

Extension of time for construction, etc.  
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Transfer and assignment prohibited.

Proviso.

Exception.

Right of way changed, etc.  
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Location.

Across Fort Custer military reservation, etc.

Branch line.

Consent, etc., of Secretary of War.

Requirements to be conformed to.

Big Horn Southern Railroad Company a right of way through a part of the Crow Indian Reservation, in Montana Territory," approved February twelfth, eighteen hundred and eighty-nine, within which said railroad company was required to construct its road through said reservation, be, and the same is hereby, extended for two years from December twentieth, eighteen hundred and ninety-two, so that said railroad company shall have until December twentieth, eighteen hundred and ninety-four, to construct its railway. And all the prohibitions and restrictions against transfer and assignment of said right of way which are contained in the act of February twelfth, eighteen hundred and eighty-nine, of which this act is amendatory, shall continue in force: *Provided*, That in order to facilitate the construction of said road, the said railroad company may transfer the said right of way, subject to the approval of the Secretary of the Interior, to another railroad company of the State of Montana.

SEC. 2. That the said right of way through the Crow Indian Reservation, described in said act of February twelfth, eighteen hundred and eighty-nine, is hereby amended, and is granted upon and along the following route: Beginning at some point on the Yellowstone River, in Yellowstone County, Montana; thence, by the most practicable route, across said reservation to the valley of the Big Horn River, thence up said valley and across the Fort Custer military reservation and up the valley of the Little Big Horn River and a tributary thereof, to and across the southern boundary of the said Crow Indian reservation, with a branch from said line above described, beginning in the Fort Custer military reservation, or at some point in the valley of the Little Big Horn River, and running thence in a southwesterly or westerly direction across said Crow Indian reservation to the boundary line of said reservation, said grant of a right of way through the military reservation to be subject to the consent and approval of the Secretary of War.

SEC. 3. That the said railroad company shall, in all particulars not inconsistent with this act, conform to the requirements of said act of February twelfth, eighteen hundred and eighty-nine, and the benefits and provisions of said act shall apply to the right of way herein granted.

Approved, March 1, 1893.

March 1, 1893.

CHAP. 193.—An act for the relief of Seaton Norman.

Seaton Norman.

President may nominate, assistant surgeon in Marine Hospital Service.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the laws regulating appointments in the Marine Hospital Service be, and they are hereby, suspended only for the purposes of this act; and the President is hereby authorized to nominate and, by and with the advice and consent of the Senate, appoint Seaton Norman an assistant surgeon in the Marine Hospital Service, that being the rank held by him on the first day of July, eighteen hundred and ninety, when he resigned his position under a misapprehension of his rights in the premises.

Approved, March 1, 1893.

March 2, 1893

CHAP. 195.—An act to remove a cloud from the title to certain real estate in the city of Crawfordsville, Indiana.

Crawfordsville, Ind.

Title of United States to certain real estate released.  
Description.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the United States hereby releases and quitclaims all its right, title, and interest, if any it has, to the following-described real estate in the city of Crawfordsville, in Montgomery County, State of Indiana, to wit: Part of the northwest quarter of section five, township eighteen north, range four west, beginning at a point on Water street, in the city of Crawfordsville,

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.