

Indiana, sixty feet south of the southeast corner of lot numbered eight, in block numbered twenty-one, in Israel T. Canby's addition to the town (now city) of Crawfordsville, Indiana, thence south three hundred and eighty-five feet, thence west one hundred and seventy-seven feet, thence north three hundred and eighty-five feet, thence east one hundred and seventy-seven feet to place of beginning.

Approved, March 2, 1893.

**CHAP. 196.**—An act to promote the safety of employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes and their locomotives with driving-wheel brakes, and for other purposes.

March 2, 1893.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That from and after the first day of January, eighteen hundred and ninety-eight, it shall be unlawful for any common carrier engaged in interstate commerce by railroad to use on its line any locomotive engine in moving interstate traffic not equipped with a power driving-wheel brake and appliances for operating the train-brake system, or to run any train in such traffic after said date that has not a sufficient number of cars in it so equipped with power or train brakes that the engineer on the locomotive drawing such train can control its speed without requiring brakemen to use the common hand brake for that purpose.

Driving-wheel brakes required on locomotives in interstate commerce.

Train-brake system.

**SEC. 2.** That on and after the first day of January, eighteen hundred and ninety-eight, it shall be unlawful for any such common carrier to haul or permit to be hauled or used on its line any car used in moving interstate traffic not equipped with couplers coupling automatically by impact, and which can be uncoupled without the necessity of men going between the ends of the cars.

Automatic couplers required on all cars.

**SEC. 3.** That when any person, firm, company, or corporation engaged in interstate commerce by railroad shall have equipped a sufficient number of its cars so as to comply with the provisions of section one of this act, it may lawfully refuse to receive from connecting lines of road or shippers any cars not equipped sufficiently, in accordance with the first section of this act, with such power or train brakes as will work and readily interchange with the brakes in use on its own cars, as required by this act.

Complying companies, etc., may refuse insufficiently equipped cars from connecting lines, etc.

**SEC. 4.** That from and after the first day of July, eighteen hundred and ninety-five, until otherwise ordered by the Interstate Commerce Commission, it shall be unlawful for any railroad company to use any car in interstate commerce that is not provided with secure grab irons or handholds in the ends and sides of each car for greater security to men in coupling and uncoupling cars.

Grab irons, etc.

**SEC. 5.** That within ninety days from the passage of this act the American Railway Association is authorized hereby to designate to the Interstate Commerce Commission the standard height of drawbars for freight cars, measured perpendicular from the level of the tops of the rails to the centers of the drawbars, for each of the several gauges of railroads in use in the United States, and shall fix a maximum variation from such standard height to be allowed between the drawbars of empty and loaded cars. Upon their determination being certified to the Interstate Commerce Commission, said Commission shall at once give notice of the standard fixed upon to all common carriers, owners, or lessees engaged in interstate commerce in the United States by such means as the Commission may deem proper. But should said association fail to determine a standard as above provided, it shall be the duty of the Interstate Commerce Commission to do so, before July first, eighteen hundred and ninety-four, and immediately to give notice thereof as aforesaid. And after July first, eighteen hundred and ninety-five, no cars, either loaded or unloaded, shall be used in interstate traffic which do not comply with the standard above provided for.

American Railway Association to determine standard height of drawbars for freight cars.

Maximum variation.

Certificate.

Notice of standard.

Interstate Commerce Commission to fix standard on failure of Association.

Operative date.

Noncomplying cars excluded from traffic.

Penalty for violation.

District Attorney to bring suit in United States courts.

Interstate Commerce Commission to lodge information.

Proviso. Exception.

Extension of time for compliance.

Employees injured by noncomplying cars, etc., do not assume the risk.

**SEC. 6.** That any such common carrier using any locomotive engine, running any train, or hauling or permitting to be hauled or used on its line any car in violation of any of the provisions of this act, shall be liable to a penalty of one hundred dollars for each and every such violation, to be recovered in a suit or suits to be brought by the United States district attorney in the district court of the United States having jurisdiction in the locality where such violation shall have been committed, and it shall be the duty of such district attorney to bring such suits upon duly verified information being lodged with him of such violation having occurred. And it shall also be the duty of the Interstate Commerce Commission to lodge with the proper district attorneys information of any such violations as may come to its knowledge: *Provided*, That nothing in this act contained shall apply to trains composed of four-wheel cars or to locomotives used in hauling such trains.

**SEC. 7.** That the Interstate Commerce Commission may from time to time upon full hearing and for good cause extend the period within which any common carrier shall comply with the provisions of this act.

**SEC. 8.** That any employee of any such common carrier who may be injured by any locomotive, car, or train in use contrary to the provision of this act shall not be deemed thereby to have assumed the risk thereby occasioned, although continuing in the employment of such carrier after the unlawful use of such locomotive, car, or train had been brought to his knowledge.

Approved, March 2, 1893.

March 2, 1893.

**CHAP. 197.**—An act to provide a permanent system of highways in that part of the District of Columbia lying outside of cities.

District of Columbia. Permanent system of highways in, outside of cities.

Conforming to street plan of Washington.

Width.

Preparation of plans in sections.

Adoption of existing suburban subdivisions.

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Provisos. Short asphalted streets not to be affected, etc.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Commissioners of the District of Columbia are hereby authorized and directed to prepare a plan for the extension of a permanent system of highways over all that portion of said District not included within the limits of the cities of Washington and Georgetown. Said system shall be made as nearly in conformity with the street plan of the city of Washington as the Commissioners may deem advisable and practicable. The highways provided in such plans shall not in any case be less than ninety feet nor more than one hundred and sixty feet wide, except in cases of existing highways, which may be established of any width not less than their existing width and not more than one hundred and sixty feet in width.

**SEC. 2.** That the said plans shall be prepared from time to time in sections, each of which shall cover such an area as the Commissioners may deem advisable to include therein, and it shall be the duty of the Commissioners in preparing such plan by sections, as far as may be practicable, to select first such areas as are covered by existing suburban subdivisions not in conformity with the general plan of the city of Washington. The Commissioners in making such plans shall adopt and conform to any then existing subdivisions which shall have been made in compliance with the provisions of the act of Congress approved August twenty-seventh, eighteen hundred and eighty-eight, entitled "An act to regulate the subdivision of land within the District of Columbia," or which shall, in the opinion of the Commissioners, conform to the general plan of the city of Washington: *Provided, however*, That no place or street extending no farther than from one principal street to another, which has been opened under the direction of the Commissioners, or in conformity with any subdivision approved by them prior to August twenty-seventh, eighteen hundred and eighty-eight, and recorded, and which is now paved with asphalt or other sheet pavement, shall be altered, affected, or interfered with by any plan adopted or anything done under or by virtue of this act. Whenever the plan of