Public Law 929 CHAPTER 889

August 2, 1956
[H. R. 5519]

AN ACT

To authorize and direct the Secretary of the Army to convey certain tracts of land in El Paso County, Texas, to the city of El Paso, Texas, in exchange for certain lands to be conveyed by the city of El Paso, Texas, to the United States Government.

El Paso, Texas.
Exchange of lands.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Army is authorized, upon such terms and conditions as he may determine to be in the public interest, to convey to the city of El Paso, a municipal corporation organized and existing under and by virtue of the laws of the State of Texas, the lands and improvements comprising those portions of Fort Bliss Military Reservation and the Biggs Air Force Base situate in El Paso County, Texas, as described in section 2 of this Act, in exchange for that land described in section 3 of this Act and owned by the city of El Paso, Texas, situate in El Paso County. Among its terms and conditions, the deed to the city shall be conditioned upon the agreement by the city of El Paso in (1) the construction by the Department of the Air Force of an interconnecting taxiway between Biggs Air Force Base and El Paso International Airport; and (2) the use of El Paso International Airport by military aircraft. The conveyance to the city shall also provide for a reverter to the United States, at the election of the Secretary of the Army, for breach of any of the terms and conditions by the city of El Paso, its successors and assigns.

SEC. 2. The lands to be conveyed by the United States to the city of El Paso, Texas, consist of portions of Fort Bliss Military Reservation and Biggs Air Force Base with an aggregate of 2,255.453 acres of land and improvements thereon, in several tracts as follows:

(a) East-West runway extension area, a tract of land being and lying in block 80, township 2, parts of sections 32, 33, 34, 35, 41, 40, 39, and 38 of the Texas and Pacific Railway survey, El Paso County, Texas, and part of the Juan and Jacinto Ascarate grant, more particularly described as follows:

Beginning at the southeast corner of the city of El Paso International Airport, formerly known as Ed Anderson Field, same corner being in the northerly right-of-way line of United States Highway 62 known as the Carlsbad Road and said corner being north 81 degrees 10 minutes east a distance of 6,300.6 feet, plus or minus, from a monument marking the easterly right-of-way line of the Texas and New Orleans Railroad Fort Bliss spur as established by the Office of Quartermaster General Construction Division in November 1937, and the northerly right-of-way line of United States Highway 62;

Thence bearing north 81 degrees 10 minutes east and parallel to the northerly right-of-way line of United States Highway 62 at 10,936.0 feet, plus or minus, cross the approximate centerline of the El Paso Natural Gas parallel pipelines and continuing on a bearing or north 81 degrees 10 minutes east for a total distance of 13,728.3 feet, plus or minus, to the proposed southeast corner of this tract;

Thence bearing north 1 degree 1 minute 50 seconds west for a distance of 5,183.76 feet, plus or minus, to the proposed northeast corner of this tract;

Thence bearing south 82 degrees 20 minutes 55 seconds west at 6,670.0 feet, plus or minus, cross the approximate centerline of the El Paso Natural Gas parallel pipelines and continuing on a bearing of south 82 degrees 20 minutes 55 seconds west for a total distance of 13,692.56 feet, plus or minus, to a point in the present easterly boundary of the city of El Paso International Airport, same point being

the proposed northwest corner of this tract and bearing south 1 degree 1 minute 10 seconds east from the present northeast corner of the airport property;

Thence bearing south 1 degree 1 minute 50 seconds east and running with and parallel to the existing easterly boundary of said International Airport property a distance of 5,468.82 feet, plus or minus, to the northerly right-of-way line of United States Highway 62, the southwest corner of this tract and the point of beginning of this description;

Containing an area of 1,663.08 acres, more or less; subject, however, to an easement for a right-of-way from the Secretary of War, dated May 30, 1944, to the Mountain States Telephone and Telegraph Company and the El Paso Electric Company for a period not to exceed fifty years; beginning in the west line of section 40 and ending in the east line of section 36, said line being along and parallel to United States Highway 62 and 10 feet inside the boundary line of the Fort Bliss Military Reservation; and subject to a further easement for a sixty-foot wide right-of-way to the El Paso Natural Gas Company which bears approximately north 40 degrees 40 minutes west crossing the area as herein described.

(b) Northeast-southwest runway extension area, a tract of land being and lying in portions of sections 29, 28, 21, and 22, block 80, township 2 of the Texas and Pacific Railway survey, El Paso County, Texas, more particularly described as follows:

Beginning at the present northeast corner of the city of El Paso International Airport, marked by an iron pipe and a fence corner, same corner being north 88 degrees 58 minutes 10 seconds east a distance of 7,970.67 feet, plus or minus, from the east boundary of section 19, block 81, and the west boundary of section 30, block 80;

Thence south 88 degrees 58 minutes 10 seconds west and running with the northerly boundary of the international airport for a distance of 83.37 feet, plus or minus, to the most westerly corner of this tract;

Thence north 49 degrees 58 minutes 10 seconds east along the northwesterly boundary of this tract, for a total distance of 12,000.0 feet, plus or minus, to the northwesterly corner of this tract, crossing the southerly boundary of the Biggs Air Force Base property at 312.57 feet, plus or minus, and the easterly boundary of the Biggs Air Force Base at a distance of 10,215.32 feet from the point of beginning of this course;

Thence south 40 degrees 1 minute 50 seconds east along the northerly line of this tract for a distance of 2,000.0 feet, plus or minus, to the southeasterly corner of this tract;

Thence south 49 degrees 58 minutes 10 seconds west for a total distance of 13,512.29 feet, plus or minus, to a point on the present east boundary of the El Paso International Airport which is the southwesterly corner of this tract, crossing the east line of section 21, which is the easterly boundary line of Biggs Air Force Base at 3,460.34 feet, plus or minus, and the south line of said section 21, which is the southeasterly boundary of said airbase, at a distance of 5,868.74 feet, plus or minus, from the point of beginning of this course;

Thence north 1 degree 1 minute 50 seconds west along the present easterly boundary of the El Paso International Airport, a distance of 2,506.01 feet, plus or minus, to the point of beginning;

Containing 550.443 acres more or less; subject, however, to an easement to the El Paso Natural Gas Company, which bears north 40 degrees 40 minutes west and extends through section 28; and subject further to the continuing right of the United States, acting by and through the Civil Aeronautics Administration of the Department of

Commerce, or its successor in function, to erect, maintain, and operate, in the northwest quarter of the southeast quarter of section 29, a middle marker for the adjacent airport.

(c) Lynchville area, a tract of land being and lying in the Morningside Heights addition numbered 1000 and part of the north El Paso Heights addition, located in section 21, block 81, township 2, of the Texas and Pacific Railway survey, more particularly described as follows:

Beginning at the centerline intersection of Van Buren Avenue (sixty feet wide) and Pollard Street, which is sixty feet wide:

Thence bearing 00 degrees 15 minutes east along the centerline of Pollard Street a distance of 2,239.85 feet, plus or minus (plat distance 2,212.0 feet) to the intersection point of the north line of Truman (Buchanan) Avenue with the centerline of Pollard Street;

Thence bearing south 89 degrees 45 minutes east along the north line of Truman (Buchanan) Avenue, same line being also the south boundary of the Texas National Guard area, a distance of 1,075.44 feet, plus or minus (plat distance 1,064.4 feet), to a point in the westerly right-of-way line of the Southern Pacific Company (E. P. & S. W.);

Thence bearing south 13 degrees 45 minutes west along the said westerly right-of-way line a distance of 1,492.58 feet, plus or minus, to the point of curve to the left, said curve having a radius of 5,779.65 feet and a long chord distance of 705.69 feet and a bearing of south 10 degrees 15 minutes west;

Thence running with the arc of said curve along the westerly right-of-way line of the Southern Pacific Company (E. P. & S. W.) a distance of 706.10 feet, plus or minus to the point of tangent;

Thence bearing south 6 degrees 36 minutes west a distance of 94.61 feet, plus or minus, to the intersection of the centerline of Van Buren Avenue extended;

Thence bearing north 89 degrees 43 minutes west along the centerline of Van Buren Avenue a distance of 594.0 feet, plus or minus, to the centerline of Pollard Street and the point of beginning;

Containing an area of 41.93 acres, more or less, including 1.93 acres in Pollard and Van Buren Streets. It being the intention of these notes to describe the area between the centerline of Van Buren Avenue and the north boundary of Truman (Buchanan) Avenue and between the centerline of Pollard Street and the westerly right-of-way line of the Southern Pacific Company, subject to existing right-of-way for utility lines.

SEC. 3. The lands to be conveyed by the city of El Paso, Texas, to the United States consist of approximately 318.88 acres of land situate in the city and county of El Paso, Texas, known as the Valdespino area, being a tract or parcel of land lying in section 17, block 81, township 2 of the Texas and Pacific Railway survey, El Paso County, Texas, more particularly described as follows:

Beginning at a point which is the southwest corner of this tract, and which bears north 1 degree 14 minutes 49 seconds west a distance of 35.0 feet, plus or minus, and then north 88 degrees 41 minutes 7 seconds east a distance of 50.0 feet, plus or minus, from the common corner of sections 16, 17, 21, and 20, in block 81, township 2;

Thence north 1 degree 14 minutes 49 seconds west along the west boundary of this tract and the east boundary of Sheridan Road, a distance of 5,271.75 feet, plus or minus, to the northwest corner of this tract, said point also being a corner of that portion of the United States military reservation known as Logan Heights;

Thence north 88 degrees 49 minutes 29 seconds east along the northerly line of this tract, and the southeasterly line of the military reservation a distance of 3,327.42 feet to a point;

Thence south 1 degree 10 minutes 31 seconds east a distance of 212 feet to a point;

Thence north 88 degrees 49 minutes 29 seconds east a distance of 758.90 feet, plus or minus, to a point for the northeast corner of this tract, said point being on the westerly right-of-way line of the Southern Pacific Company;

Thence south 28 degrees 24 minutes 39 seconds west along the said westerly right-of-way line of the Southern Pacific Company, a distance of 3,115.80 feet, plus or minus, to a point;

Thence north 61 degrees 35 minutes 21 seconds west along the right-of-way line of said railroad company, a distance of 75 feet, plus or minus, to a point which is a common corner of this tract and the right-of-way of the Southern Pacific Company;

Thence south 28 degrees 24 minutes 39 seconds west along the westerly line of the Southern Pacific Company right-of-way line, a distance of 2,742 feet, plus or minus, to a point on said railroad company's right-of-way line and the north line of the Fred Wilson Road seventy-foot right-of-way, said point also being the southeast corner of this tract;

Thence south 88 degrees 41 minutes 07 seconds west along the north of line of Fred Wilson Road, said line being 35 feet north of said road's centerline and along the south line of this tract, a distance of 1,122.32 feet, plus or minus, to the point of beginning, together with all the improvements thereon.

Approved August 2, 1956.

Public Law 930 CHAPTER 890

AN ACT

To require certain safety devices on household refrigerators shipped in interstate commerce.

August 2, 1956
[H. R. 11969]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be unlawful for any person to introduce or deliver for introduction into interstate commerce any household refrigerator manufactured on or after the date this section takes effect unless it is equipped with a device, enabling the door thereof to be opened from the inside, which conforms with standards prescribed pursuant to section 3.

Household refrigerators.
Interstate shipment.

SEC. 2. Any person who violates the first section of this Act shall be guilty of a misdemeanor and shall, upon conviction thereof, be subject to imprisonment for not more than one year, or a fine of not more than $1,000, or both.

SEC. 3. The Secretary of Commerce shall prescribe and publish in the Federal Register commercial standards for devices which, when used in or on household refrigerators, will enable the doors thereof to be opened easily from the inside; and the standards first established under this section shall be so prescribed and published not later than one year after the date of the enactment of this Act.

Publication in FR of safety standards.

SEC. 4. As used in this Act, the term "interstate commerce" includes commerce between one State, Territory, possession, the District of Columbia, or the Commonwealth of Puerto Rico and another State, Territory, possession, the District of Columbia, or the Commonwealth of Puerto Rico.

SEC. 5. This Act shall take effect on the date of its enactment, except that the first section of this Act shall take effect one year and 90 days after the date of publication of commercial standards first established under section 3 of this Act. In the event of a change in

Effective date.