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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

Order of Taking M.B.T.A. 71

- City of Somerville
- City of Cambridge
- City of Everett
- City of Medford
- City of Malden
- Towns of Arlington, Acton, Lexington, Concord, Bedford, Belmont, Waltham, Weston, Wayland, Sudbury, Marlboro, Hudson, South Bolton, Groton, Winchester, Woburn, Maynard, Stoneham, Wakefield, Ayer, Townsend, Lincoln, Littleton, Boxboro, Shirley

ORIGINAL REFERENCE REQUESTED
 BOOK 12117 PAGE 113

County of Middlesex South

WHEREAS, the Massachusetts Bay Transportation Authority, a body politic and corporate, and a political subdivision of the Commonwealth of Massachusetts, established by and acting pursuant to the provisions of Chapter 161A of the General Laws, as amended, for the purpose of providing and extending mass transportation facilities for public use under the power granted to it by Section 3(o) thereof, hereby adjudges that public necessity and convenience require that the Authority lay out and construct Rapid Transit Extension, and in order to carry out the mandate of Chapter 161A as amended, and to insure this availability of lands for that purpose, the lands located in the Cities of Somerville, Medford, Malden, Everett, Cambridge and the Towns of Arlington, Lexington, Concord, Bedford, Belmont, Waltham, Weston, Wayland, Sudbury, Marlboro, Hudson, South Bolton, Winchester, Woburn, Acton, Maynard, Stoneham, Wakefield, Ayer, Groton,

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Townsend, Lincoln, Littleton, Boxboro, and Shirley hereinafter referred to are hereby taken in fee simple.

This lay out is in fourteen sections.

SECTION 1. (Terminal Area) Beginning at the Boston/Cambridge city line as shown on railroad Val plan VS1/SL1 and continuing generally in a northwesterly direction to station 35+68 on the westerly sideline of Austin Street as shown on said plan; thence continuing generally from the Boston/Somerville city line as shown on railroad Val plan VS1/SL2 and continuing generally in a northwesterly direction to the Somerville/Boston city line or station 70+10 as shown on said plan.

SECTION 2. (Main Line East Route) Beginning at station 143_09.3 (approximately) as shown on railroad Val plan V3M/SL1 and continuing generally in an easterly direction to station 195+84 as shown on said plan; thence continuing generally in a southeasterly direction from station 195+84 as shown on railroad Val plan V3M/SL2 to the Everett/Chelsea city line at station 209+10 as shown on said plan.

SECTION 3. (Terminal Area) Beginning at a point approximately 220 feet easterly of the easterly sideline of point Bridge the north sideline of Bridge Street as shown on railroad Val plan V12/SL1 and continuing generally in a north easterly direction; thence turning in an easterly direction for

approximately 150 feet thence turning in a northeasterly direction for a distance of approximately 1,000 feet, thence turning in a westerly direction 150 feet and continuing in a southwesterly direction for 980 feet, thence turning in a westerly direction to about 200 feet, thence turning in a southerly direction for 200 feet, thence turning in a westerly direction for about 150 feet to the point of beginning as shown on said plan; thence continuing from the westerly sideline of East Street as shown on railroad Val plan VS12/SL2 and continuing generally in a westerly direction to approximately the easterly sideline of Washington Street in Somerville, Massachusetts as shown on said plan; thence continuing generally from the southerly sideline of Washington Street as shown on railroad Val plan VS12/2(a) and continuing generally in an easterly direction following an irregular pattern as indicated by property lines on said plan; thence continuing from the northwesterly sideline of Washington Street as shown on railroad Val plan V12/SL3 and continuing generally in a northwesterly direction to approximately station 125+0 as shown on said plan.

SECTION 4. (Terminal Area) Beginning at the Somerville/Boston city line as shown on railroad Val plan V35/SL2 and continuing generally in a northerly direction forming generally a large rectangular parcel to approximately station 76+50 as shown on said plan; thence continuing generally at approximately

the north sideline of Somerville Avenue as shown on railroad Val plan V35/SL3 and continuing generally in a westerly direction to the westerly sideline of Prospect Street as shown on said plan.

SECTION 5. (Central Mass Branch) Beginning at approximately station 6+00 as shown on railroad Val plan V5/1 and continuing generally in a westerly direction to station 50+00 as shown on said plan; thence continuing generally in a westerly direction from station 50+00 as shown on railroad Val plan V5/2 to the easterly sideline of Brighton Street or station 71+60 commencing again at station 79+40 to station 102+80 as shown on said plan; thence continuing generally in a southwesterly direction from station 102+80 as shown on railroad Val plan V5/3 to station 155+60 as shown on said plan; thence continuing generally in a westerly direction from station 155+60 as shown on railroad Val plan V5/4 to station 177+90 (approximately) as shown on said plan; commencing again at the westerly sideline of Beaver Street to station 219+00 and continuing generally in a westerly direction as shown on railroad Val plan V5/5 to station 261+20 as shown on said plan; thence continuing generally in a westerly direction from station 261+20 as shown on railroad Val plan V5/6 to station 314+00 as shown on said plan; thence continuing generally in a westerly direction

from station 314+00 as shown on railroad Val plan V5/7 to station 366+80 as shown in said plan; thence continuing generally in a westerly direction from station 366+80 as shown on railroad Val plan V5/8 to station 419+60 as shown on said plan; thence continuing generally in a westerly direction from station 419+60 as shown on railroad Val plan V5/9 to station 472+40 as shown on said plan; thence continuing generally from station 472+40 as shown on railroad Val plan V5/10 in a westerly direction to station 525+20 as shown on said plan; thence continuing generally in a westerly direction from station 525+20 as shown on railroad Val plan V5/11 to station 578+00 as shown on said plan; thence continuing generally in a westerly direction from station 578+00 as shown on railroad Val plan V5/12 to station 630+80 as shown on said plan; thence continuing generally in a westerly direction from station 630+80 as shown on railroad Val plan V5/13 to station 683+60 as shown on said plan; thence continuing generally in a westerly direction from station 683+60 as shown on railroad Val plan V5/14 to station 736+40 as shown on said plan; thence continuing generally in a westerly direction from station 736+40 as shown on railroad Val plan V5/15 to station 789+20 as shown on said plan; thence continuing generally in a northwesterly direction from station 789+20 as shown on railroad Val plan V5/16 to station 848+00 as shown on

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said plan; thence continuing generally in a northwesterly direction from station 848+00 as shown on railroad Val plan V5/17 to station 894+80 as shown on said plan; thence continuing generally in a northwesterly direction from station 894+80 as shown on railroad Val plan V5/18 to station 947+60 as shown on said plan; thence continuing generally in a northwesterly direction from station 947+60 as shown on railroad Val plan V5/19 to station 1000+40 as shown on said plan; thence continuing generally in a northwesterly direction from station 1000+40 as shown on railroad Val plan V5/20 to station 1053+20 as shown on said plan; thence continuing generally in a northwesterly direction from station 1053+20 as shown on railroad Val plan V5/21 to station 1106+00 as shown on said plan; thence continuing generally in a northwesterly direction from station 1106+00 as shown on railroad Val plan V5/22 to station 1158+80 as shown on said plan; thence continuing generally in a northwesterly direction from station 1158+80 as shown on railroad Val plan V5/23 to station 1211+60 as shown on said plan; thence continuing generally in a northwesterly direction from station 1211+60 as shown on railroad Val plan V5/SL24 to station 1264+40 as shown on said plan; thence continuing generally in a northwesterly direction from station 1264+40 as shown on railroad Val plan V5/25 to station 1317+20 as shown on said plan; thence

continuing generally in a northwesterly direction from station 1317+20 as shown on railroad Val plan V5/26 to the Middlesex/Worcester County lines at station 1339+40 as shown on said plan.

SECTION 6. (main line New Hampshire) Beginning at the northwesterly sideline of School Street and continuing generally in a northwesterly direction as shown on railroad Val plan V13.1/SL1 to station 178+71 as shown on said plan; thence continuing generally in a northwesterly direction from station 178+71 as shown on railroad Val plan V13.1/2 to station 231+51 as shown on said plan; thence continuing generally in a northwesterly direction from station 231+51 as shown on railroad Val plan V13.1/3 to station 284+31 as shown on said plan; thence continuing generally in a northwesterly direction from station 284+31 as shown on railroad Val plan V13.1/4 to station 337+11 as shown on said plan; thence continuing generally in a northerly direction from station 337+11 as shown on railroad Val plan V13.1/5 to station 389+91 as shown on said plan; thence continuing generally in a northerly direction from station 389+91 as shown on railroad Val plan V13.1/6 to station 442+71 as shown on said plan; thence continuing generally in a northerly direction from station 442+71 as shown on railroad Val plan V13.1/7 to station 495+51 as shown on said plan; thence

continuing generally in a northerly direction from station 495+51 as shown on railroad Val plan V13.1/8 to station 548+31 as shown on said plan; thence continuing generally in a northerly direction from station 548+31 as shown on railroad Val plan V13.1/9 to station 601+11 as shown on said plan; thence continuing generally in a northerly direction from station 601+11 as shown on railroad Val plan V13.1/10 to station 653+91 as shown on said plan; thence continuing generally in a northerly direction from station 653+91 as shown on railroad Val plan V13.1/11 to the Wilmington/Woburn town line at station 699+47.53 as shown on said plan.

SECTION 7. (Lexington Branch) Beginning at station 1+00 as shown on railroad Val plan V13.2/1 and continuing generally in a northwesterly direction to station 51+39 as shown on said plan; thence continuing generally in a westerly direction from station 51+39 as shown on railroad Val plan V13.2/2 to station 89+60 as shown on said plan; commencing again at station 0+00 as shown on railroad Val plan V13.2/3 (a) and continuing generally in a northerly direction to station 38+90 as shown on said plan; thence continuing generally in a northerly direction from station 104+19 as shown on railroad Val plan V13.2/3 and continuing to station 156+99 as shown on said plan; thence continuing generally in a northwesterly direction from station 156+99 as shown on railroad Val plan V13.2/4 to station 209+79 as shown on said plan; thence continuing generally in a northwesterly direction from

station 209+79 as shown on railroad Val plan V13.2/5 to station 262+59 as shown on said plan; thence continuing generally in a westerly direction from station 262+59 as shown on railroad Val plan V13.2/6 to station 315+39 as shown on said plan; thence continuing generally in a northwesterly direction from station 315+39 as shown on railroad Val plan V13.2/7 to station 368+19 as shown on said plan; thence continuing generally in a northwesterly direction from station 368+19 as shown on railroad Val plan V13.2/8 to station 420+99 as shown on said plan; thence continuing generally in a northerly direction from station 420+99 as shown on railroad Val plan V13.2/SL9 to station 473+79 as shown on said plan; thence continuing generally in a northwesterly direction from station 473+79 as shown on railroad Val plan V13.2/10 to station 526+59 as shown on said plan; thence continuing generally in a northwesterly direction from station V13.2/11 to station 579+39 as shown on said plan; thence continuing generally in a northwesterly direction from station 579+39 as shown on railroad Val plan V13.2/12 to station 620+00 as shown on said plan; thence continuing generally in a westerly direction from station 620+00 as shown on railroad Val plan V13.2/13 to station 637+50 as shown on said plan.

SECTION 8. (Maynard/Marlboro Branch) Beginning at station -1+60 and continuing generally in a southerly direction as shown on railroad Val plan V36.3/1 to station 50+00 as shown on said plan; thence continuing generally in a southerly direction

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from station 50+00 as shown on railroad Val plan V36.3/2 to station 102+80 as shown on said plan; thence continuing generally in a northwesterly direction from station 102+80 as shown on railroad Val plan V36.3/3 to station 139+60 of the northerly side of Great Road as shown on said plan; commencing again and continuing generally in a westerly direction from station 376+00 as shown on railroad Val plan V36.3/8 to station 419+60 as shown on said plan; thence continuing generally in a southwesterly direction from station 419+60 as shown on railroad Val plan V36.3/9 to station 472+40 as shown on said plan; thence continuing generally in a southwesterly direction from station 472+40 as shown on railroad Val plan V36.3/10 to station 525+20 as shown on said plan; thence continuing generally in a southeasterly direction from station 525+20 as shown on railroad Val plan V36.3/11 to station 578+00 as shown on said plan; thence continuing generally in a southerly direction from station 578+00 as shown on railroad Val plan V36.3/12 to station 625+00 as shown on said plan; thence continuing generally in a southeasterly direction from station 625+00 as shown on railroad Val plan V36.3/13 to the northerly sideline of Lincoln Street or station 647+40 as shown on said plan.

SECTION 9. (Woburn Branch) Beginning at station 2+65 and continuing generally in a northwesterly direction as shown on railroad Val plan V13.4/SL1 to station 51+50 as shown on said plan; thence continuing generally in a northerly direction from

station 51+50 as shown on railroad Val plan V13.4/SL2 to station 97+90 as shown on said plan and including an irregular parcel to the east of the right of way not heretofore described in the aforementioned plan.

SECTION 10. (Stoneham Branch) Beginning at station 0+90 and continuing generally in an easterly direction as shown on railroad Val plan V13.5/1 to station 40+0 as shown on said plan; thence continuing generally in a northwesterly direction from station 40+0 as shown on railroad Val plan V13.5/2 to station 80+0 as shown on said plan; thence continuing generally in a northeasterly direction from station 80+0 to the westerly sideline of Main Street at station 86+10 as shown on railroad Val plan V13.5/3; commencing again at the easterly sideline of Central Street at station 89+10 and continuing generally in a southerly direction to station 124+15 as shown on said plan.

SECTION 11. (Saugus Branch) Beginning from station 147+52.31 and continuing generally in a northerly direction as shown on railroad Val plan V7.7/1 to station 200+15 as shown on said plan; thence continuing generally in a northerly direction from station 200+15 as shown on railroad Val plan V7.7/2 to station 252+95 as shown on said plan; thence continuing generally in a northeasterly direction from station 252+95 as shown on railroad Val plan V7.7/3 to station 305+75 as shown on said plan;

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thence continuing generally in an easterly direction from station 305+75 as shown on railroad Val plan V7.7/4 to station 358+55 as shown on said plan; thence continuing generally in a south easterly direction from station 358+55 as shown on railroad Val plan V7.7/5 to station 381+75 to the Suffolk County line as shown on said plan.

SECTION 12. (Newbury Branch) Beginning at station 0+0 and continuing generally in a northeasterly direction as shown on railroad Val plan V7.3/1 to station 52+80 as shown on said plan; thence continuing generally in a northerly direction from station 52+80 as shown on railroad Val plan V7.3/2 to station 105+60 as shown on said plan; thence continuing generally in a northeasterly direction from station 105+60 as shown on railroad Val plan V7.3/3 to station 158+40 as shown on said plan.

SECTION 13. (Main Line Fitchburg) Beginning at station 105+10 as shown on railroad Val plan V36.1/SL1 and continuing generally in a westerly direction to station 157+20 as shown on said plan; thence continuing generally in a westerly direction from station 157+20 as shown on railroad Val plan V36.1/SL2 to station 210+00 as shown on said plan; thence continuing generally in a westerly direction from station 210+00 as shown on railroad Val plan V36.1/SL3 to station

250+00 as shown on said plan; thence continuing generally in a northwesterly direction from station 250+00 as shown on railroad Val plan V36.1/SL4 to station 302+80 as shown on said plan also included are areas leading from station 250+00 in a southerly direction to Smith Place on said plan, also included is an irregular shaped parcel easterly of the right of way bounding on old location Lexington branch and Ringe Avenue not heretofore described on said plan; thence continuing generally in a westerly direction from station 302+80 as shown on railroad Val plan V36.1/SL5 to station 355+60 as shown on said plan; thence continuing generally in a westerly direction from station 355+60 as shown on railroad Val plan V36.1/SL6 to station 408+40 as shown on said plan; thence continuing generally in a westerly direction from station 408+40 as shown on railroad Val plan V36.1/SL7 to station 461+20 as shown on said plan; thence continuing generally in a westerly direction from station 461+2- as shown on railroad Val plan V36.1/SL8 to station 510+00 as shown on said plan; thence continuing generally in a westerly direction from station 510+00 as shown on railroad Val plan V36.1/SL9 to station 562+80 as shown on said plan; thence continuing generally in a westerly direction from station

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562+80 as shown on railroad Val plan V36.1/10 to station 604+00 as shown on said plan; thence continuing generally in a northwesterly direction from station 604+00 as shown on railroad Val plan V36.1/11 to station 656+80 as shown on said plan; thence continuing generally in a northerly direction from station 656+80 as shown on railroad Val plan V36.1/12 to station 709+60 as shown on said plan; thence continuing generally in a northerly direction from station 709+60 as shown on railroad Val plan V36.1/13 to station 762+40 as shown on said plan; thence continuing generally in westerly direction from station 762+40 as shown on railroad Val plan V36.1/14 to station 815+20 as shown on said plan; thence continuing generally in a northerly direction from station 815+20 as shown on railroad Val plan V36.1/15 to station 868+00 as shown on said plan; thence continuing generally in a northerly direction from station 868+00 as shown on railroad Val plan V36.1/16 to station 920+00 as shown on said plan; thence continuing generally in a northerly direction from station 920+00 as shown on railroad Val plan V36.1/17 to station 973+60 as shown on said plan; thence continuing generally in a northerly direction from station 973+60 as shown on railroad Val plan V36.1/18 to station 1026+40 as shown on said plan; thence continuing generally in a northwesterly direction from station 1026+40 as shown on railroad Val plan V36.1/19 to station 1079+20 as shown on

said plan; thence continuing generally in a westerly direction from station 1079+20 as shown on railroad Val plan V36.1/20 to station 1132+00 as shown on said plan; thence continuing generally in a westerly direction from station 1132+00 as shown on railroad Val plan V36.1/21 to station 1184+80 as shown on said plan; thence continuing generally in a westerly direction from station 1184+80 as shown on railroad Val plan V36.1/22 to station 1237+60 as shown on said plan; thence continuing generally in a westerly direction from station 1237+60 as shown on railroad Val plan V36.1/23 to station 1290+40 as shown on said plan; thence continuing generally in a westerly direction from station 1290+40 as shown on railroad Val plan V36.1/24 to station 1343+20 as shown on said plan and including two irregular shaped parcels of land in the southerly sideline of the right of way not heretofore described in the aforementioned plan; thence continuing generally in a northwesterly direction from station 1343+20 as shown on railroad Val plan V36.1/25 to station 1396+00 as shown on said plan; thence continuing generally in a northerly direction from station 1396+00 as shown on railroad Val plan V36.1/26 to station 1448+80 as shown on said plan; thence continuing generally in a northerly direction from station 1448+80 as shown on railroad Val plan V36.1/27 to station 1501+60 as shown on said plan; thence continuing generally in a northerly direction from station 1501+60 as shown on railroad Val plan V36.1/28 to station 1554+40 as shown

on said plan; thence continuing generally in a northerly direction from station 1554+40 as shown on railroad Val plan V36.1/29 to station 1607+20 as shown on said plan; thence continuing generally in a northerly direction from station 1607+20 as shown on railroad Val plan V36.1/30 to station 1660+00 as shown on said plan; thence continuing generally in a northerly direction from station 1660+00 as shown on railroad Val plan V36.1/31 to station 1712+80 as shown on said plan; thence continuing generally in a northerly direction from station 1712+80 as shown on railroad Val plan V36.1/32 to station 1765+60 as shown on said plan; thence continuing generally in a westerly direction from station 1765+60 as shown on railroad Val plan V36.1/33 to station 1818+40 as shown on said plan; thence continuing generally in a westerly direction from station 1818+40 as shown on railroad Val plan V36.1/34 to station 1871+20 as shown on said plan; thence continuing generally in a westerly direction from station 1871+20 as shown on railroad Val plan V36.1/35 to station 1924+00 as shown on said plan; thence continuing generally in a westerly direction from station 1924+00 as shown on railroad Val plan V36.1/36 to station 1976+80 as shown on said plan; thence continuing generally in a westerly direction from station 1976+80 as shown on railroad

Val plan V36.1/37 to station 2029+60 as shown on said plan; thence continuing generally in a westerly direction from station 2029+60 as shown on railroad Val plan V36.1/38 to station 2082+40 as shown on said plan; thence continuing generally in a westerly direction from station 2082+40 as shown on railroad Val plan V36.1/39 to station 2135+20 as shown on said plan; thence continuing generally in a westerly direction from station 2135+20 as shown on railroad Val plan V36.1/40 to station 2150+65 at the Shirley/Lunenburg town line as shown on said plan. ✓

SECTION 14. (Greenville Branch) Beginning at station 0+76 as shown on railroad Val plan V36.4/1 and continuing generally in a northerly direction to station 50+0 as shown on said plan; thence continuing generally in a northerly direction from station 50+0 as shown on railroad Val plan V36.4/2 to station 102+80 as shown on said plan; thence continuing generally in a northwesterly direction from station 102+80 as shown on railroad Val plan V36.4/3 to station 155+60 as shown on said plan; thence continuing generally in a northerly direction from station 155+60 as shown on railroad Val plan

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V36.4/4 to station 208+40 as shown on said plan; thence continuing generally in a northwesterly direction from station 208+40 as shown on railroad Val plan V36.4/5 to station 261+20 as shown on said plan; thence continuing generally in a northerly direction from station 261+20 as shown on railroad Val plan V36.4/6 to station 314+00 as shown on said plan; thence continuing generally in a northerly direction from station 314+00 as shown on railroad Val plan V36.4/7 to station 366+80 as shown on said plan; thence continuing generally in a northwesterly direction from station 366+80 as shown on railroad Val plan V36.4/8 to station 419+60 as shown on said plan; thence continuing generally in a westerly direction from station 419+60 as shown on railroad Val plan V36.4/9 to station 472+40 as shown on said plan; thence continuing generally in a northwesterly direction from station 472+40 as shown on railroad Val plan V36.4/10 to station 525+20 as shown on said plan; thence continuing generally in a northwesterly direction from station 525+20 as shown on railroad Val plan V36.4/11 to station 578+00 as shown on said plan; thence continuing generally in a northwesterly direction from station 578+00 as shown on railroad Val plan V36.4/12 to station 630+80 as shown on said plan; thence continuing generally in a northerly

direction from station 630+80 as shown on railroad Val plan V36.4/13 to station 683+60 as shown on said plan; thence continuing generally in a northwesterly direction from station 683+60 as shown on railroad Val plan V36.4/14 to station 710+0 as shown on said plan; thence continuing generally in a northerly direction from station 710+0 as shown on railroad Val plan V36.4/15 to station 743+24 or the Massachusetts/New Hampshire state line as shown on said plan.

The above mentioned sections hereby taken are shown on plans entitled "Land in Massachusetts, Robert W. Meserve and Benjamin H. Lacey, Trustees of the property of the Boston & Maine Corporation to the Massachusetts Bay Transportation Authority, scale 1" equals 100 feet dated December 1, 1975" and recorded with the Middlesex County Registries of Deeds Book 442, see A B C.

The locations of the parcels for the takings hereinbefore described are more particularly shown on the plan hereinbefore referred to by a legend showing property lines of the areas conveyed to the Massachusetts Bay Transportation Authority, which areas are the subject of this taking.

For the purposes of laying out, constructing and maintaining said mass transportation extension and facilities, the Massachusetts Bay Transportation Authority, having first complied with all the preliminary requirements of the law, does hereby take, under the provisions of Chapter 79 of the

General Laws and of Section 3(o) of Chapter 161A of the General Laws, and by virtue of every other power enabling, all of the land within the limits of the layout hereinbefore described, including all trees and structures, except buildings, located thereon, including poles, wires, towers, cables, and other appurtenances for the conveyance of electricity and telephone communication, said land being taken in fee simple, as shown on the plan hereinbefore referred to, excepting from the rights herein taken all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewerage, gas, oil, and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, (but with the provision that said facilities shall be relocated, when, in the opinion of the Massachusetts Bay Transportation Authority, said relocation is deemed necessary), and all lawful rights of the public to use those parts of the public way or ways which are included in the foregoing description, subject also to an agreement between the Massachusetts Bay Transportation Authority and Robert W. Meserve and Benjamin H. Lacey, Trustees of the Property of the Boston & Maine Corporation recorded December 27, 1976.

For damages sustained by persons in their properties by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended

an award of the sum of one dollar (\$1.00) is made to persons "Unknown".

The names of owners on said plan, although supposed to be correct, are such only as matters of opinions and belief.

WHEREFORE, the Board of Directors of the Massachusetts Bay Transportation Authority, at a meeting held this day at its usual place of business in Boston, after examination of the within taking, layout, and plan for the Middlesex County Extension has hereby:

VOTED:

That the mass transportation extension and facilities for the Middlesex County Extension, as located and described by the aforesaid takings, consisting of all of the land as described and shown on the aforesaid plan, be taken in fee simple on behalf of the Authority, under the authority of General Laws, Chapter 79 and Section 3(o) of Chapter 161A of the General Laws, and by virtue of every other power enabling, subject to such exceptions and exclusions therein stated; that said takings, layout and plan be recorded in the appropriate Registries of Deeds for the respective Counties where the land lies, and copies of said plan thereof be filed with the Bureau of Transportation, Planning, and Development, of the Massachusetts Department of Public Works, the Railroad Division of the Massachusetts Department of Public Utilities, the Middlesex County Commissioners and the Cities of Somerville,

Cambridge, Everett, Medford, Malden and the towns listed on page one.

IN WITNESS WHEREOF, WE, the undersigned Directors of the Massachusetts Bay Transportation Authority, hereto set our hands this 16th Day of February in the year nineteen hundred and seventy-seven.

Executed as sealed instrument.

MASSACHUSETTS BAY TRANSPORTATION
AUTHORITY

R. R. Kiley
Robert R. Kiley, Chairman

Forrest I. Neal, Jr.
Forrest I. Neal, Jr.

Richard D. Buck
Richard D. Buck

John J. McCarthy
John J. McCarthy

Guido R. Perera, Jr.
Guido Perera, Jr.

Board of Directors of the
MASSACHUSETTS BAY TRANSPORTATION
AUTHORITY