of Lot 8 in said Block 9, said point being in the west line of Pate Drive;

thence south along the west line of Pate Drive to a point, said point being 50 feet west of the southwest corner of Lot 1 in Block 11, B. Jackson Addition;

thence east passing the southwest corner of said Lot and continuing east along the south line of Block 11 to a point 50 feet east of the southeast corner of Lot 8 in said Block 11;

thence north parallel to and 50 feet east of the east lines of Blocks 11, 10, 8, 6, 4 and 2 to a point, said point being in the south line of Ramey Avenue;

thence east along the south line of Ramey Avenue to a point in the west line of C. Phipp survey in Stallcup Road;

thence south along the west line of said survey to its southwest corner;

thence east along the south line of the C. Phipp survey a distance of 1,805.5 feet to a point, said point being also the southeast corner of Rosedale Park Addition to the City of Fort Worth, Texas;

thence north along the east line of said Rosedale Park Addition approximately 1,930 feet crossing the survey line between the said Phipps survey and the H. H. Hudson survey, in all approximately 3,348 feet for a corner, said corner being the northwest corner of the Jim Riley 46.6 acre tract and is 513 feet south of the north line of the said Hudson survey;

thence along the north and east line of said Riley 46.6 acre tract as follows; east 824.3 feet for a corner;

thence south 24 feet for a corner;

thence east 326.1 feet for a corner;

thence south 81.4 feet for a corner;

thence east 359 feet for a corner;

thence south 150 feet for a corner;

thence east 290 feet for a corner in the east line of said Hudson survey 768 feet south of its northeast corner;

thence south along the east line of the Hudson and Phipps surveys, 3,093 feet to a point, the southeast corner of said Phipps survey, said corner being in the west line of the J. A. Creary survey;

thence south along the west line of the J. A. Creary survey to the southwest corner of the Carl Wollner 142.83 acre tract in said Creary survey;

thence easterly along the south line of said 142.83 acre tract to its southeast corner in the west line of the R. F. Ball 11.57 acre tract in said Creary survey;

thence south along the west line of said 11.57 acre tract to its southwest corner;

thence east along the south line of said 11.57 acre tract to the southwesterly line of Arkansas Lane in said Creary survey;

thence southeasterly along the southwesterly line of Arkansas Lane in said Creary survey;

thence southeasterly along the southwesterly line of Arkansas Lane to its intersection with the center line of Village Creek;

thence down the center of Village Creek with its meanderings to its intersection with the east line of the B. E. Beaty 58 acre tract in the J. A. Creary survey;

thence north along the east line of said 58 acre tract to its northeast corner;

thence west along the north line of said Beaty 58 acre tract to the northeasterly line of Arkansas Lane;

thence northwesterly along the northeasterly line of Arkansas Lane to the east line of the Texas Electric Service Co. 77.17 acre tract in the J. A. Creary survey;

thence north along the east line of said 77.17 acre tract to the north line of said Creary survey to its northeast corner, being the southeast corner of the S. G. Jennings survey;

thence north along the east line of said Jennings survey and continuing north along the east line of the J. W. Haynes survey and the W. S. Sublett survey to a point in the north line of Meadowbrook Drive, said point also being in the east line of the W. S. Sublett survey;

thence west along the north line of Meadowbrook Drive to its intersection with the east line of Handley Drive;

thence northerly along the easterly right-of-way line of Handley Drive or Ederville Road (County Road #2054) to a point in the southerly right-of-way of the Randol Mill Road (County Road #2021);

thence in an easterly direction along the southerly right-of-way line of the Randol Mill Road (County Road #2021) to a point in the easterly line of the Randol Mill-Hurst-Precinct Line Road (County Road #3035);

thence in a northerly direction along the easterly right-of-way line of the Randol Hill-Hurst-Precinct Line Road (County Road #3035) crossing the Trinity River to a point in the southerly right-of-way line of the Trammel-Davis Road (County Road #3112);

thence in an easterly direction along the southerly right-of-way line of the Trammel-Davis Road (County Road #3112) to a point in the easterly right-of-way line of the Souder-Hurst Road (County Road #3104);

thence in a northerly direction along the easterly right-of-way line of said Souder-Hurst Road (County Road #3104) to a point in the southerly right-of-way line of State Highway #183;

thence in an easterly direction along the southerly right-of-way line of State Highway #183 to a point in the southerly right-of-way line of the Hurst Pipe Line Road (County Road #3005);

thence in an easterly direction along the southerly right-of-way of the Hurst Pipe Line Road (County Road #3005) to a point in the west line of the V. J. Hutton survey;

thence south 1 degree and 05 minutes west along the west line of the J. Burnett survey and along the westerly line of the Greater Fort Worth International Airport to a point in the northerly line of the C. R. I. & G. Railroad right-of-way;

thence in an easterly direction along the northerly line of the C. R. I. & G. Railroad right-of-way and the southerly line of the Greater Fort Worth International Airport a distance of 9,408 feet to a point in the Tarrant-Dallas County line;

thence north along the Tarrant-Dallas County line and along the easterly line of the Greater Fort Worth International Airport a distance of 5,278 feet for a corner;

thence west along the north line of the Greater Fort Worth International Airport a distance of 1,979 feet to a corner;

thence north 00 degrees and 21 minutes east along the easterly line of the Greater Fort Worth International Airport a distance of 1,959 feet to a point, said point being 1,979 feet west of the Tarrant-Dallas County Line;

thence in a westerly direction along the southerly right-of-way line of State Highway #183 and along the northerly line of the Greater Fort Worth International Airport to a point in the west line of the V. J. Hutton survey and the west line of the Greater Fort Worth International Airport;

thence south along the west line of said Hutton survey and the west line of the Greater Fort Worth International Airport to a point in the north right-of-way line of the Hurst-Pipe Line Road (County Road #3005);

thence in a westerly direction along the northerly line of the Hurst-Pipe Line Road (County Road #3005) to a point in the northerly right-of-way line of State Highway #183;

thence in a westerly direction along the northerly right-of-way line of State Highway #183 to a point in the westerly right-of-way line of the Souder-Hurst Road (County Road #3104);

thence in a southerly direction along the westerly right-of-way line of the Souder-Hurst Road (County Road #3104) to a point in the northerly right-of-way line of the Trammell-Davis Road (County Road #3112);

thence in a westerly direction along the northerly right-of-way line of the Trammell-Davis Road (County Road #3112) to a point in the westerly right-of-way line of the Randol Mill-Hurst-Precinct Line Road (County Road #3035);

thence in a southerly direction along the westerly right-of-way line of the Randol Mill-Hurst-Precinct Line Road (County Road #3035) to a point in the northerly right-of-way line of the Randol Mill Road (County Road #2021);

thence in a westerly direction along the northerly right-of-way line of the Randol Mill Road (County Road #2021) to a point in the westerly right-of-way line of Handley Drive, or Ederville Road (County Road #2054);

thence in a southerly direction along the westerly right-of-way line of the said Handley Drive, or Ederville Road (County Road #2054) to a point in the north line of Meadowbrook Drive;

thence west along the north line of Meadowbrook Drive to a point in the east line of the J. B. Haney survey;

thence north along the east line of the J. B. Haney survey and the east line of the A. Jordan survey to the northeast corner of said Jordan survey;

thence west along the north line of the A. Jordan survey to the easterly line of the Meadowbrook Municipal Golf Course;

thence along the boundary line of said Meadowbrook Municipal Golf Course the following courses and distances: north 37 degrees 42 minutes west 442.4 feet; north 30 degrees 30 minutes west 400 feet; north 12 degrees 30 minutes east 275 feet; north 47 degrees 30 minutes west 380 feet; north 64 degrees 30 minutes west 400 feet; south 22 degrees 30 minutes west 300 feet; south 6 degrees east 700 feet; north 59 degrees east 100 feet; south 71 degrees east 100 feet; and south 11 degrees east 500 feet to the north line of said A. Jordan survey, said point being 2,420 feet east of the northwest corner of the A. Jordan survey;

thence west along the north line of the A. Jordan survey and continuing west, crossing the E. Jones survey and the J. H. Cole survey, to a point, said point being in the west line of said J. H. Cole survey and in the east line of the Wm. Edwards survey;

thence north along the west line of the J. H. Cole survey and the east line of the W. T. Edwards survey passing the corners of said surveys and continuing north a distance of 300 feet to a point;

thence west 300 feet north of and parallel to the north line of the said Edwards survey to a point in the west line of the W. L. Tandy survey 300 feet north of its southwest corner;

thence leaving the limits of the City of Fort Worth north along the west line of the W. L. Tandy survey to the northwest corner of said Tandy survey;

thence northeasterly in a straight line to the south end of the west line of the J. Brockman survey;

thence east along a line between said Brockman survey and the J. W. Haynes survey and along said line produced to the west line of the H. Robinson survey;

thence northeasterly in a straight line to the northwest corner of the G. W. Main survey;

thence east along the north line of the said Main survey to the northeast corner of said Main survey;

thence northeasterly in a straight line to the northeast corner of the W. Masters survey, crossing Handley Drive, or Ederville Road (County Road #2054) and Randol Mill Road (County Road #2021), the right-of-ways of which were annexed to the City of Fort Worth at this point by City of Fort Worth Ordinance No. 2544;

thence southeasterly in a straight line to the southwest corner of the J. B. Newton survey, crossing Randol Mill Road (County Road #2021), the right-of-way of which was annexed to the City of Fort Worth by the City of Fort Worth Ordinance No. 2544;

thence east along the south line of the J. P. Newton and A. Hampton surveys to the southeast corner of the A. Hampton survey;

thence southeasterly in a straight line to the southwest corner of the W. G. Elkins survey;

thence east along the south line of said Elkins survey to the southeast corner of the said Elkins survey;

thence northeasterly in a straight line to the north point of the T. J. Dalton survey;

thence southeasterly in a straight line to the southwest corner of the P. G. Dalton survey;

thence east along the south line of the said P. G. Dalton survey to the northwest corner of the T. Dalton survey;

thence south along the west line of said T. Dalton survey to the southwest corner of said T. Dalton survey;

thence east along the south line of said T. Dalton survey to the southeast corner of Said T. Dalton survey;

thence northeasterly in a straight line to the northeast corner of the M. Coleman survey;

thence east along the north line of the J. W. Haynes survey to the northeast corner of the said Haynes survey;

thence north along the line between the two J. Brown surveys to the southwest corner of the N. Underwood survey;

thence east along the south line of said N. Underwood survey to the southeast corner of said Underwood survey;

thence southeasterly in a straight line to the intersection in the south line of the H. P. Crocker survey with the east line of Tarrant County;

thence north along said east line of Tarrant County to the north line of the W. P. Crocker survey;

thence northwesterly in a straight line to the intersection of the northerly property line of the Chicago, Fock Island & Gulf Railway with the east line of the J. Burnett survey;

thence westerly and southwesterly along said northerly property line and along the northwesterly property line of the C. R. I. & G. Ry., crossing the Souder-Hurst Road (County Road #3104), the right-of-way of which was annexed to the City of Fort Worth at this point by City of Fort Worth Ordinance No. 2544; to the east line of the L. G. Tinsley survey which is the west line of the S. Elliot survey continuing to a point in the west line of the Howard-Haltom Road, which point is in the limits of the City of Fort Worth;

thence northerly with the limits of the City of Fort Worth and along the westerly line of the Howard-Haltom Road to a point in the city limits line of the City of Oak Knoll Village, said point being at the southeast corner of said Oak Knoll Village;

thence west along the city limit line of said Oak Knoll Village to the west line of Kings Highway;

thence north along the west line of Kings Highway to the point of intersection with the south line of Parrish Road;

thence west along said south line of Parrish Road to a point of intersection with the southeasterly line of East Belknap Street;

thence in a southwesterly direction along the southeasterly line of East Belknap Street to a point in the east line of the J. B. York survey;

thence north along the east line of the J. B. York and the west line of the Joel Walker survey in Beach Street to a point of intersection with the south line of Springdale Road;

thence west along the south line of Springdale Road to a point south of the most westerly southwest corner of Oak Knoll Village;

thence north passing the most westerly southwest corner of Oak Knoll Village and continuing north along the most westerly line of said Oak Knoll Village to the northwest corner of said Oak Knoll Village City limits, said point being in the north line of northeast 28th Street or State Highway #183;

thence west along the north line of said 28th Street and State Highway No. 183 to the east line of Fairview Street in Riverside Estates, an addition to the City of Fort Worth;

thence north 2 degrees 08 minutes west along the east line of said Fairview Street, and the east line of Lots 2 and 3, in Block 5, of said Riverside Estates to the east common corner of Lots 3 and 4 of Block 5, in said Riverside Estates Addition;

thence west across said Riverside Estates Addition, on the lot line between Lots 3 and 4 in Block 5; and between Lots 7 and 8 and between Lots 19 and 20 in Block 4; and between lots 7 and 8 and between Lots 19 and 20 in Block 3; and between Lots 7 and 8 in Block 2; and continuing west for a corner; said corner is approximately 2,038 feet east and 1,109 feet south of the northwest corner of the J. C. McCommas (South) survey;

thence north approximately 440 feet to a corner, said corner being 868.5 feet south and 2,038 feet east of the northwest corner of J. C. McCommas (South) survey;

thence south 89 degrees and 12 minutes west a distance of 2,038 feet to a point in the west line of the J. C. McCommas (South) survey;

thence south along the west line of the said J. C. McCommas (South) survey to the north line of N. E. 28th Street (State Highway #183);

thence west along the north line of the said N. E. 28th Street (State Highway No. 183) to a point of intersection with the west line of (Denton Ave.) Deen Road;

thence north along the west line of (Denton Ave.) Deen Road to a point, said point being the northeast corner of Lot 6, Block 12, of the Moody Addition to the City of Fort Worth, Tarrant County, Texas, said point also being the intersection of the south line of Twenty-Ninth Street and the (Denton Ave.) Deen Road;



thence in an easterly direction across the (Denton Ave.) Deen Road to the southwest corner of Lot 10, Block 8, of Karrens Diamond Hills Addition;

thence in an easterly direction along the south line of Block 8 and Block 9 of Karrens Diamond Hills to the southeast corner of Lot 9 of said Block 9;

thence in a northerly direction along the east line of Block 9, Block 10, Block 11 and Block 12 of Karrens Diamond Hills to the northeast corner of Block 12;

thence in a westerly direction along the north line of Block 12 and Block 1 of Karrens Diamond Hills across the (Denton Ave.) Deen Road to a point in the west line of (Denton Ave.) or Deen Road;

thence north along the west line of said road to a point 787 feet north of the south line of the J. Bursey survey;

thence west to the east line of Decatur Ave.;

thence north along the east line of Decatur Ave. to the north line of 38th Street;

thence west along the north line of 38th Street to the west line of North Main Street, said point being also in the westerly line of U. S. Highway #81;

thence in a northerly direction along the westerly line of said North Main Street, U. S. Highway #81, to a point, said point being at the intersection of the westerly right-of-way line of U. S. Highway No. 81 and the southerly right-of-way line of the G. C. & S. F. Ry. Co. spur track to the Trinity Portland Cement Plant;

thence north crossing said spur track and U. S. Highway No. 81 to a point in the westerly right-of-way line of the G. C. & S. F. Ry. Co.;

thence northerly along the westerly right-of-way line of the G. C. & S. F. Ry. Co. to a point;

thence west crossing U. S. Highway No. 81 to the most northern corner of the Johnson Aircraft Property in the S. A. & M. G. R. R. Co. survey, said point being in the west right-of-way line of U. S. Highway No. 81 and in the east right-of-way line of the Old U. S. Highway 81;

thence southerly along the east right-of-way line of the Old U. S. Highway No. 81, crossing the right-of-way line of said G. C. & S. F. Ry. Co. spur track to a point in the southerly right-of-way line of the G. C. & S. F. Railway Co. spur track;

thence in a westerly direction along the southerly right-of-way line of the G. C. & S. F. Railway Co. spur track to a point in the west line of the J. H. Duncan survey;

thence south 44 degrees and 46 minutes west a distance of 1,078 feet to a point;

thence south 9 degrees and 37 minutes west a distance of 500 feet to a point;

thence south 13 degrees and 23 minutes west a distance of 551 feet to a point, said point being the southwest corner of the C. H. Putnam survey;

thence south 00 degrees and 08 minutes east along the west line of the Thomas Hicks survey a distance of 866.9 feet to a point;

thence south 89 degrees and 52 minutes west a distance of 347.2 feet to a point;

thence south 00 degrees and 08 minutes east a distance of 1,550 feet to a point;

thence south 89 degrees and 36 minutes east a distance of approximately 325 feet to a point;

thence south to the south line of 35th Street;

thence west along the south line of 35th Street to a point in the easterly line of (Azle Road) Angle Avenue;

thence north 41 degrees and 15 minutes west along the northeasterly line of Azle Road a distance of 2,800 feet to a point;

thence north 56 degrees west along the northerly line of Azle Road, a distance of 640 feet to a point;

thence south 45 degrees west along the most westerly southwest corner of Buck Sansom Park;

thence continuing south 45 degrees west to a point in the southwest line of 32nd. Street;

thence northwest along the southwest line of 32nd Street to the point of intersection with the southeasterly line of Titus Avenue;

thence in a southwesterly direction along the southeasterly line of Titus Avenue to the point of intersection with the northeasterly line of 21st Street produced;

thence in a southeasterly direction along the northeasterly line of 21st Street produced and the northeasterly line of 21st to the point of intersection with the northwesterly line of Long Avenue;

thence in a southwesterly direction along the northwesterly line of Long Avenue to the point of intersection with the northerly line of the Fort Worth-Jacksboro Highway (State Highway #199);

thence in a westerly direction along the northerly line of the said Jacksboro Highway to the point of intersection with the west line of Reynolds Bridge Road (or Skyline Road) produced;

thence south crossing said Jacksboro Highway and continuing south along the west line of Reynolds Bridge Road (Skyline Drive) to the south line of the A. Van Nordstrand survey;

thence west along the south line of said Van Nordstrand survey to a corner of said survey;

thence south along the most southern east line of said Van Nordstrand survey, passing the most southern southeast corner of said survey, same being the northeast corner of the John Quinn Survey, and continuing south along the east line of the said Quinn survey to the north line of the Roberts Cut-Off Road;

thence southeasterly along the north line of said Roberts Cut-Off Road to the west line of Yale Street, said point being in the present city limits of the City of River Oaks;

thence continuing along the northerly and easterly line of said Roberts Cut-Off and the city limits line of the City of River Oaks to its point of intersection with the north line of the J. P. Lusk survey;

thence west, leaving the city limits of the City of Fort Worth and entering the City of River Oaks, along the said north boundary line of said Lusk survey to the northwest corner of said Lusk survey;

thence south along the west line of said Lusk survey to the northeast corner of the M. E. Carroll survey;

thence west along the north line of said Carroll survey to the center of the West Fork of the Trinity River;

thence northerly with the meanderings of said center of said river to the west line of the J. O. Quinn survey;

thence north along the west line of the J. O. Quinn survey to the northwest corner of said Quinn survey, which point is in the limits line of the City of Fort Worth;

thence with the limits line of the City of Fort Worth as follows;

thence north 89 degrees 59 minutes east 2,163.6 feet;

thence north 00 degrees 1 minute west 1,273 feet;

thence north 75 degrees 29 minutes west 2,011.5 feet;

thence north 00 degrees 6 minutes east 763.4 feet;

thence south 89 degrees 32 minutes west 1,651.3 feet;  
thence south 00 degrees 11 minutes east 417.8 feet to the southeast corner  
of the J. M. Basques survey;  
thence south 89 degrees 58 minutes west 2,909 feet;  
thence south 45 degrees 05 minutes west 799 feet;  
thence south 00 degrees 18 minutes west 634 feet;  
thence north 89 degrees 42 minutes west 1,904.4 feet;  
thence north 00 degrees 18 minutes east 200 feet;  
thence north 89 degrees 42 minutes west 803.2 feet;  
thence north 44 degrees 42 minutes west 848.5 feet;  
thence north 00 degrees 18 minutes west 397 feet to the northeast corner  
of the H. B. Smallwood survey;  
thence north 89 degrees 34 minutes west 3,765.3 feet;  
thence north 00 degrees 45 minutes east 2,361.3 feet;  
thence north 45 degrees 35 minutes east 1,701.4 feet;  
thence south 44 degrees 44 minutes east 462.7 feet;  
thence south 88 degrees 48 minutes east 440.4 feet;  
thence north 1 degree 11 minutes east 509.6 feet to a point in the south  
line of the M. Townsend survey;  
thence north 88 degrees 48 minutes west 200 feet to the southeast corner  
of the tract acquired from Wm. Charbonneau;  
thence northwest 30 degrees 40 minutes west 284 feet;  
thence north 53 degrees 51 minutes west 147.4 feet;  
thence north 73 degrees 56 minutes west 136.7 feet;  
thence north 70 degrees 9 minutes west 168.5 feet;  
thence north 78 degrees 11 minutes west 138.5 feet;  
thence north 55 degrees 53 minutes west 142.5 feet;  
thence north 24 degrees 56 minutes west 1,075.6 feet;

thence north 4 degrees 30 minutes west 477 feet to a corner in the Old Nine-mile Bridge Road which point is several hundred feet southeast from the location of the Old Nine-mile Bridge;

thence northeasterly to the most westerly southeast corner of the tract acquired from J. Hodgkins in the south line of the J. Breeding survey;

thence north 6 degrees 3 minutes east 358 feet;

thence north 47 degrees 10 minutes west 352 feet;

thence north 4 degrees 8 minutes east 212.4 feet;

thence north 58 degrees 48 minutes east 286.6 feet;

thence south 20 degrees 14 minutes east 192.9 feet;

thence south 40 degrees 32 minutes east 202.7 feet;

thence south 86 degrees 21 minutes east 350.3 feet;

thence south 61 degrees 51 minutes east 335.8 feet;

thence south 18 degrees 18 minutes east 329.1 feet;

thence south 52 degrees 44 minutes east 97.1 feet to a point in the south line of the J. Breeding survey;

thence west 89 degrees 21 minutes east with said line 450.7 feet to a point;

thence north 14 degrees 36 minutes west 432 feet;

thence south 44 degrees 19 minutes west 241.6 feet;

thence north 23 degrees 58 minutes west 335.5 feet;

thence north 34 degrees 36 minutes west 208 feet;

thence north 80 degrees 19 minutes east 229.2 feet;

thence north 9 degrees 8 minutes east 73.4 feet;

thence north 46 degrees 58 minutes west 129.5 feet;

thence north 53 degrees 1 minute west 136.4 feet;

thence north 30 degrees 50 minutes west 167.2 feet;

thence north 41 degrees 40 minutes east 252.5 feet;

thence north 84 degrees 2 minutes west 320.5 feet;

thence north 6 degrees 37 minutes east 162.8 feet;

thence north 58 degrees 50 minutes east 395.2 feet;

thence north 19 degrees 42 minutes east 502.8 feet to a point in the north line of the J. Breeding survey, which point is the most northerly northeast corner of the J. Hodgkins tract;

thence north 89 degrees 10 minutes east 29.7 feet to a point in the south line of the W. B. Breeding survey, being the southeast corner of the tract acquired of G. R. Williams;

thence north 20 degrees 3 minutes east 537.4 feet;

thence north 4 degrees 13 minutes east 1,449 feet;

thence north 38 degrees 6 minutes west 465 feet to a point in the south line of the S. T. Townsend survey, which point is the northeast corner of the G. R. Williams tract and the southeast corner of a tract acquired from J. M. McNay;

thence north 27 degrees 5 minutes east 496 feet;

thence north 75 degrees 30 minutes east 352.8 feet;

thence north 5 degrees 50 minutes west 315.2 feet;

thence north 74 degrees 30 minutes west 548.2 feet;

thence south 4 degrees 15 minutes west 258.6 feet;

thence north 89 degrees 50 minutes west 435.7 feet to an eight-inch live oak;

thence north 55 degrees 45 minutes west 821.9 feet to a fifteen-inch post oak;

thence north 85 degrees 15 minutes west 407.6 feet;

thence north 20 degrees 00 minutes west 470.8 feet;

thence north 21 degrees 45 minutes west 524.3 feet;

thence south 87 degrees 50 minutes east 277.4 feet;

thence north 1 degree 50 minutes west 381.4 feet to a point in the south line of the H. Dikeman survey;

thence north 89 degrees 50 minutes west along said line 349 feet;

thence north 00 degrees 30 minutes west 651 feet to a point which is the south corner of a tract acquired from Wm. Fund;

thence north 40 degrees 30 minutes east 919.3 feet;  
thence north 00 degrees 40 minutes west 636 feet;  
thence north 64 degrees 30 minutes west 371.2 feet to an ash tree;  
thence south 21 degrees 15 minutes west 650 feet;  
thence south 38 degrees 15 minutes west 1,130.5 feet;  
thence south 40 degrees 00 minutes west 914.2 feet to a fifteen-inch live oak tree;  
thence south 76 degrees 45 minutes west 879.3 feet to a fifteen-inch post oak;  
thence south 78 degrees 30 minutes west 349 feet to a twenty-four-inch post oak tree;  
thence north 31 degrees 35 minutes west 396 feet to a point in the west line of the H. Dikeman survey which point is 217 feet north of the southwest corner of said survey;  
thence north 1 degree 30 minutes west along said line 961.5 feet to a point;  
thence south 65 degrees 36 minutes west 161.1 feet;  
thence north 88 degrees 58 minutes west 191.6 feet;  
thence north 11 degrees 18 minutes west 753.3 feet;  
thence north 18 degrees 58 minutes west 1,103 feet to a point in the south line of the C. A. Kuykendall survey;  
thence north 88 degrees 42 minutes east 150 feet to the southwest corner of a lease to the City of Fort Worth;  
thence north 8 degrees 45 minutes east 2,238.8 feet;  
thence north 29 degrees 20 minutes west 197.2 feet;  
thence north 64 degrees 30 minutes west 161 feet;  
thence north 37 degrees 00 minutes west 1358.9 feet;  
thence north 43 degrees 45 minutes west 1,222.2 feet;  
thence south 16 degrees 15 minutes west 225 feet;  
thence south 25 degrees 30 minutes west 1,072.2 feet;  
thence north 51 degrees 45 minutes west 980 feet;

thence north 20 degrees 40 minutes west to the south line of the Sam Rosen Tract, which is the northeast corner of the lease;

thence south 89 degrees 17 minutes east along said south line to the west line of the Fort Worth and Azle Road;

thence north 12 degrees 50 minutes west 697 feet;

thence north 10 degrees 35 minutes west 528.6 feet;

thence north 42 degrees 41 minutes west 628.4 feet to the south end of the Ten-Mile Bridge;

thence leaving the limits of the City of Fort Worth northeasterly in a straight line to the southwest corner of the B. Whitley survey;

thence north along the west line of said Whitley survey to the northwest corner of said Whitley survey;

thence west along the north line of the D. C. Pace survey to the southeast corner of the G. S. Rall survey, which is the southwest corner of the Heirs of Benjamin Thomas survey;

thence north along the east line of the George S. Rall and J. H. Simmons surveys to the south line of the J. N. Reed survey;

thence west along the south line of the J. N. Reed survey to the southeast corner of the said Reed survey;

thence north along the east line of said Reed survey to the northeast corner of said Reed survey;

thence westerly in a straight line to the northeast corner of the J. P. Smith survey;

thence northerly in a straight line to the southwest corner of the J. M. Crofford survey;

thence north along the west line of the J. M. Crofford, M. Townsend and J. S. Lee surveys to the northwest corner of the J. S. Lee survey;

thence east along the north line of the J. S. Lee survey to the northeast corner of said survey;

thence easterly to the southwest corner of the G. G. Young survey;

thence east along the south line of the G. G. Young and Volney Hall surveys to the southeast corner of the Volney Hall survey;

thence north along the east line of the Volney Hall and T & P Railway Company surveys and along said line produced to the southwest property line of the Chicago Rock Island & Gulf Railway;



thence northwesterly along said southwest property line to the north line of Tarrant County;

thence west along the north line of Tarrant County to the point of beginning, excepting and excluding the two (2) areas more fully described as follows, to wit:

(1) Beginning at a point being the northwest corner of the intersection of Long Avenue and State Highway No. 199 (Jacksboro Highway);

thence in a southwesterly direction along the west right-of-way line of Long Avenue to a point where same intersects the north boundary line of the S. M. Haggerty survey;

thence in a westerly direction along the north boundary line of the said S. M. Haggerty survey to the west boundary line of said survey;

thence in a southerly direction along the west boundary line of the S. M. Haggerty survey to a point where same intersects the north boundary line of the J.P. Lusk survey;

thence easterly along the north line of said J.P. Lusk survey to a point where same intersects the east right-of-way line of State Highway No. 183 (River Oaks Boulevard);

thence in a northerly and easterly direction along the east right-of-way line of State Highway No. 183 (River Oaks Boulevard), to a point where same intersects the south right-of-way line of State Highway No. 199 (Jacksboro Highway);

thence in a northerly and westerly direction along the south right-of-way line of State Highway No. 199 (Jacksboro Highway) to the place of beginning;

(2) Beginning at the southwest corner of the Sarah Gray Jennings survey, Abstract No. 844;

thence north along the west line of said Sarah Gray Jennings survey to the north line of Craig Street, said Craig Street being along the north boundary of the Ella T. Graham Addition out of said Sarah Gray Jennings survey;

thence east along the north line of said Craig Street to the west line of Annie Street, said Annie Street being along the west boundary of the Oak Lawn Addition out of said Sarah Gray Jennings survey;

thence north along the west line of said Annie Street to the north line of the Sarah Gray Jennings survey;

thence east along the north line of said Sarah Gray Jennings survey to the southwest corner of a block of 21.7 acres out of the I. Carodine survey, Abstract No. 356, in the name of M. L. Cravens, said corner being distant 1,591.3 feet in an easterly direction with said north line of said Sarah Gray Jennings survey, from the northwest corner thereof;

thence north with the west line of said 21.7 acre block to an extension of the north line of Lot 32 of Handley Heights Addition, out of said I. Carodine survey;

thence east along said extension of the north line of said Lot 32 of the Handley Heights Addition to the west line of Daggett Street, said Daggett Street being along the west boundary of said Handley Heights Addition;

thence north along said west line of said Daggett Street to the south line of Meadowbrook Drive, said Meadowbrook Drive being along the north boundary of said Handley Heights Addition;

thence east along the south line of said Meadowbrook Drive to a point 500 feet east of the east line of Jennings Street, said Jennings Street being the east boundary of the Handley Heights Addition;

thence south parallel to the east line of said Jennings Street, and distant 500 feet in an easterly direction from said line to the north line of said Sarah Gray Jennings survey;

thence east along said north line of said Sarah Gray Jennings survey to the east line of a road through Block 27 of the Hyde Jennings Subdivision of the Sarah Gray Jennings survey, said east line of said road being distant 554.0 feet in a westerly direction from the east line of said Block 27;

thence south along the east line of said road to the north line of the aforementioned Craig Street;

thence east along the north line of Craig Street to the east line of Oak Ridge Street, said Oak Ridge Street being along the west boundary of Block 31 of the Hyde Jennings Subdivision of the Sarah Gray Jennings survey;

thence south along the east line of said Oak Ridge Street to the north right-of-way line of the Texas and Pacific Railway;

thence westerly along said north right-of-way line of the Texas and Pacific Railway to an extension of the east line of Lot 8, Block 34, of the Hyde Jennings Subdivision of the Sarah Gray Jennings survey;

thence south along said extension of said east line of said Lot 8 to the northeast corner of said Lot 8, continuing south with the east line of said Lot 8 passing the southeast corner of said Lot 8, continuing south along the east line of Lot 9, Block 37, of said Hyde Jennings Subdivision, passing the southeast corner of said Lot 9, same being a point on the

south line of said Sarah Jennings survey, continuing south along an extension of said east line of said Lot 9 to a point 200 feet south of the south line of the aforementioned Sarah Gray Jennings survey;

thence westerly to an intersection of the east line of Depot Street, said Depot Street being along the east boundary of the Lake View Addition, out of said Jennings survey, and the south line of said Sarah Gray Jennings survey;

thence west along said south line of said Sarah Gray Jennings survey to the southwest corner thereof, the point of beginning.

\* \* \* \* \*

We, FREESE AND NICHOLS, Consulting Engineers for Tarrant County Water Control and Improvement District No. 1, do hereby certify that the foregoing field notes represent and accurately define the present area and boundaries of such district as of January 1, 1950.

Witness our hands at Fort Worth, Texas, on this the 12<sup>th</sup> day of June, A.D., 1950.

FREESE AND NICHOLS

By Marvin C. Nichols  
Marvin C. Nichols

Fort Worth, Texas.

July 18, 1950.

Tarrant County Water Control and  
Improvement District Number One,  
502 Danciger Building,  
Fort Worth 2, Texas.

Gentlemen:

After careful check of the records of  
this office, I estimate that the approximate  
assessed value of property situated in Tarrant  
County Water Control and Improvement District  
Number One and subject to taxation for the year  
1950, will be \$171,000,000.00.

With this information, I trust that  
you will be able to furnish me at an early date,  
your Tax Rate for the year 1950.

Yours very truly,

REED STEWART, TAX ASSESSOR  
AND COLLECTOR FOR TARRANT  
COUNTY, TEXAS, AND (BY CON-  
TRACT) FOR TARRANT COUNTY  
WATER CONTROL AND IMPROVEMENT  
DISTRICT NUMBER ONE.

By Reed Stewart

TARRANT COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT NUMBER ONE

INFORMATION FOR SETTING 1950 TAX RATE

Tax Assessor's Estimate of assessed valuations for the year 1950	\$171,000,000.00
Less: 15% Estimated Delinquency	<u>25,650,000.00</u>
Estimated 85% assessed valuations on which collections will be made during the period Oct. 1, 1950 and September 30, 1951)	\$145,350,000.00

The following tabulation showing several tentative tax rates and tentative allocation of the several tax rates and amounts produced thereby for the Maintenance Fund, and the Interest and Sinking Fund, based on collections being made on assessed valuations of \$145,350,000.00 is submitted for your consideration in setting the 1950 Tax Rate.

<u>TOTAL TAX RATE</u>	<u>FOR MAINTENANCE FUND</u>		<u>FOR INTEREST AND SINKING FUND</u>	
	<u>AT RATE OF</u>	<u>AMOUNT</u>	<u>AT RATE OF</u>	<u>AMOUNT</u>
.30 cts	.02 cts	\$ 29,070.00	.28 cts	\$ 406,980.00
.31 cts	.02 cts	29,070.00	.29 cts	421,515.00
.32 cts	.02 cts	29,070.00	.30 cts	436,050.00
.30 cts	.03 cts	43,605.00	.27 cts	392,445.00
.31 cts	.03 cts	43,605.00	.28 cts	406,980.00
.32 cts	.03 cts	43,605.00	.29 cts	421,515.00
.30 cts	.04 cts	58,140.00	.26 cts	377,910.00
.31 cts	.04 cts	58,140.00	.27 cts	392,445.00
.32 cts	.04 cts	58,140.00	.28 cts	406,980.00
.30 cts	.05 cts	72,675.00	.25 cts	363,375.00
.31 cts	.05 cts	72,675.00	.26 cts	377,910.00
.32 cts	.05 cts	72,675.00	.27 cts	392,445.00
.30 cts	.06 cts	87,210.00	.24 cts	348,840.00
.31 cts	.06 cts	87,210.00	.25 cts	363,375.00
.32 cts	.06 cts	87,210.00	.26 cts	377,910.00
.30 cts	.07 cts	101,745.00	.23 cts	334,305.00
.31 cts	.07 cts	101,745.00	.24 cts	348,840.00
.32 cts	.07 cts	101,745.00	.25 cts	363,375.00

EBC:mh  
July 19, 1950.

TARRANT COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT NUMBER ONE.

MAINTENANCE FUND DATA FOR 1950, TAX RATE

ESTIMATED CONTINGENT LIABILITIES OF MAINTENANCE FUND

General Expense: July; Aug; Sept. 1950, 3 months @ \$4,000.00		\$ 12,000.00
General Expense: Oct. 1950 to Sept. 1951, Incl. 12 Mos. @ \$5,000.		60,000.00
Engineering. . . . .		15,000.00
<u>MAINTENANCE WORK AT EAGLE MOUNTAIN LAKE:</u>		
Spillway Levee	\$5,000.00	
Shoreline Protection	7,000.00	
Main Dam	<u>30,000.00</u>	42,000.00
River Channel Maintenance, Wise County		1,900.00
<u>MAINTENANCE WORK AT BRIDGEPORT LAKE:</u>		
Berkshire Levee	\$1,500.00	
Shoreline protection	2,000.00	
Main Dam	<u>15,000.00</u>	18,500.00
Annual cost of Maintaining two Water Stage Recorders, District's part		<u>600.00</u>
T O T A L . . . . .		\$ 150,000.00

NOTE: The above amount does not include any pending claims for recovery of damages against the District or settlement for any flood flowage rights yet to be acquired by the District.

On July 18, 1950, the Maintenance Fund had cash balance of \$153,782.13; it also has \$200,000.00 invested in United States Securities; said securities are in the Safekeeping Department of the Fort Worth National Bank, Fort Worth, Texas, for which the District holds the Bank's Official Receipts.

EBC:mh

July 19, 1950.

TARRANT COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT NUMBER ONE

INTEREST AND SINKING FUND DATA FOR 1950 TAX RATE

Payments to be made from Interest and Sinking Fund during the period September, 1950 and Sept. 1951:

Bonds and Coupons maturing September 15, 1950	\$ 131,780.00
Bonds and Coupons maturing March 15, 1951	218,130.00
Bonds and Coupons maturing September 15, 1951	129,470.00
Expense Assessing and Collecting Taxes (Estimated)	<u>4,250.00</u>
T O T A L . . . . .	\$ 483,630.00

S U M M A R Y

Total payments to be made during period Sept. 1950 to Sept. 1951	\$ 483,630.00
Less: Interest & Sinking Fund Cash Balance July 18, 1950	<u>152,927.51</u>
Amount Cash needed to make payments from Interest & Sinking Fund	\$ 330,702.49

NOTE: The Interest and Sinking Fund, at this time, has \$450,000.00 invested in United States Securities; said securities are in the Safekeeping Department of the Fort Worth National Bank, Fort Worth, Texas; for which the District holds the Bank's Official Receipts.

EBC:mh  
July 19, 1950.

TARRANT COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT NUMBER ONE

TABULATION SHOWING ANNUAL REQUIREMENT TO PAY BONDS AND INTEREST  
ON BONDS OF THE DISTRICT FOR THE YEARS 1951 TO 1971, INCLUSIVE.

<u>FOR THE YEAR OF</u>	<u>AMOUNT REQUIRED</u>
1951	\$ 347,600.00
1952	347,787.50
1953	347,665.00
1954	348,160.00
1955	347,297.50 ✓
1956	348,102.50
1957	347,475.00
1958	347,415.00
1959	346,950.00
1960	347,007.50
1961	346,637.50
1962	346,740.00
1963	345,340.00
1964	344,437.50
1965	293,962.50
1966	292,465.00
1967	292,495.00
1968	292,005.00
1969	291,970.00
1970	191,342.50
1971	370,450.00

EBC:mh

July 19, 1950.



TARRANT COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT NUMBER ONE

ESTABLISHED TAX RATE FOR THE YEAR 1949:

For Maintenance Fund	.07 cents
For Interest and Sinking Fund	<u>.25 cents</u>
Total Tax Rate	.32 cents

	<u>Estimated valuations used in determining Tax Rate for the year 1949</u>	<u>Assessed valuations as reflected by Tax Rolls for the year 1949</u>
Valuations	\$ 160,000,000.00	\$ 164,534,462.00
Less: Estimated Delinquency 15%	<u>24,000,000.00</u>	<u>24,680,169.30</u>
Valuations of 85% on which it was anticipated Collections would be ) made during the period, October ) 1, 1949, and September 30, 1950 )	\$ 136,000,000.00	\$ 139,854,292.70

Anticipated Revenue from Collections  
on valuations of 85%, as shown above:

For Maintenance Fund	\$ 95,200.00	\$ 97,898.01
For Interest and Sinking Fund	340,000.00	349,635.73
Totals	<u>\$ 435,200.00</u>	<u>\$ 447,533.74</u>

1949 Tax Rolls - Assessed Valuations	164,534,462.00
1949 Total Levy	526,510.28

ALLOCATION OF 1949 TAX LEVY:

Maintenance Fund's Part	(.07 cents)	115,174.12
Interest & Sinking Fund's Part	(.25 cents)	411,336.16
Total 1949 Tax Levy	(.32 cents)	<u>\$ 526,510.28</u>

TAX COLLECTIONS: October, 1949 to June, 1950

	<u>1949 TAXES</u>	<u>DELINQUENT TAXES</u>	<u>TOTAL COLLECTIONS</u>
Maintenance Fund's part	\$106,333.13	\$ 4,221.90	\$ 110,555.03
Interest & Sinking Fund's part	<u>379,761.19</u>	<u>15,078.27</u>	<u>394,839.46</u>
Totals	\$486,094.32 (a)	\$ 19,300.17	\$ 505,394.49 (b)

NOTE: (a) The Collection of \$486,094.32 is 92.32% of the 1949 levy of \$526,510.28; and represents collection of taxes on assessed valuations of \$151,904,375.00.

(b) The total collection (current and delinquent taxes) of \$505,394.49, if applied to the 1949 levy of \$526,510.28, would be 95.98%; and would represent collection of taxes on assessed valuations of \$157,935,625.00.

EBC:mh  
July 19, 1950.

Fort Worth, Texas.

October 17, 1950.

Tarrant County Water Control and  
Improvement District Number One,  
502 Danciger Building,  
Fort Worth 2, Texas.

Gentlemen:

The total assessed value of property  
in the Tarrant County Water Control and Improve-  
ment District Number One, for the year 1950, is  
\$173,413,000.00, as shown by our records.

Your tax rate of Thirty-two (.32¢)  
Cents per One Hundred (\$100.00) Dollars,  
assessed value applied to the total assessed  
values above shown, will produce \$554,921.60.

Yours very truly,

REED STEWART, TAX ASSESSOR  
AND COLLECTOR FOR TARRANT  
COUNTY, TEXAS, AND (BY CON-  
TRACT) FOR TARRANT COUNTY  
WATER CONTROL AND IMPROVEMENT  
DISTRICT NUMBER ONE.

By Reed Stewart

DEPRNT. FEES \$ 121,389.10  
INT. CHRG. 433,532.50  
Total \$ 554,921.60