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[CHAPTER 91]

AN ACT

May 9, 1941
[H. R. 2829]
[Public Law 53]

To extend the times for commencing and completing the construction of a bridge across the Susquehanna River at or near the city of Harrisburg, Pennsylvania.

Susquehanna River.
Time extended for bridging, at Harrisburg, Pa.

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 Susquehanna River at or near the city of Harrisburg, Pennsylvania, authorized to be built by the Dauphin County (Pennsylvania) Authority by an Act of Congress approved August 7, 1939, and heretofore extended by the Act of Congress approved July 2, 1940, are hereby extended one and three years, respectively, from May 1, 1941.

53 Stat. 1263; 54 Stat. 729.

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

Approved, May 9, 1941.

[CHAPTER 92]

AN ACT

May 9, 1941
[H. R. 2830]
[Public Law 54]

To extend the times for commencing and completing the construction of a bridge across the Susquehanna River at or near the city of Middletown, Pennsylvania.

Susquehanna River.
Time extended for bridging, at Middletown, Pa.

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 Susquehanna River at or near the city of Middletown, Pennsylvania, authorized to be built by the General State Authority, Commonwealth of Pennsylvania, and/or the Pennsylvania Bridge and Tunnel Commission, by an Act of Congress approved April 30, 1940, are hereby extended one and three years, respectively, from May 1, 1941.

54 Stat. 169.

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

Approved, May 9, 1941.

[CHAPTER 93]

AN ACT

May 9, 1941
[H. R. 3066]
[Public Law 55]

To amend an Act to provide for a Union Railroad Station in the District of Columbia, and for other purposes.

District of Columbia.
Elimination of grade crossings.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of section 10 of an Act of Congress entitled "An Act to provide for a Union Railroad Station in the District of Columbia, and for other purposes", approved February 28, 1903 (Public, Numbered 122, Fifty-seventh Congress, 32 Stat. 909), which reads "Any and all streets or highways within the District of Columbia now or hereafter planned or projected to cross any line of steam railroad in the District of Columbia, which may be hereafter opened to public use shall be located, constructed, and maintained either beneath such railroad by a suitable subway, or above the same by a suitable viaduct bridge at such altitude as will not interfere with the free and safe operation thereof.", be, and the same is hereby, amended to read as follows:

32 Stat. 918.
D. C. Code §7–1214.

"Any and all streets or highways within the District of Columbia now or hereafter planned or projected to cross any line of railroad, other than a street railway, in the District of Columbia, which may be hereafter opened to public use, shall be located, constructed, and maintained either beneath such railroad by a suitable subway, or above the same by a suitable viaduct bridge at such altitude as will