

CHAPTER 255.

[H. B. 576.]

PORT OF TACOMA—EXCHANGE OF LANDS.

AN ACT providing for the exchange of certain lands between the Port of Tacoma, a municipal corporation, and Chicago, Milwaukee, St. Paul and Pacific Railroad Company, a corporation.

Be it enacted by the Legislature of the State of Washington:

SECTION 1. The Port of Tacoma, a municipal corporation, is hereby authorized to convey to Chicago, Milwaukee, St. Paul and Pacific Railroad Company, a corporation, free and clear of all encumbrances or conditions which might otherwise be imposed by law, the fee simple title to the following described real property, situated in Pierce County, Washington, to wit:

Conveyance
by Port of
Tacoma au-
thorized.

Beginning at a point 85 feet west of the north-east corner of the S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, Section 3, T. 20 N., R. 3 E., W.M.; thence southerly parallel to the easterly line of the W $\frac{1}{2}$ E $\frac{1}{2}$, Section 3, to the south line of the north 30 acres of Government Lot 4 of said Section; thence westerly along said south line 82 ft.; thence northerly parallel to said easterly line to the north line of the S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, Section 3, T. 20 N., R. 3 E., W.M.; thence east 82 ft. to the point of beginning; subject to right of way of South 20th Street and South 21st Street.

Description.

SEC. 2. The consideration for the conveyance authorized in section 1 of this act shall be a conveyance by said railroad corporation to the Port of Tacoma of the unencumbered fee simple title to the following described real property, situated in Pierce County, Washington, to wit:

Consideration
to Port of
Tacoma.

That portion of the N $\frac{1}{2}$ E $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, Section 3, T. 20 N., R. 3 E., W.M., lying easterly of a line parallel to and 23 ft. easterly as measured at

Description.

Conveyance
by Port of
Tacoma au-
thorized.
Description,
consideration
received.

right angles from the center line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company's main tract [track], that being the most easterly track as now there established across said Section 3, and that portion of said $N\frac{1}{2} E\frac{1}{2} E\frac{1}{2} SW\frac{1}{4} NE\frac{1}{4}$ of Section 3 lying westerly of a line described as follows: Beginning at a point on the north line of said $N\frac{1}{2} E\frac{1}{2} E\frac{1}{2} SW\frac{1}{4} NE\frac{1}{4}$ which is 65 ft. southwesterly as measured at right angles from the center line of said main track; thence southeasterly parallel to said center line to a point 167 ft. westerly as measured at right angles from the easterly line of said $N\frac{1}{2} E\frac{1}{2} E\frac{1}{2} SW\frac{1}{4} NE\frac{1}{4}$; thence southerly parallel to said easterly line to the southerly line of said $N\frac{1}{2} E\frac{1}{2} E\frac{1}{2} SW\frac{1}{4} NE\frac{1}{4}$; subject to right of way of Marshall Avenue.

Also, that portion of the south 7.97 acres of Lot 4, said lot being a portion of the $SE\frac{1}{4}$ of said Section 3, lying northeasterly of the northeasterly right of way line of the Tacoma Tide Flats Branch of the Northern Pacific Railway Company as now there established across said Lot 4, and westerly of a line parallel to and 167 ft. westerly as measured at right angles from the easterly line of said $SE\frac{1}{4}$ of Section 3.

Passed the House March 4, 1957.

Passed the Senate March 12, 1957.

Approved by the Governor March 23, 1957.