

**CHAP. 60.**—An Act To amend the last paragraph of section 10 of the Federal Reserve Act as amended by the Act of June 3, 1922.

February 6, 1923.  
[S. 4390.]  
[Public, No. 405.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the last paragraph of section 10 of the Federal Reserve Act as amended by the Act of June 3, 1922, is amended to read as follows:

Federal reserve banks.  
*Ante*, p. 622, amended.

“No Federal reserve bank shall have authority hereafter to enter into any contract or contracts for the erection of any branch bank building of any kind or character, or to authorize the erection of any such building, if the cost of the building proper, exclusive of the cost of the vaults, permanent equipment, furnishings, and fixtures, is in excess of \$250,000: *Provided*, That nothing herein shall apply to any building under construction prior to June 3, 1922.”

Limit on cost of buildings for branch banks

Vaults, etc., not included.

*Proviso.*  
Exception.

Approved, February 6, 1923.

**CHAP. 62.**—An Act Granting the consent of Congress to the Winco Block Coal Company, a corporation, to construct a bridge across the Tug Fork of the Big Sandy River, in Mingo County, West Virginia.

February 8, 1923.  
[H. R. 12473.]  
[Public, No. 406.]

*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 Winco Block Coal Company, a corporation, its successors and assigns, to construct, maintain, and operate a suspension or foot bridge, and approaches thereto, across the Tug Fork of Big Sandy River, at a point suitable to the interests of navigation, and at or near Naugatuck, in the county of Mingo, State of West Virginia, in accordance with the provisions of the Act entitled “An Act to regulate the construction of bridges over navigable waters,” approved March 23, 1906.

Tug Fork, Big Sandy River.  
Winco Block Coal Company may bridge, Naugatuck, W. Va.

Construction.  
Vol. 34, p. 84.

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

Amendment.

Approved, February 8, 1923.

**CHAP. 66.**—An Act To amend and supplement the Act entitled “An Act to incorporate the Texas and Pacific Railroad Company, and to aid in the construction of its road, and for other purposes,” approved March 3, 1871, and Acts supplemental thereto, approved, respectively, May 2, 1872, March 3, 1873, and June 22, 1874.

February 9, 1923.  
[S. 4029.]  
[Public, No. 407.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That in addition to the powers conferred by the Act entitled “An Act supplementary to an Act entitled ‘An Act to incorporate The Texas Pacific Railroad Company and to aid in the construction of its road, and for other purposes,’ approved March 3, 1871,” approved May 2, 1872, The Texas and Pacific Railway Company shall have power and authority at any time, or from time to time, by resolution of its board of directors, duly adopted at a meeting thereof held in accordance with its by-laws, and with the consent of the holders of a majority in amount of its then outstanding capital stock, expressed by vote in person or by proxy at a special meeting of said stockholders called for the purpose upon such notice as its by-laws require for the calling of such special meeting, to authorize an issue, or issues, of its bonds for the completion, equipment, maintenance, or repair of its lines of railroad, the funding of any debt, the making of any additions, extensions, or betterments to its property, or for any other lawful corporate purpose, without limitation in amount to \$40,000 per mile of its lines of railroad as

Texas Pacific Railway Company.  
Issue of bonds by, authorized.

Purposes.

Former limitation removed.