

SEC. 3. Section 51 of chapter 189, Session Laws of 1937 (section 6360-51, Remington's Revised Statutes) is amended to read as follows: Amendments.

Section 51. It shall be unlawful to operate any vehicle with a wheelbase between any two axles thereof of less than three (3) feet, six (6) inches. Minimum wheel base.

For the purposes of this section, wheelbase shall be measured upon a straight line from center to center of the vehicle axles designated.

Passed the Senate March 13, 1941.

Passed the House March 11, 1941.

Approved by the Governor March 21, 1941.

CHAPTER 117.

[S. B. 199.]

DEED TO GREAT NORTHERN RAILWAY COMPANY.

AN ACT authorizing and directing the conveyance of certain real estate by quit-claim deeds in behalf of the State of Washington to the Great Northern Railway Company.

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

SECTION 1. The Governor is hereby authorized and directed, in the name of the State of Washington, to execute and deliver a good and sufficient quit-claim deed to the Great Northern Railway Company, which deed shall be attested by the Secretary of State, conveying the following described real estate situate in Douglas County, Washington, which real estate is now the property of the State of Washington under jurisdiction of the Commissioner of Public Lands, and which, under agreement dated July 1, 1924, between the said State of Washington and the said Great Northern Railway Company, is to be conveyed to said company in exchange for railroad property which was conveyed to the State of Washington by easement dated July State to deed to G. N. Ry.

Real estate in Douglas Co.

Property under agreement.

26, 1927, for right of way purposes on the Columbia River to Rock Island section of Primary State Highway No. 10:

Description.

All that portion of the shore lands and bed of the Columbia River in section 4 and in government lot 1 of section 9, township 21 north, range 22 east, Willamette Meridian, Douglas County, Washington, that lies northeasterly of a line 200.0 feet southwesterly from and parallel to the center line of the main track of the railway of the Great Northern Railway Company, as now located, constructed, and operated, said center line being more particularly described as follows, to-wit:

Commencing at the southeast corner of said section 9, thence westerly along the south boundary thereof 2867.0 feet to an intersection with said center line of main track and the true point of beginning of this description; thence northeasterly along a tangent making a northeasterly included angle of $75^{\circ} 53'$ with said south boundary for a distance of 563.8 feet; thence along a $3^{\circ} 00'$ curve to the left 400.0 feet; thence tangent 297.5 feet; thence along a $2^{\circ} 30'$ curve to the right 310.0 feet; thence tangent 1780.2 feet; thence along a talbot spiral curve to the left through an angle of $2^{\circ} 42'$ a distance of 180.0 feet; thence along a $3^{\circ} 00'$ curve to the left 870.0 feet; thence along a talbot spiral curve to the left through an angle of $2^{\circ} 42'$ a distance of 180.0 feet; thence tangent 367.6 feet; thence along a talbot spiral curve to the right through an angle of $2^{\circ} 42'$ a distance of 180.00 feet; thence along a $3^{\circ} 00'$ curve to the right 220.5 feet; thence along a talbot spiral curve to the right through an angle of $2^{\circ} 42'$ a distance of 180.0 feet; thence tangent 354.8 feet; thence along a talbot spiral curve to the left through an angle of $2^{\circ} 42'$ a distance of 180.0 feet; thence along a $3^{\circ} 00'$ curve to the left 325.5 feet; thence along a talbot spiral curve to the left through an angle of 2°

42' a distance of 180.0 feet; thence tangent 834.7 feet; thence along a talbot spiral curve to the left through an angle of $2^{\circ} 15'$ a distance of 150.0 feet; thence along a $3^{\circ} 00'$ curve to the left 645.5 feet; thence along a talbot spiral curve to the left through an angle of $2^{\circ} 15'$ a distance of 150.0 feet; thence tangent 170.2 feet; thence along a talbot spiral curve to the right through an angle of $2^{\circ} 15'$ a distance of 150.0 feet; thence along a $3^{\circ} 00'$ curve to the right 547.2 feet; thence along a talbot spiral curve to the right through an angle of $2^{\circ} 15'$ a distance of 150.0 feet; thence tangent 153.9 feet; thence along a talbot spiral curve to the left through an angle of $2^{\circ} 15'$ a distance of 150.0 feet; thence along a $3^{\circ} 00'$ curve to the left 221.1 feet; thence along a talbot spiral curve to the left through an angle of $2^{\circ} 15'$ a distance of 150.0 feet; thence tangent 467.6 feet; thence along a talbot spiral curve to the left through an angle of $2^{\circ} 42'$ a distance of 180.0 feet; thence along a $3^{\circ} 00'$ curve to the left 481.1 feet; thence along a talbot spiral curve to the left through an angle of $2^{\circ} 42'$ a distance of 180.0 feet; thence tangent 495.8 feet to an intersection with the north boundary of section 5, said township and range (the last described course making a southeasterly included angle of $28^{\circ} 59'$ with said north boundary) at a point distant 1349.75 feet westerly from the northeast corner of said section 5 measured along said north boundary, said intersection being the end of this description.

SEC. 2. The Governor is hereby authorized and directed, in the name of the State of Washington, to execute and deliver a good and sufficient quit-claim deed to the Great Northern Railway Company, which deed shall be attested by the Secretary of State, conveying the following described real estate situate in Chelan County, Washington, which real estate, described in a certain tripartite agreement dated April 14th, 1936, between the State of Wash-

Chelan
County.

Consideration.

ington, County of Chelan and the Great Northern Railway Company, is a part of the consideration for an easement granted by the said railway company for a right of way for the highway known at present as Primary State Highway No. 10 in said Chelan County:

Description.

A strip, or piece of land, being 40 feet wide, adjoining the right of way of the main track of the railway of the Great Northern Railway Company in government lot 1 of section 10, township 26 north, range 21 east, Willamette Meridian, the northerly boundary of said strip, or piece of land, being coincident with the southerly boundary of said main track right of way and being also 50 feet distant southerly from and parallel to the existing location of said main track, said strip, or piece of land, extending from the east boundary of said section 10 southwesterly 935 feet, more or less, to a line at right angles to said main track at survey station 1309+98.3 thereof, situated in the County of Chelan and the State of Washington, and containing 0.84 of an acre, more or less.

Passed the Senate February 13, 1941.

Passed the House March 12, 1941.

Approved by the Governor March 21, 1941.