Public Law 320 CHAPTER 211

AN ACT

April 15, 1952
[H. R. 5369]

To authorize the exchange of certain lands located within, and in the vicinity of, the Federal Communications Commission's primary monitoring station, Portland, Oregon.

Federal Communications Commission, Portland, Oreg.
Exchange of lands.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Federal Communications Commission, be, and is hereby, authorized, under such terms and conditions as it may prescribe—

(a) To convey to the State of Oregon all right, title, and interest of the United States of America in and to two tracts of land located within the boundaries of the Federal Communications Commission's primary monitoring station in Portland, Oregon, which tracts are described as follows:

(1) A parcel of land lying in the northeast quarter of section 25, township 1 north, range 2 east, Willamette meridian, Multnomah County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to the United States of America, recorded in book 608, page 261, of Multnomah County Records of Deeds. The said parcel being described as follows:

Beginning at the intersection of the north and south center line of section 25 and the south line of the right-of-way of the Oregon Railroad and Navigation Company; thence easterly along said right-of-way line to the east line of said property; thence south along said east line one hundred and fifty feet, more or less, to a line parallel to and one hundred feet southerly of the center line of the T. H. Banfield Expressway; thence westerly parallel to and one hundred feet southerly of said highway center line, eight hundred and eighty-four feet, more or less, to the north and south center line of section 25; thence north one hundred and fifty feet, more or less, to the point of beginning. The center line of the T. H. Banfield Expressway being described as follows: Beginning at engineer's station 487+47.03, said station being approximately five hundred and twenty feet north and two hundred feet west of the center of section 25; thence on a 5,729.58-foot radius curve left (the long chord of which bears south eighty-four degrees twenty-seven minutes twenty-three seconds east) six hundred thirty-two and ninety-seven one-hundredths feet; thence on a spiral curve left (the long chord of which bears south eighty-eight degrees fifty-seven minutes seventeen seconds east) four hundred feet; thence south eighty-nine degrees thirty-seven minutes seventeen seconds east two hundred and twenty feet to station 500+00; said center line crossing the west and east lines of said parcel approximately at stations 489+63 and 498+47, respectively. The parcel of land to which this description applies contains three and ten one-hundredths acres.

(2) A parcel of land lying in lot 4, block 1, of Springwater Acreage, situated in section 25, township 1 north, range 2 east, Willamette meridian, Multnomah County, Oregon. The said parcel being the west forty feet of the north half of said lot 4, described as follows: Beginning at the northwest corner of said lot 4 (twenty feet east of the center line of Northeast One Hundred and Forty-eighth Avenue); thence east forty feet along the north line; thence south, parallel to the center line of Northeast One Hundred and Forty-eighth Avenue two hundred five and five-tenths feet; thence west 40 feet to the east line of One Hundred and Forty-eighth Avenue; thence north along said east line to the point of beginning. The parcel of land to which this description applies contains nineteen one-hundredths acre; and

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(b) To accept in exchange therefor for the United States of America all right, title, and interest of the State of Oregon in and to a parcel of land lying in lot 5, block 1, Springwater Acreage, in section 25, township 1 north, range 2 east, Willamette meridian, Multnomah County, Oregon, and being that portion of said lot 5 lying west of the north and south center line of section 25, lying east of a line parallel to and sixty feet east of the center line of Northeast One Hundred and Forty-eighth Avenue and lying south of the southerly right-of-way line of the T. H. Banfield Expressway which right-of-way line is parallel to and one hundred feet southerly of the center line of said highway; said parcel being more particularly described as follows:

Beginning at the intersection of the south line of said lot 5 and the north and south center line of section 25; thence north along the north and south center line of section 25, ninety feet, more or less, to the southerly right-of-way line of said highway; thence westerly on said right-of-way line as follows: On a 5,829.58-foot radius curve left (the long chord of which bears north eighty-two degrees twenty-four minutes fifteen seconds west) two hundred twenty-six and thirty-eight one-hundredths feet, on a spiral curve left (the long chord of which bears north seventy-nine degrees fifty-seven minutes thirty seconds west) four hundred three and forty-nine one-hundredths feet, and north seventy-nine degrees seventeen minutes thirty seconds west three hundred forty-six and seventeen one-hundredths feet to a line which is parallel to and sixty feet easterly of the center line of Northeast One Hundred and Forty-eighth Avenue; thence south parallel to said center line of Northeast One Hundred and Forty-eighth Avenue two hundred and thirty-nine feet, more or less to the south line of lot 5; thence east along said south line to the point of beginning; containing three and fifty-four one-hundredths acres.

Approved April 15, 1952.

Public Law 321 — CHAPTER 213

AN ACT

April 17, 1952
[H. R. 4897]

To authorize the Secretary of the Navy to surrender and convey to the Commonwealth of Massachusetts certain rights of access in and to Chelsea Street in the city of Boston, and for other purposes.

Massachusetts. Access to Chelsea St., Boston.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is authorized to surrender and convey to the Commonwealth of Massachusetts, without cost to the Commonwealth except as hereinafter provided, all rights of access in and to Chelsea Street in the city of Boston, Charlestown District, Massachusetts, which the United States of America may have or possess by virtue of its ownership of an abutting parcel of land on which the building known as Boston Naval Shipyard Garage Building 204 is located: *Provided*, That such conveyance shall not be executed until the Mystic River Bridge Authority, a body politic and corporate created under chapter 562 of the acts of 1946 of the Commonwealth of Massachusetts, shall have conveyed to the United States of America, without cost to the United States and subject only to such reservations as the Secretary of the Navy may approve, a parcel of land contiguous to and on the west side of said Garage Building 204 and containing approximately seven thousand one hundred and three square feet, on which substitute facilities shall be provided by the United States of America through the Secretary of the Navy to furnish access to Henley Street in said

Condition.