

unpaid bills which have been incurred eighteen months or more prior to the passage of this act.

SECTION 4. The allowance to county officers and employees for expenses incurred by them in the operation of motor vehicles owned by them or by any member of their immediate families and used in the performance of their official duties shall not exceed eight cents a mile, except in cases where a higher allowance is specifically provided by statute; provided, that in the case of commitments of the insane the justice of the court ordering the commitment may order a higher rate. No expenditures shall be made for travel outside the commonwealth for attendance at conferences or conventions.

SECTION 5. Any provision of general or special law to the contrary notwithstanding, any county officer or employee whose salary rate on July first, nineteen hundred and fifty-seven, was limited to an increase in rate of one thousand dollars shall receive an increase in salary rate of not more than one step in his salary grade, if he has not attained the maximum for such grade, effective on his anniversary date or on July first, nineteen hundred and sixty-three, in accordance with the approved list filed with the county personnel board by the joint committee on counties.

SECTION 6. This act shall take effect upon its passage.

Approved August 12, 1963.

*CITY OF BOSTON
To M.D.C.
York, etc.*

Chap. 632. AN ACT AUTHORIZING THE CITY OF BOSTON TO CONVEY A CERTAIN PORTION OF FRANKLIN PARK IN SAID CITY TO THE METROPOLITAN DISTRICT COMMISSION.

Be it enacted, etc., as follows:

SECTION 1. The city of Boston acting by and through its parks and recreation commission is hereby authorized to convey to the metropolitan district commission a certain portion of Franklin park in said city known as Long Crouch woods, consisting of approximately twenty-one acres, bounded by Seaver street, Old Trail road, Playstead road and Walnut avenue. Upon such conveyance, said commission is hereby authorized and directed to construct and thereafter operate and maintain thereon facilities for the exhibition of zoological specimens, in addition to the existing bear dens.

SECTION 2. This act shall take effect upon its passage.

Approved August 12, 1963.

Chap. 633. AN ACT AUTHORIZING THE METROPOLITAN TRANSIT AUTHORITY TO EXTEND ITS RAPID TRANSIT FACILITIES IN THE CITIES OF BOSTON, SOMERVILLE, MEDFORD, EVERETT AND MALDEN, AND AUTHORIZING THE REMOVAL OF CERTAIN OF ITS ELEVATED STRUCTURES BETWEEN THE CITY OF BOSTON AND THE CITY OF EVERETT.

Be it enacted, etc., as follows:

SECTION 1. Chapter 649 of the acts of 1949 is hereby amended by inserting after section 3D, inserted by section 1 of chapter 450 of the acts of 1957, the following section: —

Section 3E. The authority may construct and equip an addition to the existing Washington street tunnel in the cities of Boston, Somerville,

Medford, Everett, and Malden, consisting of a rapid transit line partly in a subway or tunnel, partly on the surface, and partly elevated, extending in a northwesterly direction from the Washington street tunnel near Haymarket Square between the North Station building and the North Station Industrial building across the Charles river and the Boston & Maine Railroad yards in the Charlestown area of Boston, thence continuing along the western division of the Boston & Maine Railroad to a point in the vicinity of the municipal boundary between the cities of Malden and Melrose, or continuing along the eastern division and the Saugus branch of the Boston & Maine Railroad and the Grand Junction branch of the Boston & Albany Railroad to West Everett, thence across the Malden river to the western division of the Boston & Maine Railroad southerly of Medford street, thence along said division to a point in the vicinity of the municipal boundary between the cities of Malden and Melrose, including thereon such stations, parking areas, car inspection shops, car storage yards, and other appurtenant facilities as may be determined by the authority to be necessary.

The authority may acquire, either by purchase, or by eminent domain under chapter seventy-nine of the General Laws, such portion of the railroad properties and other properties in the cities where the rapid transit line is to be built as the authority may determine to be necessary for said rapid transit line and its appurtenances. After the acquisition of such railroad properties neither such railroad nor the authority shall be responsible for the maintenance or repair of the bridges over that portion of the properties of such railroads acquired by the authority, but said bridges shall thereafter be maintained and repaired by the state department of public works, except that any of said bridges presently under the jurisdiction of the metropolitan district commission shall thereafter be maintained and repaired by said commission.

After the use by the authority of the addition constructed under this section begins, the authority shall proceed without delay to remove, above its foundations, its elevated structures located between Haymarket Square in Boston and the Everett terminal in Everett, including the structure located on the Charlestown bridge, so-called, presently used by the main line elevated trains, but excluding any structural members incorporated in the draw-bridge structure of said bridge which specially support or serve said main line elevated trains and to put the surface of the public ways disturbed by such removal into as good condition as the adjacent surface of said ways, to restore to good condition sidewalks affected by such removals and to repair any damage done by such removals to any building to which said elevated structures are affixed.

The cost to the authority of removing such elevated structures and of restoring public ways, sidewalks and buildings as aforesaid less the amount received by the authority from the sale of the structures as salvage or otherwise, shall be included in the cost of the work authorized by this section.

The authority is hereby authorized to enter into agreements with the Boston & Maine Railroad and the Boston & Albany Railroad providing for such joint use of their tracks and rights-of-way in the cities of Boston, Somerville, Everett, Medford, and Malden, as is deemed necessary for joint use of the facilities by the railroads and the authority.

The authority may incur a net expenditure for the purposes of this section of a sum not exceeding sixteen million dollars. No construction work shall be done under this section until a preliminary plan therefor, together with estimates of cost indicating that the project can be completed at a net cost to the authority of a sum not exceeding sixteen million dollars shall have been approved by the department of public utilities. Such estimate of net cost shall be made by crediting against the entire cost funds to be obtained by the authority from any federal agency or other public or private agency by way of grant or contribution to the cost. Any plan so approved under this section may be altered at any time, after a public hearing, by a new plan approved in like manner.

SECTION 2. Section 4 of said chapter 649 is hereby amended by adding at the end the following paragraph: —

For the purposes of this act the authority may apply for, receive and accept from any federal agency, or other public or private agency, grants or contributions for or in aid of any project under this act.

SECTION 3. Section 22 of chapter 544 of the acts of 1947 is hereby amended by inserting after the fourth paragraph, inserted by section 1 of chapter 365 of the acts of 1957, the following paragraph: —

For the purpose of obtaining funds to acquire additional rapid transit cars for operation over the rapid transit line authorized to be constructed by section three E of chapter six hundred and forty-nine of the acts of nineteen hundred and forty-nine for the purpose of obtaining funds to make alterations and additions to existing rapid transit cars to be operated over said rapid transit line or of restoring to its treasury funds expended for such purposes, the authority, from time to time, subject to the approval of the department of public utilities, may issue bonds or notes to the district under and in accordance with the provisions of the first two paragraphs of this section and to a total principal amount not exceeding five million dollars. The trustees of the district, at the request of the trustees of the authority, shall purchase such bonds or notes of the authority and procure the funds necessary for such purchases all under and in accordance with the provisions of the first two paragraphs of this section. The bonds or notes authorized by this paragraph are not to be included in the limitation on the amount of bonds or notes which may be issued under the first paragraph of this section.

SECTION 4. This act shall take effect upon its passage.

Approved August 12, 1963.

Chap. 634. AN ACT AUTHORIZING THE METROPOLITAN TRANSIT AUTHORITY TO PREPARE PRELIMINARY ENGINEERING PLANS AND ESTIMATES OF COST RELATIVE TO THE EXTENSION OF ITS RAPID TRANSIT FACILITIES IN THE CITY OF REVERE.

Be it enacted, etc., as follows:

SECTION 1. The Metropolitan Transit Authority, hereinafter referred to as the authority, is hereby authorized to make preliminary engineering plans and estimates of cost, including economic feasibility studies, for an extension of its rapid transit facilities in the city of Revere, connecting with the present rapid transit line in the vicinity of Wonderland Station, and extending across Revere street and thence