

CHAPTER 159.

[S. B. 73.]

QUIT CLAIM DEED TO GREAT NORTHERN RAILWAY
COMPANY.

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

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

Quit-claim
deed.

SECTION 1. That 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, and is covering the following described real estate situate in Okanogan County, Washington, which real estate is now the property of the State of Washington, and according to agreement, dated September 9th, 1938, between the said State of Washington and the said Great Northern Railway Company, is to be conveyed to the Great Northern Railway Company in exchange for railroad property to be quit-claimed to the State of Washington by said Great Northern Railway Company for right of way purposes on Brewster Vicinity, Section 1, unit of Primary State Highway No. 10:

All those parts of Lot 2, Section 22, Township 30 North, Range 24 East of W. M., Section 15, Township 30 North, Range 24 East, and Section 14, Township 30 North, Range 24 E. W. M., lying within 50 feet at right angles on each side of the following described center line as now located and staked:

Commencing at the intersection of the north line of said Section 22 with the center line of the main track of the railway of the Great Northern Railway Company as now constructed and operated, distant along said north line 2092.2 feet from the northwest corner thereof; thence S. 52° 03' W. along said cen-

ter line 805.4 feet to the true place of beginning; thence, northeasterly along a 1° curve to the right 431.7 feet; thence, No. $56^\circ 22'$ E. 1326 feet, more or less, to a point bearing S. $33^\circ 38'$ E., 100.0 feet from survey station 3235+60.8, a point of tangent in said center line of main track; thence, continue N. $56^\circ 22'$ E., parallel therewith and 100 feet at right angles therefrom, a distance of 2311.8 feet, more or less, to survey station 3258+71.6; thence, along a "Talbot" spiral curve to the left through an angle of $4^\circ 00'$ a distance of 200 feet; thence, along a 4° curve to the left 328.4 feet, whence the width increases on the southeasterly side from 50 feet to 60 feet; thence, continue along said 4° curve to the left 210.0 feet; thence, along a "Talbot" spiral curve to the left through an angle of $4^\circ 00'$ a distance of 200 feet, whence the width on the southeasterly side decreases from 60 feet to 50 feet; thence, N. $26^\circ 50'$ E. 207.6 feet, more or less, to a point in said center line of main track at survey station 3269+95.0.

Excepting from this description the existing right of way and lands of the said Great Northern Railway Company.

Passed the Senate February 3, 1939.

Passed the House March 9, 1939.

Approved by the Governor March 16, 1939.