



County Technical Assistance Service
INSTITUTE *for* PUBLIC SERVICE

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Chapter IX - Highways and Roads

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Please feel free to contact us if you have questions or comments regarding this information or any other CTAS website material.

Sincerely,

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Chapter IX - Highways and Roads

Road Law

Private Acts of 1941 Chapter 153

SECTION 1. That all counties of this State having a population of not less than 8,358 and not more than 8,368 under the Federal Census of 1940, or any subsequent Federal Census, shall elect at the next general election in August, 1942, a Road Supervisor, who shall hold his office for a term of two years or until his successor is elected and qualified, provided that no member of the County Court shall be eligible to the office of Road Supervisor. That for the purpose of carrying out the provisions of this Act, Bob Evans is hereby designated to serve as Road Supervisor until the regular election in August, 1942, with the same salary and authority given the Road Supervisor to then be elected.

The said Road Supervisor shall take his oath of office in September following the election as other county officers, and before he assumes the duties and obligations of his office he shall be required to make an indemnity bond, to be paid out of said gas tax, in the amount of Twenty-Five Thousand Dollars (\$25,000) with some solvent bonding company authorized to do business in Tennessee, payable to the County, that he will faithfully and honestly comply with the requirements of his office. The Road Supervisor may be removed from office by a majority vote of the Quarterly County Court at any of their regular quarterly sessions upon conviction, after trial, that he has been guilty of any illegal acts in office, but he shall first be furnished with a copy of the charges against him at least five days before date of trial. In case of vacancy in the office of the Road Supervisor, and occurring while the Quarterly County Court is not in session, the same shall be filled by appointment made by the Judge or Chairman of the County Court, to hold until the next meeting of the Quarterly County Court, when the vacancy will be filled by the Court until the next regular August election. The Road Supervisor shall be a resident of the County, a freeholder, and must have had previous experience as a road builder and known to be a well-qualified man with the ability to deal with the public and to handle efficiently and ably the workers under his supervision. The said Road Supervisor shall devote his entire time to the duties of his office, which may be increased or diminished from time to time. In the event the County needs his services in connection with other road construction or in securing rights-of-way for other roads or highways, not directly under his supervision, he must make himself available. The said Road Supervisor, when elected under this Act, shall receive Five Hundred Dollars (\$500.00) a month for his services and in addition thereto he shall be allowed a county-owned automobile or pickup truck to make his trips over the County roads. Said upkeep and gas used in this county-owned truck or automobile shall be paid out of the County road fund, as well as all salaries incidental to the various road operations shall be paid from said road fund. Said road fund is created by the gas tax received from the state, and should at any time this gas tax be withheld for any cause from the County, then all expenses of road building, including salaries, shall terminate and payments cease. The bookkeeper hereinafter named shall draw his pay from the road or gas fund the same as other payments are made.

As amended by: Private Acts of 1947, Chapter 614
 Private Acts of 1953, Chapter 131
 Private Acts of 1969, Chapter 127

SEC. 2. That a road supervisor of said County shall appoint for a term of one year a road overseer for each Civil District of the County, who may or may not be subject to road duties hereinafter provided; provided, that when such overseer is subject to the road duties hereinafter provided, he shall be exempt from actual labor during his term of office. Such overseer shall serve as many days in his official capacity as are fixed to road hands by the County Court without compensation except as hereinafter provided, and for each additional day's service in warning hands and in superintending the roads, he shall receive as compensation \$2.50 per day, not to exceed 10 days in any one year. He shall have charge and care of the tools, materials, etc., belonging to his section of roads, shall keep an account and take care of same, and shall turn the same to his successor in office when appointed. It shall be a misdemeanor for any such overseer, having received notice in writing of his appointment, to fail or refuse to serve as such overseer, to fully and faithfully perform his duties as such overseer, and to keep at all times his section of roads in a reasonably good state of repair throughout his entire term of office. He is especially required to see that all ditches are kept open and that no mudholes, ruts or washouts are allowed to remain in any of his roads longer than five days at any one time, and also to see that all ditches and culverts are kept open; and the Grand Juries of the respective counties of this State within the provisions of this Act shall have inquisitorial power to investigate the conduct of an overseer appointed under this Act, especially as to the condition and state of repair of the roads of his district, and any fine or fines collected under the provisions of this Act shall be paid to the County Trustee and credited to the road funds of said County. All overseers shall

file an itemized statement with the Road Supervisor at the end of each month showing what roads he has repaired, the conditions of his roads, giving a list of all parties subject to road duty who have been warned and have failed to work out their time on the road, and to furnish stub to receipt for each party who has worked the road taxes assessed against him for that year.

SEC. 3. That all male residents of the counties of this State within the provisions of this Act, living outside of any incorporated town, over the age of 21 years and under the age of 45 years, except those who shall be exempt by the County Court for physical or mental disabilities, which disabilities shall wholly incapacitate said party from performing manual labor, shall be subject to road labor upon the respective sections of the public roads as have been established by the Road Supervisor, or nearest to which such person resides, and to which they have been assigned by the Road Supervisor. The Road Overseer shall give three days' warning, either in person or written notice, left at the residence or usual stopping place of such person subject to road duty, of the time and place work will begin upon his section of the road, to all parties subject to road duties assigned to that section, and in case any hands so warned shall willfully fail or refuse to faithfully and honestly comply with the directions of the overseer to perform as many days' labor on that section of road to which he has been assigned, as are fixed upon him by the County Court, he shall be deemed guilty of a misdemeanor.

It shall be the duty of the overseer to report to the Road Supervisor all persons so refusing to work out the number of days fixed upon him or them, by the County Court, and it shall be the duty of the Road Supervisor to swear out warrants against all such delinquents before some justice of the peace and for the overseer and other essential witnesses summoned to give evidence against such delinquent; provided, that any road hand upon which a number of days' work has been fixed by the County Court under the provisions of this Act may commute same and be discharged therefrom by paying to the Trustee of the County, on or before the day appointed for road work upon the section of the road to which he has been assigned \$1.00 for every day's work to which he is subject, and all moneys so received from such person shall be expended upon the road section to which such person has been assigned. The overseer shall be present and superintend all work done upon his section of road, and he shall not require more than four days in any one week for work on any one section of road, nor shall any overseer receive pay for more than one warning or notice to hands for anyone working. Provided, further, that notice be given to hands at the close of the day's work to work upon any subsequent day within the next thirty days, fixed designated by said overseer, shall be legal and sufficient.

SEC. 4. That at the July term, 1941, and at any subsequent July term thereafter, that the Quarterly Court in their discretion shall fix within the provisions of this Act the number of days of labor to be performed by road hands subject to road duties hereinafter provided, but shall not be more than six days of eight hours each in any one year.

SEC. 5. That the overseers hereinbefore provided for shall have charge of all roads in their respective district other than State or Federal roads, but their respective authority over roads in their district shall be secondary to the authority of the County Road Supervisor and amenable to him at all times.

SEC. 6. That the Road Supervisor shall have general supervision of all common and graded and macadamized roads in the County, other than the State and Federal highways. He shall have control of the funds derived from taxation or otherwise for the construction and maintenance of all roads in the County under the limitations hereinafter provided for. It shall be the duty of the Road Supervisor to purchase all machines, tools, supplies, etc., under the rules of public advertising for sealed bids for each month's supplies upon estimates or requisitions. All bids to be opened on a fixed date in the office of the County Judge or Chairman in the presence of the County Judge or Chairman, the Clerk of the County Court and the road supervisor, and the contract for purchase awarded to the lowest and best bidder. An emergency fund of \$500.00 is hereby set up each month and the same to be used by the road supervisor in the purchasing of materials, machinery and other articles necessary for the carrying on of his duties as such road supervisor, and any of this money expended by him during the month shall be accounted for at the end of the month in full. Any of said fund not expended at the end of the month shall revert to the general road fund of the County. It shall be the duty of the road supervisor to take receipts showing the full amounts paid for such purchases for any company, firm, individual or from any source that said purchases shall be made and to file said receipts along with his reports to be made monthly, with the clerk of the County Court, which shall become a part of the road records and which shall be kept as a public record. The road supervisor shall not incur any debt beyond the sum set apart for roads for each current year, and at the expiration of his term of office any and all debts so incurred shall become an obligation against himself and his bondsmen and shall be collected by the County as other debts, and when paid, shall be returned to the county road fund.

He shall keep or cause to be kept a record of all his actions, preserve all papers, accounts, petitions and reports which may come into his hands and which shall become public records, subject to inspection to anyone who may desire to see them. He shall before giving order for payment carefully audit the

accounts of overseers and other persons employed by him. He shall keep a complete and full record of all claims which he orders paid and shall draw an order on the county judge or chairman for same which shall state in detail for what purpose this order is to be paid, and it shall be the duty of the county judge or chairman to audit the account or ordered paid and to issue warrant to the trustee for payment which shall constitute a charge against the county road fund. The road supervisor shall make or cause to be made a complete detailed report to each Quarterly County Court term, same to be made out in duplicate, one to be retained in the office of the road supervisor and the other to be filed with the County Court Clerk for public view. At the first session each year of the Quarterly County Court a complete inventory of all the county's road machinery, tools and all other property shall be shown in said report, showing in what repair same is at the beginning of each year as well as to show in said report the conditions of each district roads and bridges.

SEC. 7. That said road supervisor shall have the authority and it shall become his duty to lay out all roads in the county and classify them into first-class, second-class, third-class and fourth-class roads. First-class roads shall not be less than 24 feet in width, second-class not less than 18 feet wide, third-class not less than 14 feet wide, and fourth-class not less than 9 feet wide. Said road supervisor can make any changes in the county roads as the public needs may require by cutting down grades, ditching, cutting off rights-of-way, opening or closing by mutual consent with interested parties to adjacent properties by written agreements. Except as provided herein, no public funds shall be spent on private roads, without first laying them off and designating them as public roads, to be included within the above classes to be kept open to the public. Any other method for opening roads shall be within the provisions of the general law of condemnation procedure. It is further provided that the road supervisor shall have control of the building, repairing and maintaining of all bridges and culverts within the county road system, and shall buy only first-class material for the use in the construction and repairing of said bridges.

The County Judge and Road Supervisor jointly are authorized, upon the appropriation of funds to the road fund of the county for that purpose, to direct that personnel, equipment or materials of the County Highway Department may be used to spread rock or gravel upon such driveways or private roads entering onto a public road as the County Judge and Road Supervisor may designate and to direct that personnel and/or equipment of the County Highway Department may be used to excavate graves at such sites as the County Judge and Road Supervisor may designate, all under such terms and conditions as such officials may provide.

As amended by: Private Acts of 1976, Chapter 200

SEC. 8. That the road supervisor shall have full power to hire and to fire men employed to do road work and that all overseers shall be directly responsible to said road supervisor in the performance of their respective duties as overseers or foremen. He shall fix their wages, which shall be in accordance with the prevailing wage scale for like work in the community where their work is performed, he shall have the authority and it shall be his duty to get the best qualified men to use with the operation of the county's machinery.

SEC. 9. That the road supervisor shall have authority to appoint a bookkeeper, prescribe his duties and fix his compensation and said bookkeeper shall serve at the pleasure of said road supervisor. Said bookkeeper is to keep all the records of the County Highway Department and is to work in the office of the road supervisor. No member of the County Court shall be eligible for the office of bookkeeper for said County Highway Department. Said compensation of said bookkeeper when fixed shall be paid from the county's gas tax road fund, and chargeable thereto. Before said bookkeeper assumes the duties and obligations of his office he shall be required to make an indemnity bond in the amount of \$1,000.00 with good and sufficient security approved by said supervisor, payable to the county, that he will faithfully and honestly comply with the requirements of his said office.

SEC. 10. That this Act shall be liberally construed and interpreted, and its provisions are hereby declared to be severable. If any of its sections, provisions, exceptions, sentences, clauses, phrases or parts be held unconstitutional or void, the remainder shall continue in full force and effect, it being the legislative intent now hereby declared that this Act would have been adopted even if such unconstitutional or void matter had not been included therein.

SEC. 11. That all laws and parts of laws in conflict with this Act be and the same are hereby repealed, and this Act shall take effect from and after its passage, the public welfare requiring it.

Passed: February 5, 1941.

Highways and Roads - Historical Notes

Highways and Roads - Historical Notes

The following is a listing of acts which once had some effect upon the county road system in Bledsoe

County, but which are no longer operative. Also referenced below are acts which repeal prior law without providing new substantive provisions.

1. Acts of 1812, Chapter 84, authorized the county court of Bledsoe County to appoint at their next meeting a jury of 12 freeholders for the purpose of laying off one acre of land which would be divided by the turnpike road in the county at the foot of Spencer's Hill on which would be erected a toll gate and a house for the toll gate keeper. Five, or more, of the jurors could lay off and place a value on the acre, make a plot of the same, and file all of this with the county court. This would not be done as long as the states agent and property owner were in agreement. The gate keeper would be paid \$150 per year, and the solicitor-general shall defend any suit filed relating to the above.
2. Acts of 1817, Chapter 142, was the authority for Samuel Perry to open a turnpike starting at the foot of Walden's Ridge in Rhea County, at some point near Jacobs Wassam's and Richland Creek and running on the most direct course to Pikeville. Isaac Stephens and Reuben Brown, of Bledsoe County, and Alexander Ferguson, of Rhea County, were appointed as commissioners to examine and inspect the road as it was being built.
3. Private Acts of 1820, Chapter 83, made it the duty of the proprietors of the road across the mountain running from Pikeville to McMinnville to work that road beginning at the foot of the mountain between Pikeville and Phillip Hoodenpyle, Senior, and from there along the mountain side to where it forms a junction with the old mountain road. James and Luke Standifer were allowed to continue the work on the road in Marion County. Abraham Thomas, of Bledsoe County, was appointed a commissioner to succeed Isaac Stephens.
4. Private Acts of 1821, Chapter 6, required the county courts of all the counties to index and classify the roads in their respective counties. Three classes of roads were defined according to width and surfacing material. Penalties were set up for those who obstructed roads in any way and for failing to abide by the terms of this act. This act was the first step towards modernizing the state road system and served as a model for others following.
5. Private Acts of 1823, Chapter 124, established the road leading from Benjamin Hills to John Rains across Cumberland Mountain as a road of the second class. The county courts of Warren and Bledsoe counties shall appoint overseers for the road and allot the overseers a sufficient number of road hands to keep the road in good condition. Any person who damaged or obstructed the road was subject to a stiff fine.
6. Private Acts of 1823, Chapter 170, stated that John Simpson and Isaac Brown of White County and Scott Terry and Robert Montgomery of Bledsoe County were authorized to cut out a road on the nearest and the best way from the foot of the mountain at Isaac Brown's in White County towards Pikeville so as to intersect Raney's and Hoodenpiles Road at or near John Hall's. The above named people must report to the county court of each county and citizens of either county may use the road on a one-horse basis without having to pay any toll.
7. Private Acts of 1823, Chapter 290, appointed Charles Sherrell, Charles Wilson, and Aquilla Nall, as commissioners to view, work, and lay off the road from the foot of Walden's Ridge near Widow Wilson's property, running a direct course across the ridge to White's Creek in Roane County. They were to examine and inspect the road when completed and see that the tolls specified in the act were the ones being charged on the road.
8. Public Acts of 1825, Chapter 215, repealed the section of the act authorizing Scott Terry and Robert Montgomery to build a turnpike road, above, which exempted the citizens of Bledsoe and White counties from paying toll fees.
9. Private Acts of 1826, Chapter 19, authorized Reuben Ross to open and keep in repair a turnpike road commencing at or near Grassy Cove on Gordon's Turnpike in Bledsoe County and running thence southward to the foot of the mountain at Lost Creek near Henry Avery's property in White County. William Denny and Isaac Taylor were appointed commissioners to inspect the road.
10. Private Acts of 1827, Chapter 198, Section 7, named Jonathan Whiteside as a Commissioner to inspect the Simpson, Brown, Terry, and Montgomery Turnpike every three months to see that the same is repaired if it needs it. He would receive the same compensation as the other commissioners. The citizens of White and Bledsoe counties were exempted from paying the toll charges. Section 11, of the same act, appointed Samuel Cathey, Senior, of Bledsoe County, and Spilesby Dyer, of Rhea County, as commissioners for Hugh Beaty's Turnpike Road.
11. Private Acts of 1829-30, Chapter 40, appointed William Gillingwater, of Rhea County, as an additional commissioner for the turnpike road running from the foot of Walden's Ridge to Bledsoe County, commonly called Beatties Turnpike.

12. Private Acts of 1829-30, Chapter 53, released and discharged the owners and proprietors of the turnpike road running from Bledsoe to Rhea County, know as Beatties Turnpike, from the payment of any tax for keeping a turnpike gate on said road, any law to the contrary notwithstanding.
13. Private Acts of 1829-30, Chapter 209, authorized for Joseph B. Woodward, Samuel Cathey, Thomas J. Hazlerig, and Orville Potts to open a turnpike road, starting near Aquilla Johnson's place, running near Cathey's Mill across Walden's Ridge to Washington in Rhea County, which would be eighteen feet wide if the ground permitted. John Ayers and Henry Collins of Bledsoe County were named commissioners to examine and inspect the road and report its condition to the county court. The road must be kept in good repair or no tolls were to be charged.
14. Private Acts of 1829-30, Chapter 263, declared the Sequatchie River from its junction with the Tennessee River as high as old Madison in Bledsoe County to be a navigable stream free and open to all transport, boats, rafts, or other water craft without obstruction or interruption. All violators could be fined up to \$50.00 and no person was allowed to fell timber so that the same would fall into the stream.
15. Private Acts of 1831, Chapter 90, appointed John Gillentine as a commissioner upon the turnpike road leading from the foot of the Cumberland Mountain near Crows in White County to the foot of the same mountain at Pikeville, and he has the power to open the gate when he finds the road out of repair. He was to be paid \$1.50 per day for all the time he necessarily spends upon the road. The operator of the road will also pay \$25 for each time he fails to keep the road in good condition plus having the gate opened.
16. Private Acts of 1833, Chapter 192, Section 9, authorized William Hixon to open a turnpike road in Bledsoe County.
17. Acts of 1837-38, Chapter 191, Section 5, appropriated \$5,000 towards the improvement of the Sequatchie River out of the \$100,000 to be spent on river improvements in East Tennessee. \$2,000 was allotted to Bledsoe County to improve the Sequatchie which would be spent under the supervision of Adam Lamb, John Bridgeman, and James L. Schoolfield.
18. Acts of 1845-46, Chapter 11, incorporated Daniel Clark, Mark Lowery, Madison Fiske, and Barlowe Fiske, proprietors of the road leading from Sparta, in White County, to Crab Orchard, in Bledsoe County, as "Sparta and Crab Orchard Turnpike Company," and granted them an additional two years in which to complete the road.
19. Acts of 1845-46, Chapter 29, authorized for Scott Terry and Thomas Gardner to open a turnpike starting at a point on the road leading from Pikeville to McMinnville at or near John Fleming's in Van Buren County which would follow the most practical route towards Kingston so as to intersect the Sparta-Kingston Road, near Charles Lowry's. Peter Hoodenpyle, of Bledsoe County, and David Walling of Van Buren County were appointed commissioners to examine as progress was being made.
20. Acts of 1845-46, Chapter 36, authorized for William Walker, of Bledsoe County, to keep open turnpike road leading from George Reels, in Bledsoe County, to the foot of Walden's Ridge, in Hamilton County, and he would have all the rights and privileges as were granted to others in similar circumstances for the next twenty years.
21. Acts of 1847-48, Chapter 83, authorized William Hickson, of Bledsoe County, to open a road beginning at Edley Harrison's road near Hedgecocks, running, with the old Madison Road, so as to cross Savage's Road at or near the old Cagle place, and thence on the best route to intersect the road in the Sequatchie Valley. This road must meet all the specifications established for Hill's Turnpike. When completed, a toll gate may be opened on top of the Cumberland Mountain. Thomas A. Pope and Robert Owens were named as commissioners to inspect this road. Section 4 of this Act provided that the charter to Hale's Turnpike Road is extended to John Mitchell and his heirs and assigns. W.B. Cummings and Peter Hoodenpyle were appointed commissioners to look after the latter road.
22. Acts of 1847-48, Chapter 107, authorized Isaac Whittenburg, of Bledsoe County, and Daniel Walling, of Van Buren County, to open a turnpike road beginning at a point on the southeast side of Cane Creek at or near Burden Wheeler's in Van Buren County, crossing the Cumberland Mountain so as to intersect Thomas Gardner's turnpike at the top of the mountain in Bledsoe County. This road will be 18 feet wide where the ground permits and 12 feet wide where it doesn't. All rights granted hereunder, or otherwise, will be forfeited if the road gets into a state of disrepair. John B. Hill, of Van Buren County, and William S. Dalton, of Bledsoe County, are named as commissioners to examine and inspect the road, who will be sworn to their duties, and who will report to their respective county courts. A schedule of tolls to be charged was set up in the act.

- The road must not be damaged, or obstructed. There would be fines imposed if it were, and if not remedied in three years, all rights would be forfeited.
23. Public Acts of 1901, Chapter 136, set up a road law for all counties under 70,000 in population, according to the 1900 Federal Census. The county court would elect one road commissioner from each road district, which were co-extensive with each civil district, who would be in charge of all public roads, bridges, and overseers. The commissioners would be sworn and bonded and serve for two years. Commissioners would name the overseers for the roads in their districts and be paid \$1.00 for each day's work not to exceed ten days in any one year. The courts would set the day for road hands to work between five and eight days, and could levy a special tax of 2 cents per \$100.00 for each day's work required. The judge, or chairman, would present quarterly status reports to the court. All males between 21 and 45 years of age, outside of cities, were required to work on the roads as the county court directed, or pay 75 cents for each day not worked as a commutation fee. Roads were to be indexed, classified and built according to the specifications in the act. Petitions to open, close, or change, roads could be addressed to the commission which would handle and dispose of them as the act stipulated. Work could be let on contract if the conditions specified in the act were met. This act was the subject of litigation in the case of Carroll v. Griffith, 117 Tenn. 500, 97 S.W. 66 (1906).
 24. Acts of 1905, Chapter 478, amended Acts of 1901, Chapter 136, in several minor particulars and primarily in the method of handling petitions to open, close, or change roads, especially when the exercise of the right of eminent domain was involved.
 25. Private Acts of 1929, Chapter 595, had a general repealing clause but apparently constituted the first private road law for Bledsoe County. The act created a three member board of county highway commissioners who would be elected by the people at the general August election every two years. T.A. Pope, Eugene Patton, and Walter Coulter were named to serve on the board until the August, 1930, election. After being sworn they would meet and elect a chairman, a secretary, and an associate member. Bond for the chairman was \$2,000, and \$1,000 for the others. Compensation was set at \$200.00 per year for the chairman, \$150.00 per year for the secretary, and \$100.00 per year for the associate member, but the county court could supplement this amount. The duties of all three members were enumerated in the bill, but generally they would have supervision over all public roads except state roads. They could employ a road superintendent at \$5.00 per day or less, who would be in immediate charge of the department, who would have an office at the county seat, and inspect all the county roads. The board was to lay off and classify all the roads, and would appoint three citizens to assess damages when necessary, which would be paid out of the common road fund. They would purchase supplies and equipment and the superintendent would keep records of the use. They would appoint overseers, or foreman, for each section of road. All road hands must work, or pay a fine before a justice of the peace, being committed to jail upon failure to pay. All males between 21 and 45 years of age would work no less than 3 nor more than 6 days on the road as the county court ordered, or pay 75 cents per day. The court could levy a special road tax but could not exceed 25 cents per \$100.00 property valuation.
 26. Private Acts of 1933, Chapter 331, authorized the quarterly county court in Bledsoe County to set apart one-half of the funds received from the 2 cent gasoline tax, known as state aid funds for county highways, to be used in the retirement of road bonds issued by the county. The trustee would set up a separate account to be used to retire the said road bonds and for no other purpose, the other half to go to the road commissioner for use on the public roads of the county.
 27. Private Acts of 1939, Chapter 112, amended Private Acts of 1929, Chapter 595, in Section 1 by increasing the number of highway commissioners from three to five and changing their elections to the county court instead of by popular vote, the next election to be at the July Session; Section 2 was amended to provide for the additional two members and to set a quorum of three instead of two members. This act named R. L. Brown and Sam Patton as the two new commissioners to serve until the county court appointed two in July, the three original members continuing to serve out their terms.
 28. Private Acts of 1947, Chapter 614, amended Private Acts of 1941, Chapter 153, the current road law of Bledsoe County, in the latter part of the second paragraph in Section 1 so as to increase the salary of the road supervisor from \$150 to \$200 per month. This act was repealed by Private Acts of 1969, Chapter 127.
 29. Private Acts of 1947, Chapter 854, amended Section 1, Private Acts of 1941, Chapter 153, by providing that the road supervisor would thereafter be elected by the county court for a four year term, beginning in July, 1948 instead of having a two year term as the original act provided. This act was to become effective September 1, 1948, except for that portion establishing a July

- election for the road supervisor. This act was repealed by Private Acts of 1951, Chapter 627.
30. Private Acts of 1951, Chapter 627, repealed Private Acts of 1947, Chapter 854, in its entirety, stating that it is the intention and purpose of this act to restore the election of the road supervisor in Bledsoe County to the qualified voters in the general county elections which will begin again in August, 1952.
 31. Private Acts of 1953, Chapter 131, amended Private Acts of 1947, Chapter 614, by increasing the monthly salary of the road supervisor from \$200 to \$300. This act was repealed by Private Acts of 1969, Chapter 127.
 32. Private Acts of 1955, Chapter 332, would have amended Private Acts of 1941, Chapter 153, by extending the term of the road supervisor from two years to four years but this act was rejected by the quarterly county court of Bledsoe County and consequently never became an effective law.
 33. Private Acts of 1967-68, Chapter 114, would also have amended Private Acts of 1941, Chapter 153, by extending the term of the road supervisor from two to four years, by increasing the bond from \$10,000 to \$25,000, and by increasing the monthly salary to \$500 per month but this act was likewise rejected by the quarterly court and never became an effective law.
 34. Private Acts of 1967-68, Chapter 271, would have amended to Private Acts of 1941, Chapter 153, by changing Section 9 to the extent of allowing the road supervisor to appoint a bookkeeper to serve at his pleasure and direction at a salary of \$400.00 per month to be paid out of county road funds. This act was rejected by the quarterly court and was rendered null and void.
 35. Private Acts of 1969, Chapter 169, would have amended Private Acts of 1941, Chapter 153, Section 9, by permitting the road supervisor to appoint a bookkeeper who would serve at the pleasure of the road supervisor at a salary of \$300 per month, payable out of the county road funds. This act was also disapproved by the quarterly court and never became an effective law.
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