employee of Japanese ancestry holding a position subject to the Classification Act of 1949, as amended, on such effective date, as the case may be— 63 Stat. 954. 5 USC 1071 note.

(1) who, at any time during the period beginning December 7, 1941, and ending September 3, 1945, solely by reason of any policy or program of the Federal Government with respect to persons of Japanese ancestry in the interests of the national security during such period, (A) was separated from his position in the postal field service or classified civil service, as the case may be, (B) lost opportunity for or was denied probational appointment from a civil-service register of eligibles to any such position, or (C) was denied reinstatement to any such position; or

(2) who, after having been separated from his position in the postal field service or classified civil service, as the case may be, at any time during such period, in order to enter the Armed Forces of the United States, either lost opportunity for or was denied probational appointment from a civil-service register of eligibles to any such position or was denied reinstatement to any such position, solely by reason of any such policy or program of the Federal Government,

shall have the grade, time in grade, and rate of compensation in the postal field service or the time in grade and rate of compensation in the classified civil service, as the case may be, which he would have attained automatically if such policy or program of the Federal Government had not been in effect: *Provided*, That in the case of loss of opportunity for or denial of probational appointment from a civil-service register of eligibles, the date of loss of opportunity for or denial of probational appointment shall be held to be the earliest date on which an eligible standing lower on the same register received a probational appointment therefrom.

SEC. 2. This Act shall not affect the status of any person in the postal field service as a regular or substitute employee.

SEC. 3. No person shall be entitled, by reason of the enactment of this Act, to compensation for any period prior to the effective date of this Act.

SEC. 4. This Act shall take effect on the first day of the first pay period which begins after the date of enactment of this Act. Effective date.

Approved July 15, 1952.

Public Law 546 CHAPTER 756

AN ACT

To provide for the alteration, reconstruction, or relocation of certain highway and railroad bridges over the Columbia River or its navigable tributaries.

July 15, 1952 [H. R. 2572]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That (a) whenever, as the result of the construction of the McNary Lock and Dam, any bridge, trestle, or other highway or railroad structure located over, upon, or across the pool formed by the McNary Lock and Dam on the Columbia River or any of its navigable tributaries, including approaches, fenders, and appurtenances thereto, will in the opinion of the Chief of Engineers be endangered or otherwise adversely affected and damaged, including any interference with or impairment of its use, or will require alteration, reconstruction, relocation, or replacement to meet the requirements of navigation or flood control, or both, or to render navigation in the pool formed by the McNary Lock and Dam reasonably free, easy, and unobstructed, or to accommo- Columbia River. Relocation of bridges.

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date the relocation of any railroad or highway made necessary by the construction of the McNary Lock and Dam, to the extent that protection, alteration, reconstruction, relocation, or replacement is necessary or proper to preserve the safety or utility of such bridge, trestle, or structure, or to meet the requirements of navigation or flood control, or both, or in connection with the relocation of any such railroad or highway, the owner or owners of such bridge, trestle, or structure shall be compensated from appropriations heretofore or hereafter made for the construction of the McNary Lock and Dam or for maintenance and improvement of rivers and harbors, in the sum of the reasonable actual cost of such protection, alteration, reconstruction, relocation, or replacement: *Provided*, That in arriving at the amount of such compensation the bridge owner shall be charged with a sum which shall equal such part of the cost as is attributable to the direct and special benefits which will accrue to the bridge owner as a result of the alteration, including the expectable savings in repair or maintenance costs; and that part of the cost attributable to the requirements of traffic by railroad or highway, or both, including any expenditure for increased carrying capacity of the bridge; and such proportion of the actual capital cost of the altered bridge as the used service life bears to the total estimated service life, including that proportion of the cost of removing the altered bridge represented by the used service life. The Chief of Engineers, acting under the direction of the Secretary of the Army, is empowered to contract with such owner with respect to any such protection, alteration, reconstruction, relocation, or replacement, the payment of the cost thereof and its proper division, which contract may provide either for money compensation or for the performance of all or any part of the work by the Corps of Engineers: *Provided*, That prior to such alteration, reconstruction, or relocation of said bridge the location and plans shall be submitted to and approved by the Chief of Engineers and by the Secretary of the Army in accordance with existing laws.

(b) This Act shall apply with respect to the Snake River Highway Bridge, including approaches, fenders, and appurtenances thereto, on National Highway 410, notwithstanding the fact that such bridge has been relocated and reconstructed, prior to the date of enactment of this Act, by the State of Washington, and compensation shall be paid to such State in the sum, determined as provided in this Act, of the reasonable actual cost of the relocation and reconstruction of such bridge.

Approved July 15, 1952.