

- “THE STATE OF SOUTH DAKOTA
 “By NILS A. BOE, GOVERNOR
 “Dated: Sept. 26, 1966
 “Attest: ALMA LARSON, Secretary of State (Seal)
- “THE STATE OF TENNESSEE
 “By FRANK G. CLEMENT, GOVERNOR
 “Dated: 4-18-66
 “Attest: JOE C. CARR, Secretary of State (Seal)
- “THE STATE OF TEXAS
 “By JOHN CONNALLY, GOVERNOR
 “Dated: October 11, 1965
 “Attest: CRAWFORD C. MARTIN, Secretary of State (Seal)
- “THE STATE OF UTAH
 “By CALVIN L. RAMPTON, GOVERNOR
 “Dated: 4/11/66
 “Attest: CLYDE L. MILLER, Secretary of State (Seal)
- “THE STATE OF WEST VIRGINIA
 “By HULETT C. SMITH, GOVERNOR
 “Dated: July 14, 1966
 “Attest: ROBERT D. BAILEY, Secretary of State (Seal)
- “THE STATE OF WYOMING
 “By CLIFFORD P. HANSEN, GOVERNOR
 “Dated: Jan. 18, 1966
 “Attest: THYRA THOMSON, Secretary of State” (Seal)

Report to
 Congress.
 69 Stat. 391.

SEC. 2. The Attorney General of the United States shall continue to make an annual report to Congress, as provided in section 2 of Public Law 185, Eighty-fourth Congress, for the duration of the Interstate Compact to Conserve Oil and Gas as to whether or not the activities of the States under the provisions of such compact have been consistent with the purposes as set out in article V of such compact.

SEC. 3. The right to alter, amend, or repeal the provisions of the first section of this joint resolution is hereby expressly reserved.
 Approved December 24, 1969.

Public Law 91-159
 AN ACT
 Granting the consent of Congress to the Connecticut-New York Railroad Passenger Transportation Compact. December 24, 1969
 [S. 2734]

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 given to the Connecticut-New York Railroad Passenger Transportation Compact in substantially the following form:

Connecticut-
 New York
 Railroad
 Passenger
 Transportation
 Compact.
 Consent of
 Congress.

“CONNECTICUT-NEW YORK RAILROAD PASSENGER
 TRANSPORTATION COMPACT

“ARTICLE I

“For the purpose of continuing and improving the railroad passenger service of the New York, New Haven and Hartford Railroad (and its successors) between the city of New Haven in the state of Connecticut and the city of New York in the state of New York, including branch

lines which are tributary to the main line of that railroad between the said cities; Metropolitan Transportation Authority, a governmental corporation of the state of New York, and Connecticut Transportation Authority, an agency of the state of Connecticut, acting individually, but in cooperation with each other, or as co-venturers where they deem it advisable and practical, are hereby authorized to do the following where permissible under the enabling laws of their respective states:

“(a) to acquire through eminent domain proceedings, or by gift, purchase, lease or otherwise, the ownership interest in or the right to use all of those assets of the said railroad (or of any successor in interest to such assets), be they real property, personal property or a combination of the two (including rights arising out of contract, franchise or otherwise), which are or may reasonably be expected to become necessary, convenient or desirable for the continuation or improvement of such service;

“(b) to repair and rehabilitate such assets, or to acquire by gift, purchase, lease, or otherwise, such new or additional assets and rights as they deem necessary, convenient or desirable for such continuation or improvement;

“(c) to dispose of any such assets, new and additional assets and rights, or of the right to the use of the same, by conveyance, lease or otherwise (including, without limitation, the grant of trackage rights) when and to the extent that they are not needed for such service by the said agencies; and to abandon or discontinue portions of such service when advisable; and/or

“(d) to operate such service, or to contract for the operation of the whole or any part of such service by others.

“To accomplish the foregoing objectives, the said agencies are authorized, individually and jointly, to apply for aid, federal, state or local, to supplement those funds appropriated or otherwise made available to them under the laws of the party states.

“ARTICLE II

“The provisions of this compact shall be construed liberally to effectuate the purposes thereof. Amendments and supplements to this compact to implement the purposes thereof may be adopted by concurrent legislation of the party states.

“ARTICLE III

“This compact shall be of no force and effect unless and until the congress of the United States of America, on or before December thirty-first, nineteen hundred sixty-nine, has consented thereto.”

SEC. 2. The consent herein granted does not constitute consent in advance for any amendments or supplements to the compact which may be adopted by concurrent legislation of the party States pursuant to article II of the compact.

SEC. 3. The right is hereby reserved by the Congress or any of its standing committees to require the disclosure and the furnishing of such information and data by or concerning the Metropolitan Transportation Authority and the Connecticut Transportation Authority in their operation under the compact as is deemed appropriate by the Congress or such committee.

SEC. 4. The right to alter, amend, or repeal this Act is expressly reserved.

Approved December 24, 1969.