

Proviso.
Limitation on ex-
penses.

Payment of tuition.

industrial plants or other places as shall be best suited to enable such personnel to acquire a knowledge of or experience in the specialties incident to aviation in which the training of such personnel is essential: *Provided*, That no expense shall be incurred by the United States in addition to the authorized emoluments of the personnel so detailed except for the cost of tuition at such educational institutions, and the cost of maintenance of necessary personnel who may be detailed as supervisors or inspectors and of the equipment assigned to them for their official use: *Provided further*, That the tuition for the personnel during the period of their detail may be paid from any funds which may hereafter be made available for the procurement branches.

Approved, July 3, 1941.

[CHAPTER 276]

AN ACT

To amend section 2 of the Act of August 27, 1935, as amended.

July 3, 1941
[H. R. 4988]
[Public Law 153]

Coastwise Load
Line Act, 1935,
amendment.
49 Stat. 888, 1543.
46 U. S. C. § 88a.

Proviso.
Establishment of
load lines during na-
tional emergency.
6 F. R. 2617.

47 Stat. 2228.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 2 of the Act of August 27, 1935, as amended by the Act of June 20, 1936 (U. S. C., 1934 edition, Supp. V, title 46, sec. 88a), is amended by changing the period at the end thereof to a colon and by the addition immediately thereafter of the following: "*Provided, however*, That during the national emergency proclaimed by the President on May 27, 1941, to exist, but not after June 30, 1943, load lines may be established or marked on any vessel (except a passenger vessel) while engaged on a coastwise voyage by sea from port to port in the continental United States, which load line gives a lesser free board and less buoyance than the load line established by the International Treaty on Load Lines of 1930, when, in the opinion of the Secretary of Commerce, such load line will not be above the actual line of safety."

Approved, July 3, 1941.

[CHAPTER 277]

AN ACT

Granting the consent of Congress to the Norfolk and Western Railway Company to construct, maintain, and operate a bridge across the Tug Fork of Big Sandy River near Nolan, Mingo County, West Virginia.

July 8, 1941
[S. 1304]
[Public Law 154]

Tug Fork of Big
Sandy River.
Bridge authorized
across, near Nolan,
W. Va.

34 Stat. 84.
33 U. S. C. §§ 491-
498.

Right to sell, trans-
fer, etc.

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 Norfolk and Western Railway Company, a corporation organized under the laws of the State of Virginia, and authorized to do business in the States of West Virginia and Kentucky, its successors and assigns, to construct, maintain, and operate a railroad bridge and approaches thereto across the Tug Fork of Big Sandy River at a point suitable to the interests of navigation near Nolan, West Virginia, where the said Tug Fork forms the boundary line between the States of West Virginia and Kentucky, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters", approved March 23, 1906.

Sec. 2. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the Norfolk and Western Railway Company, its successors and assigns, and any corporation to which such rights, powers, and privileges may be sold, assigned, or transferred, or which shall acquire