

[CHAPTER 13.]

AN ACT

January 19, 1933.

[S. 5183.]

[Public, No. 313.]

Granting the consent of Congress to the Board of County Commissioners of Allegheny County, Pennsylvania, to construct, maintain, and operate a toll bridge across the Monongahela River between the city of Pittsburgh and the borough of Homestead, Pennsylvania.

Monongahela River, Allegheny County, Pa., may bridge, between Pittsburgh and Homestead.

Construction.
Vol. 34, p. 84.

Tolls applied to maintenance, sinking fund, etc.

Free bridge thereafter.

Record of expenditures and receipts.

Amendment.

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 Board of County Commissioners of Allegheny County, Pennsylvania, to construct, maintain, and operate a toll bridge and approaches thereto across the Monongahela River, at a point suitable to the interest of navigation, between the city of Pittsburgh and the borough of Homestead, to replace what is known as the Brown Bridge, in accordance with the provisions of an 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 bridge 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 bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the cost of the bridge and its approaches, 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 completion thereof. 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 toll 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 approaches under economical management. An accurate record of the costs of the bridge and its approaches, the expenditures for maintaining, repairing, and operating the same, and of the daily tolls collected 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, January 19, 1933.

[CHAPTER 14.]

AN ACT

January 19, 1933.

[S. 5231.]

[Public, No. 314.]

To extend the times for commencing and completing the construction of a bridge across the Missouri River at or near Randolph, Missouri.

Missouri River. Time extended for bridging, at Randolph, Mo.
Vol. 45, pp. 729, 1431.
Vol. 46, pp. 323, 1064.
Ante, p. 149, amended.

Amendment.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Missouri River at or near Randolph, Missouri, authorized to be built by The Kansas City Southern Railway Company, its successors and assigns, by an act of Congress approved May 24, 1928, heretofore extended by Acts of Congress approved March 1, 1929, May 14, 1930, February 6, 1931, and May 6, 1932, are hereby further extended one and three years respectively, from May 24, 1933.

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

Approved, January 19, 1933.