

and shell deposits", is obsolete and, in light of the broad, general powers of the Administration, otherwise unnecessary.

(13) Art. 89B, §§ 57 and 59. The provisions of these sections that provide for a hearing on changes made in a railroad grade crossing are obsolete and inconsistent with the provisions on hearings of §8-639 of this title. The second paragraph of Art. 89B, §59, which prohibits the Administration from spending any money for a grade crossing elimination unless the railroad has obligated itself to pay "one half of the cost", is obsolete as noted in the revisor's note to §8-641 of this title.

(14) Art. 89B, §60. This section, which relates to the letting of bids and the awarding of contracts for grade crossing projects, is unnecessary in light of §8-614 of this title.

(15) Art. 89B, §62. This section, which relates to the powers of county governments to require certain protection at railroad grade crossings, is obsolete and has been superseded by Art. 41, §208E (now §8-639 of this title), which vests exclusive authority over grade crossing protection in the Secretary.

(16) Art. 89B, §§ 69 and 70. See revisor's note to §8-601 of this title.

(17) Art. 89B, §72. This section requires the "State Roads Commission" to report its "overhead" costs annually to the State Comptroller. This section is apparently a carry-over from the days before the establishment of the Transportation Trust Fund and, in any event, is now obsolete.

(18) Art. 89B, §73. This section, which assents to the "Federal-Aid Act" of 1916 and authorizes state participation in the construction of rural post roads, is obsolete. The 1916 Act was repealed by PL 85 - 767 (72 Stat. 919), and the provisions of Subtitle 5 of this title have generally superseded to those of present §73.

(19) Art. 89B, §77. See revisor's note to §8-635 of this title.

(20) Art. 89B, §79A. See revisor's note to §8-608 of this title.

(21) Art. 89B, §§ 80 through 85. These sections authorize the Administration to contract with the Commonwealth of Virginia to acquire bridges across the Potomac River near Point of Rocks and Brunswick. They also authorize the Administration to pay half of the cost of maintenance of these bridges and to charge tolls until the bridges are paid for. The agreement authorized