

"An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, May 26, 1928.

Construction.  
Vol. 34, p. 84.

Amendment.

**CHAP. 760.**—An Act To authorize the Secretary of War to transfer or loan aeronautical equipment to museums and educational institutions.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized in his discretion to transfer or loan to museums or properly accredited schools, colleges, and universities, for exhibition or instructional purposes, any aircraft, aircraft parts, instruments, or engines that have become obsolete or impaired to the extent that repair would not be economical: *Provided*, That such aircraft, aircraft parts, or engines will not be used in actual flight: *Provided further*, That no expense shall be caused the United States Government by the transfer or loan or return of said property.

Approved, May 26, 1928.

May 26, 1928.  
[S. 1822.]  
[Public, No. 524.]

Army.  
Obsolete aeronautical equipment may be loaned, etc., to museums and educational institutions.

*Provisos.*  
Not to be used in actual flight.  
No Government expense.

**CHAP. 761.**—An Act To authorize the construction of a temporary railroad bridge across Bogue Chitto River at or near a point in township 5 south, range 13 east, Saint Helena meridian, Saint Tammany Parish, Louisiana.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Lamar Lumber Company (Incorporated) is hereby authorized to construct a temporary railroad bridge across Bogue Chitto River at or near a point in township 5 south, range 13 east, Saint Helena meridian, Saint Tammany Parish, Louisiana, some few miles below where the New Orleans Great Northern Railroad crosses that stream, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906: *Provided*, That if the bridge authorized by this Act shall at any time be abandoned and no longer used for railroad purposes, the same shall be removed from the river by the Lamar Lumber Company (Incorporated), or its assigns, at its or their own expense.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, May 26, 1928.

May 26, 1928.  
[S. 3808.]  
[Public, No. 525.]

Bogue Chitto River.  
Lamar Lumber Company (Incorporated), may bridge, in Saint Tammany Parish, La.

Construction.  
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*Proviso.*  
Removal when abandoned.

Amendment.

**CHAP. 762.**—An Act Granting the consent of Congress to the Alabama State Bridge Corporation to construct, maintain, and operate bridges across the Tennessee, Tombigbee, Warrior, Alabama, and Coosa Rivers, within the State of Alabama.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Alabama State Bridge Corporation, a body corporate organized and existing under an act of the Legislature of Alabama approved August 31, 1927, to construct, maintain, and operate toll bridges at or near the following points within the State of Alabama, to wit:

One across the Tennessee River at or near Whitesburg Ferry on the Huntsville-Cullman Road, between Madison and Morgan Counties; one across the Tennessee River at or near Guntersville on

May 26, 1928.  
[H. R. 13481.]  
[Public, No. 526.]  
Rivers in Alabama.

Alabama State Bridge Corporation may construct toll bridges across designated rivers.

Tennessee River, at Whitesburg Ferry.

At Guntersville.

At Scottsboro.  
Tombigbee River,  
near Butler.

At Epes.

At Gainesville.

At Cochrane.

Warrior River, at  
Demopolis.

At Eutaw.

Alabama River, at  
Claiborne.

Near Camden.

Coosa River at  
Childersburg.

At Riverside.

At Cedar Bluff.

Tombigbee River, at  
Jackson.

Construction.

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Rates of toll applied  
to operation, sinking  
fund, etc.

Maintenance as free  
bridges after amortiz-  
ing costs, etc.

Use of tolls restricted.

Uniformity of toll  
charges.

Proviso.  
Charges for different  
bridges.

Record of cost, ex-  
penditures, receipts,  
etc.

Huntsville-Guntersville Road, in Marshall County; one across the Tennessee River at or near Scottsboro on the Scottsboro-Fort Payne Road, in Jackson County; one across the Tombigbee River near Butler on the Butler-Linden Road, between Choctaw and Marengo Counties; one across the Tombigbee River at or near Epes on the Eutaw-Livingston Road, between Sumter and Greene Counties; one across the Tombigbee River at or near Gainesville, on the Gainesville-Eutaw Road, between Sumter and Greene Counties; one across the Tombigbee River at or near Cochrane on the Aliceville-Cochrane Road, in Pickens County; one across the Warrior River, between Eutaw and Linden, at or near Demopolis, Alabama, between Greene and Marengo Counties or between Greene and Hale Counties; one across the Warrior River at or near Eutaw on the Eutaw-Greensboro Road, between Greene and Hale Counties; one across the Alabama River at or near Claiborne on the Monroeville-Grove Hill Road, between Monroe and Clarke Counties; one across the Alabama River near Camden on the Camden-Linden Road, in Wilcox County; one across the Coosa River at or near Childersburg on the Columbiana-Talladega Road, between Shelby and Talladega Counties; one across the Coosa River at or near Riverside on the Anniston-Birmingham Road, between Saint Clair and Talladega Counties; one across the Coosa River at or near Cedar Bluff on the Center to Georgia State-Line Road, in Cherokee County; one across the Tombigbee River at or near Jackson, between Clarke and Washington Counties; all of said bridges shall be located at points suitable to the interests of navigation and shall be constructed in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

SEC. 2. If tolls are charged for the use of such bridges, the rates of toll shall be so adjusted as to provide a fund sufficient to pay the reasonable cost of maintaining, repairing, and operating the bridges under economical management, and to provide a sinking fund sufficient to amortize the costs of the bridges, including reasonable interest on bonds issued to provide funds for constructing the same, as soon as possible, under reasonable charges, but within a period of not to exceed eighteen years from the date of approval of this Act. After a sinking fund sufficient for such amortization shall have been so provided, and in any event after such period of eighteen years, all of said bridges shall thereafter be maintained and operated free of tolls. All tolls collected for the use of said bridges shall be kept in a separate fund by the proper authorities of the State of Alabama, according to the law of said State, and no part of said funds shall be used for any purpose except for paying for the reasonable cost of maintaining, repairing, and operating the bridges and amortizing the costs of constructing the same, including interest, as provided in this Act. The tolls charged by the Alabama State Bridge Corporation, its successors or assigns, shall be uniform as between persons, and as between vehicles of the same type, using each of such bridges, and the corporation shall not authorize or permit any discrimination between persons or between vehicles of the same type transiting any particular bridge constructed under the provisions of this Act: *Provided*, That nothing herein shall be construed to prevent different tolls being charged at different bridges, but in fixing the rate of tolls there shall be no discrimination as between persons and none as between vehicles of the same type. An accurate record of the cost of the bridges, the amount of notes or bonds issued for the construction of the same, and the expenditures for maintaining, repairing, and operating the same, the daily tolls

collected, and the sinking fund on hand shall be kept and shall be available for the information of all persons interested.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, May 26, 1928.

**CHAP. 763.**—An Act Authorizing T. S. Hassell, his heirs, legal representatives, and assigns, to construct, maintain, and operate a bridge across the Tennessee River at or near Clifton, Wayne County, Tennessee.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That in order to promote interstate commerce, improve the postal service, and provide for military and other purposes, T. S. Hassell, his heirs, legal representatives, and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Tennessee River, at a point suitable to the interests of navigation, at or near Clifton, Wayne County, Tennessee, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

SEC. 2. After the completion of such bridge, as determined by the Secretary of War, either the State of Tennessee, any political subdivision thereof within or adjoining which any part of such bridge is located, or any two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and its approaches, and any interests in real property necessary therefor, by purchase or by condemnation or expropriation in accordance with the laws of such State governing the acquisition of private property for public purposes by condemnation or expropriation. If at any time after the expiration of twenty years after the completion of such bridge the same is acquired by condemnation or expropriation, the amount of damages or compensation to be allowed shall not include good will, going value, or prospective revenues or profits, but shall be limited to the sum of (1) the actual cost of constructing such bridge and its approaches, less a reasonable deduction for actual depreciation in value; (2) the actual cost of acquiring such interests in real property; (3) actual financing and promotion cost, not to exceed 10 per centum of the sum of the cost of constructing the bridge and its approaches and acquiring such interests in real property; and (4) actual expenditures for necessary improvements.

SEC. 3. If such bridge shall at any time be taken over or acquired by the State of Tennessee or any municipality or political subdivision or subdivisions thereof under the provisions of section 2 of this Act, and if tolls are thereafter charged for the use thereof, the rates of toll shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the amount paid therefor, including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty years from the date of acquiring same. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of tolls shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper maintenance, repair, and operation of the bridge and its

Amendment.

May 26, 1928.  
[H. R. 13141.]  
[Public, No. 527.]

Tennessee River.  
T. S. Hassell may  
bridge, at Clifton,  
Tenn.

Construction.  
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Acquisition author-  
ized, after completion,  
by Tennessee, etc.

Condemnation pro-  
ceedings.

Compensation if ac-  
quired by condemna-  
tion.

Limitations.

Tolls under State,  
etc., operation.

Rates applied to  
operation, sinking  
fund, etc.

Maintenance as free  
bridge, etc., after amor-  
tizing costs.