

"ARTICLE VII

"The compact administrators may request the United States Forest Service to act as the primary research and coordinating agency of the Middle Atlantic Interstate Forest Fire Protection Compact in cooperation with the appropriate agencies in each state, and the United States Forest Service may accept the initial responsibility in preparing and presenting to the compact administrators its recommendations with respect to the regional fire plan. Representatives of the United States Forest Service may attend meetings of the compact administrators.

"ARTICLE VIII

"The provisions of Articles IV and V of this compact which relate to mutual aid in combating, controlling or preventing forest fires shall be operative as between any state party to this compact and any other state which is party to a regional forest fire protection compact in another region: *Provided*, That the legislature of such other state shall have given its assent to such mutual aid provisions of this compact.

"ARTICLE IX

"This compact shall continue in force and remain binding on each state ratifying it until the legislature or the governor of such state takes action to withdraw therefrom. Such action shall not be effective until six months after notice thereof has been sent by the chief executive of the state desiring to withdraw to the chief executives of all states then parties to the compact."

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

Approved July 25, 1956.

Public Law 791

CHAPTER 720

AN ACT

July 25, 1956
[S. 2895]

To amend the Acts of February 28, 1903, and March 3, 1927, relating to the payment of the cost and expense of constructing railway-highway grade elimination structures in the District of Columbia.

D. C. railway-highway grade elimination structure.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the second sentence of the second paragraph of section 10 of the Act of February 28, 1903 (32 Stat. 918), as amended (sec. 7-1214, D. C. Code, 1951 edition), is amended to read as follows: "The cost and expense of any project for opening any such street or highway within the limits of such railroad company's right-of-way, including the cost of constructing the portion of any viaduct bridge, within said limits, shall be borne and paid as follows:

Payments.

"(1) The District of Columbia shall apply to the payment of such cost and expense all Federal aid highway-railway grade separation funds available for use by the District of Columbia at the time any such project is programed and all such funds which become available for use on such projects by the District of Columbia during the construction of such project;

"(2) If such Federal aid highway-railway grade separation funds are insufficient to pay the cost and expense of any such project, the portion not so covered shall be paid one-half by the railroad company, its successors and assigns, whose tracks are crossed and one-half by

the District of Columbia: *Provided*, That in no case shall the obligation of the railroad company affected exceed 10 per centum of the total cost and expense of such project;

“(3) After construction, the cost of maintenance shall be wholly borne and paid in the case of highway overpasses by the District of Columbia, and in the case of highway underpasses by the railroad company, its successors and assigns, whose tracks are crossed; and

“(4) The portions of such streets planned or projected as above which lie within a right-of-way belonging to such railroad company shall be dedicated by such company as a public thoroughfare when the portions of such street adjoining such right-of-way have been similarly dedicated or otherwise acquired.”

SEC. 2. (a) That section 3 of the Act of March 3, 1927 (44 Stat. 1353; sec. 7-1215, D. C. Code, 1951 edition) is amended by striking therefrom the word “steam”.

(b) So much of section 3 of such Act approved March 3, 1927, as reads: “*Provided*, That one-half of the total cost of constructing any viaduct or subway and approaches thereto shall in such case be paid by the railroad company, its successors or assigns, whose tracks are so crossed; and in the event the rights-of-way of two or more railroad companies are so crossed said half cost as herein provided shall be paid by the said railroad companies, their successors or assigns, in proportion to the widths of their respective land holdings, and all” is amended to read as follows: “*Provided*, That the total cost of constructing any project for such viaduct or subway and approaches thereto shall be borne and paid as follows:

Viaducts and
subways.
Cost.

“(1) The District of Columbia shall apply to the payment of the cost of such project all Federal aid highway-railway grade separation funds available for use by the District of Columbia at the time any such project is programed and all such funds which become available for use on such project by the District of Columbia during the construction of such projects; and

Payments.

“(2) If such Federal-aid highway-railway grade separation funds are insufficient to pay the cost of any such project, the portion not so covered shall be paid one-half by the railroad company, its successors and assigns, whose tracks are crossed and one-half by the District of Columbia: *Provided further*, That in no case shall the obligation of the railroad company affected exceed 10 per centum of the total cost of such project: *Provided further*, That in the event the rights-of-way of two or more railroad companies are so crossed said half cost as herein provided shall be paid by the said railroad companies, their successors and assigns, in proportion to the widths of their respective landholdings, but the obligations of such companies shall not, in the aggregate, exceed 10 per centum of the cost of such project: *Provided further*, That after construction the cost of maintenance shall be wholly borne and paid in the case of highway overpasses by the District of Columbia, and in the case of highway underpasses by the railroad company, its successors and assigns, whose tracks are crossed: *Provided further*, That in the event the rights-of-way of two or more railroad companies are so crossed, the cost of maintenance shall be borne and paid in the case of highway underpasses by the said railroad companies, their successors and assigns, in proportion to the widths of their respective land holdings. All”.

Approved July 25, 1956.