

SEC. 3. Since the construction of New York Avenue extended is to provide connections between the District of Columbia and the Federal highway system, the entire cost of the construction and maintenance of the grade-separation structure referred to in the preceding sections of this Act shall be borne by the District of Columbia, out of funds authorized to be appropriated by this Act and any other funds available to the District, and no contribution to such cost of construction and maintenance shall be required of any railroad whose right-of-way is crossed by such structure, except as provided in section 4 of this Act. The grade-separation structure for which appropriation is hereby authorized shall be designed, constructed, and maintained so as not to interfere with the safe and efficient operation of any railroad whose right-of-way is crossed by the structure.

SEC. 4. When the District of Columbia has acquired, by purchase, condemnation, dedication, gift, or any other means, the right to use as a public thoroughfare the portions of New York Avenue extended adjoining the right-of-way of a railroad company, such railroad company shall dedicate as a public thoroughfare the portion of such street which lies within the right-of-way belonging to such railroad company: *Provided*, That such dedication by the railroad shall not impair or affect the right of the railroad to use for railroad purposes the portion of its right-of-way so dedicated.

Approved August 9, 1954.

Public Law 572

CHAPTER 662

AN ACT

Relating to the renewal of star-route and screen vehicle service contracts.

August 10, 1954  
[S. 1244]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the first sentence of the next to last paragraph of section 3951 of the revised statutes, as amended (39 U. S. C. 434) is amended by striking out the words "one year" and inserting in lieu thereof the words "six months".

64 Stat. 260.

Approved August 10, 1954.

Public Law 573

CHAPTER 663

AN ACT

To approve an amendatory repayment contract negotiated with the North Unit irrigation district, to authorize construction of Haystack Reservoir on the Deschutes Federal reclamation project, and for other purposes.

August 10, 1954  
[S. 2864]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the contract with the North Unit irrigation district in form substantially similar to that approved by the district directors on July 31, 1953, which has been negotiated by the Secretary of the Interior pursuant to section 7, subsection (a), of the Reclamation Project Act of 1939 (53 Stat. 1187, 1192; 43 U. S. C., 1946 edition, sec. 485), is approved and the Secretary of the Interior is authorized to execute it on behalf of the United States.

North Unit irrigation district.  
Repayment contract.

43 USC 485f.

SEC. 2. The Secretary is authorized to construct the Haystack Dam and equalizing reservoir and related works as a feature of the Deschutes Federal reclamation project at a cost not in excess of an amount which, together with other project costs reimbursable and returnable to the United States pursuant to the terms and provisions

Haystack Dam,  
etc.  
Construction.

of the contract approved by section 1 of this Act, does not exceed the maximum construction charge obligation of the North Unit irrigation district.

Approved August 10, 1954.

## Public Law 574

## CHAPTER 664

August 10, 1954  
[S. 2408]

## AN ACT

To amend the Merchant Marine Act, 1936, to provide a national defense reserve of tankers and to promote the construction of new tankers, and for other purposes.

Tankers.  
53 Stat. 1183.  
46 USC 1160.

Acquisition for  
national defense  
reserve.

Limitations.

"New vessel."

Payment.

Credit allow-  
ance.  
60 Stat. 41.  
50 USC app. 1735  
note.  
50 USC app.  
1742.

Depreciation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 510 of the Merchant Marine Act, 1936, as amended, is amended by adding at the end thereof the following new subsection:

"(h) The Secretary of Commerce is authorized until July 1, 1958 (subject to the provisions of this section as herein amended), to acquire a tanker or tankers, determined by him to be desirable for inclusion in the national defense reserve, in exchange for an allowance of credit to be applied upon the purchase price of a new tanker or tankers: *Provided*, That each of the tankers to be traded in (1) is not less than one thousand three hundred and fifty gross tons; (2) is not less than ten years old; (3) is owned by a citizen or citizens of the United States; (4) and preference shall be given to those tankers which have been documented under the laws of the United States for not less than three years immediately preceding; and (5) is in class with respect to hull and machinery satisfactory to the Secretary of Commerce on the date of its physical delivery to the United States and shall be considered an 'obsolete vessel' for purposes of this section: *And provided further*, That only a tanker which is constructed after the date of enactment of this subsection and documented under the laws of the United States shall be considered a 'new vessel' for purposes of this section.

"The Secretary of Commerce is authorized to pay the cost of national defense features incorporated in any such new tanker. In the event that the United States acquires ownership of such new tanker, the price paid therefor shall not include any amount for national defense features paid for by the United States. The foregoing provisions shall run with the title to each new tanker and be binding on all owners thereof.

"The allowance of credit for a traded-in tanker which was sold under the Merchant Ship Sales Act of 1946, as amended, or which was eligible for a price adjustment under section 9 of such Act, shall be: (1) in the case of tankers sold under such Act, the depreciated net sales price paid to the United States, and (2) in the case of tankers which were eligible for price adjustment under such Act, the statutory sales price of such tanker as of March 8, 1946, depreciated: plus the depreciated cost of any additions or betterments to the tanker which were capitalized by the owner and allowed for Federal income tax purposes. Such allowance shall be determined as of the date the owner contracts for the construction of a new tanker. In each case, depreciation shall be computed on the basis of the life of the tanker adopted or accepted by the Internal Revenue Service for determining depreciation for income-tax purposes to the date the owner contracts for the construction of a new tanker.

"The allowance of credit for any other traded-in tanker shall be determined in accordance with the provisions of subsection (d) of this section.