to the city of Buffalo, Wyoming, for lots seven and eight, section
three, township fifty north, range eighty-two west of the sixth prin-
cipal meridian, embraced within the abandoned Fort McKinney Military
Reservation, upon the payment by the authorities of said town of the
appraised price of said lots.

Approved, February 27, 1903.

CHAP. 856.—An Act To provide for a union railroad station in the District of
Columbia, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United
States of America in Congress assembled, That the Philadelphia, Balt-
timore and Washington Railroad Company, (a corporation duly cre-
ated by consolidation and merger of the Philadelphia, Wilmington
and Baltimore Railroad Company and the Baltimore and Potomac
Railroad Company, their respective capital stocks, railroads, prop-
erties and franchises) or the terminal company provided for in section
ten of the Act of Congress approved February twelfth, nineteen
hundred and one, entitled "An Act to provide for eliminating certain
crossings of railroads in the District of Columbia, to require
and authorize the construction of new terminals and tracks for the
Baltimore and Ohio Railroad Company in the city of Washington,
and for other purposes," be, and each of them is hereby, authorized
and required to locate, construct, maintain, and operate a double-track
railroad, commencing at a point on the railroad of said Philadelphia,
Baltimore and Washington Railroad Company at or near the crossing
of Second street southwest, at the elevation of said railroad provided
for in the said Act of Congress relating to the Baltimore and Potomac
Railroad Company approved February twelfth, nineteen hundred and
one; thence curving toward the north, crossing over Virginia avenue
with a clearance of fifteen feet above the present curb thereof, cross-
ing over First street southwest and Delaware avenue southwest, at a
point about forty feet north of the north house line of E street, with
a clearance of not less than sixteen feet; thence curving to the north-
ward, crossing over Canal street and South Capitol street with a clear-
ance of not less than fourteen feet above the curbs thereof; thence
passing under the intersection of D street with New Jersey avenue,
C street southeast, and B street southeast at the intersection with First
street; thence continuing under the west side of First street to near E
street northeast; thence curving to the eastward, crossing under the
proposed circle at Massachusetts avenue to a connection with the tracks
in the proposed terminal station to be built on the north side of Massa-
chusetts avenue hereinafter provided for; thence running from the said
north line of Massachusetts avenue on the terminal station structure
hereinafter mentioned northeastwardly to Delaware avenue; thence,
still on said terminal structure, and on the eastermost part of the
viaduct, hereinafter mentioned, to be located in Delaware avenue, to
the north side of M street northeast; thence northwardly still on Del-
aware avenue, crossing Florida avenue overhand, by means of a gird-
er bridge, or by masonry arches, to the north side of said avenue; thence
by a line, still northwardly, curving to the east, and crossing under
New York avenue, by the most practicable route, in a general north-
easterly direction, to a point on the north line of Montana avenue, as
projected, and shown on plan filed as required by this Act, from which
terminal point the Philadelphia, Baltimore and Washington Railroad
Company, its successors and assigns, shall be, and is hereby, authorized
to locate, construct, maintain, and operate a line of railroad, of two or
more tracks, by the most practicable route, to a point of connection with
its present railroad near Magruder Station, in the State of Maryland, and
to acquire, from time to time, such lands between Montana and Florida avenues, and east of the present Metropolitan Branch of the Baltimore and Ohio Railroad, as it may need for sidings, switches, yard tracks, with suitable structures and appliances, and other proper corporate purposes in connection therewith, and to use the same accordingly, subject to the approval of the Commissioners of the District of Columbia; and a right of way one hundred feet in width for said line of railroad as it shall be located through and upon lands belonging to the Reform School of the District of Columbia is hereby granted to and vested in said Philadelphia, Baltimore and Washington Railroad Company, its successors and assigns, on such terms as the Attorney-General shall prescribe: Provided, however, That the portion of said line of railroad lying south of Florida avenue within the limits of the city of Washington shall be used for passenger trains only, except in cases of temporary emergency, and then for a period not exceeding twenty-four hours, unless with the consent of the Commissioners of the District of Columbia.

JOINT CONSTRUCTION.

It is the intention of this Act that the portion of the line of railroad above authorized lying between the north line of Massachusetts avenue and the north line of Florida avenue, if constructed by said Philadelphia, Baltimore and Washington Railroad Company, shall be constructed jointly with the said terminal company, and, with the viaduct and elevated terminal carrying the same above or over the streets and avenues of the city, be continuous with the elevated terminal and viaduct of said terminal company; and in that case the cost of said joint works shall be borne by said railroad company and said terminal company in such proportions as they may agree on, or, in case of a disagreement, as may be determined by the supreme court of the District of Columbia in such manner as that court shall prescribe. If, however, the Philadelphia, Baltimore and Washington Railroad Company shall deem it expedient or advisable, and shall so elect, that the whole or any portion of the railroad hereby authorized south of the point hereinafter designated, on the north line of Montana avenue, should be constructed and owned by said terminal company, then and thereupon the said Philadelphia, Baltimore and Washington Railroad Company shall acquire, by purchase, from the said Baltimore and Ohio Railroad Company one-half of the whole then issued capital stock of the terminal company, and be entitled to subscribe for and acquire equally with said Baltimore and Ohio Railroad Company all thereafter issued stock of said terminal company; and, upon such election, said terminal company shall have as full power and authority to locate, construct, maintain, and operate said line of railroad as it is possessed of with reference to the other works, specified in this Act, to be constructed by it, or which it is authorized to construct under the said Act relating to the Baltimore and Ohio Railroad Company, approved February twelfth, nineteen hundred and one.

UNION STATION.

SEC. 2. That the main passenger station and terminals for the accommodation of the passenger traffic of both the Baltimore and Ohio Railroad Company and the Philadelphia, Baltimore and Washington Railroad Company, and the passenger traffic of such other companies as may be moved over the railroads of either of said two companies, as provided in section eleven, shall be constructed by said terminal company within the area described as follows, namely:

Beginning on the north side of Massachusetts avenue at a distance of three hundred feet northwest from the west side of Delaware avenue
measured at right angles thereto; thence by a line parallel with Dela-
ware avenue and three hundred feet therefrom northeastwardly to a
point in the south line of I street northeast; thence by a straight line
northeastwardly to a point in the intersection of the west line of Dela-
ware avenue with the south line of L street northeast; thence east-
wardly, along the south line of L street northeast, to a point in the
intersection with the west line of Second street northeast; thence south,
along the west line of Second street northeast, to a point about
eighty feet north of the north line of H street northeast; thence by a
line parallel with and distant three hundred feet measured at right
angles thereto eastwardly from the east line of Delaware avenue,
southwestwardly to a point in the north line of Massachusetts avenue;
thence by the said north line of Massachusetts avenue to the point of
beginning.

The terminal station contemplated by this Act shall cost not less than
four million dollars and shall be monumental in character, and the
plans thereof shall be subject to the approval of the Commissioners
of the District of Columbia.

And for the purposes of said passenger station and terminal said
terminal company is fully authorized and empowered to acquire, take,
and use all the lands and property lying within said area, or so much
thereof as it may deem necessary: Provided, That on the westerly
side of said railway station sufficient land for a street not less than
forty feet in width shall be dedicated to the District of Columbia by
the said railroad companies and said terminal company.

VIADUCT.

SEC. 3. That the viaduct leading northwardly from the passenger
station and terminal between the south side of L street and the north
side of M street may occupy so much of the bed of Delaware avenue
as lies west of a line drawn parallel with the east building line of said
avenue and forty feet westwardly therefrom: Provided, however, That
said terminal station and viaduct shall be so constructed as to permit
H, K, L, and M streets, and Florida avenue to be passed and con-
tinued under the same through openings or spaces of sufficient clear-
ance to permit the use of said streets and avenues in the form and
manner and of the dimensions shown and indicated on the plan and
profiles agreed upon between the Baltimore and Ohio Railroad Com-
pany, the terminal company, and the Philadelphia, Baltimore and
Washington Railroad Company and the Commissioners of the District
of Columbia, and filed in the office of the Engineer Commissioner; and
the said terminal company shall also grade and pave the said passage-
ways at the time of their construction to the satisfaction of the Com-
misioners of the District of Columbia; but thereafter the maintenance
of the pavements and roadways shall be provided for as in the case of
other public highways in the District of Columbia.

Said viaduct shall be of sufficient width to carry, in addition to the
tracks authorized by said Act relating to the Baltimore and Ohio Rail-
road Company, approved February twelfth, nineteen hundred and one,
such tracks as may be required to accommodate the traffic of the said
Philadelphia, Baltimore and Washington Railroad Company, and one
or more freight tracks for the Baltimore and Ohio Railroad Company;
to be located on the west side thereof.

YARDS AND SWITCHES FOR TERMINAL COMPANY.

Said terminal company is also expressly authorized and empowered,
subject to the approval of the Commissioners of the District of Colum-
ia, to acquire and become possessed of such lands in the District of
Columbia, outside the city limits, as may be from time to time needed
for the purpose, and thereon to construct, maintain, own, and operate yard tracks, switches, roundhouses, shops, and other structures to adequately accommodate the handling, shifting, housing, storing, cleaning, and repairing of the locomotives and cars of such companies as shall be entitled to use the said passenger station and terminal; and also to establish, maintain, and operate the necessary tracks connecting the same with the tracks on Delaware avenue: Provided. That said roundhouses and shops shall be located as designated on plans to be approved by the Commissioners of the District of Columbia, and filed in the office of the Engineer Commissioner.

BALTIMORE AND OHIO FREIGHT TRAFFIC.

SEC. 4. That in order to provide terminal facilities for the freight traffic of the Baltimore and Ohio Railroad Company in lieu of those which said company is now authorized to have within the area to be occupied by the passenger station and terminal, described in the Act relating to it, approved February twelfth, nineteen hundred and one, the said Baltimore and Ohio Railroad Company be, and it is hereby, authorized and empowered (in addition to the power and authority conferred upon it by the provisions of said Act relating to it, approved February twelfth, nineteen hundred and one) to locate, construct, maintain, and operate tracks, switches, sheds, warehouses, other structures, and facilities necessary or proper for a freight-delivery yard and terminal in Eckington, in, over, and upon the bed of Quincy street and Third street between New York avenue and R street, and in and upon the property bounded by New York avenue, Florida avenue, Eckington place, and R street, outside the limits of the city of Washington; and also within the city of Washington in, over, and upon the bed of Second street between M and N streets and in and upon squares seven hundred and eleven, seven hundred and twelve, and seven hundred and thirteen; and also to extend its tracks and switches north of V street on the east side of the main tracks of its Metropolitan Branch Railroad to Rhode Island avenue extended; and said company is hereby authorized to acquire, by purchase or condemnation, as provided in this Act, the lands and property necessary for the additional freight facilities above mentioned.

STREETS TO BE VACATED.

SEC. 5. That to accomplish the purposes of this Act the following-named streets, in addition to the streets vacated, abandoned, and closed by the provisions of said Act relating to the Baltimore and Ohio Railroad Company, approved February twelfth, nineteen hundred and one, are hereby vacated, abandoned, and closed, to wit: In Eckington, T street shall be closed between the west line of Seventh street and the right of way of the Metropolitan Branch of the Baltimore and Ohio Railway Company; Thomas street from the west line of Seventh street westward; Sexton street from Sixth street to Seventh street; S street from Sixth street to the Brentwood road; Brentwood road from the west side of Seventh street to the south side of S street; Third street from the south side of R street to Florida avenue; Quincy street shall be closed and abandoned: Provided. That no streets or avenues shall be closed or abandoned under the provisions of this Act or of the Acts relating to the Baltimore and Ohio Railroad Company and the Baltimore and Potomac Railroad Company, approved February twelfth, nineteen hundred and one, until all of the property abutting on the streets or avenues, or portions thereof, provided to be closed in said Acts, shall have been acquired by said railroad company or companies or the terminal company referred to herein, either by condemnation or purchase, as hereinafter provided. No streets or avenues, except
Ninth, Twelfth, and Fifteenth streets and New York avenue, shall be opened across the railroads constructed under authority of this Act between Florida and Montana avenues; and said Ninth, Twelfth, and Fifteenth streets, when and as opened, shall be carried above the railroads by suitable viaduct bridges, the cost whereof, with their approaches within the limits of the right of way, shall be paid by the terminal company, but shall be maintained as in the case of other public highways in the District of Columbia: Provided, That the Baltimore and Ohio Railroad Company shall make adequate and suitable provision for carrying T street over the railroad right of way to the west line of Seventh street east in a manner satisfactory to the Commissioners. And the terminal company shall construct the necessary tunnels or viaducts to permit New York avenue to be carried with its full width between parking lines over their rights of way as herein authorized; and shall fill said avenue to a like width to the grade approved for said avenue for the purposes of this Act across said right of way and westward to Florida avenue, and shall support the sides of said avenue with embankments or retaining walls wherever it abuts upon property belonging to said railroad, and nothing contained in the provisions heretofore made for the vacating of Third street and Brentwood road across said avenue shall operate to close said avenue in any way as a public thoroughfare at its full established width: And provided further, That the Baltimore and Ohio Railroad Company shall dedicate to the District of Columbia the necessary land to widen Eckington place on its east side to its full width in accordance with the recorded plans for street extensions, and the Philadelphia, Baltimore and Washington Railroad Company shall dedicate to the District of Columbia the necessary land to form a western exit from Ivy street to Canal street as shown on the plan filed by said company as required by this Act. Also, in the city of Washington the following-named streets are hereby vacated, abandoned, and closed, to wit: Ivy street between South Capitol street and a point two hundred and twenty feet east thereof; Second street northeast between N street and Delaware avenue, and, between the north side of M street and the south side of L street, so much of the bed of Delaware avenue as lies west of a line drawn parallel with the east building line of said avenue and forty feet westerly therefrom; also all parts of streets included within the area of the terminal herein described, except H and K streets, it being the intention of this Act that all streets, avenues, ways, and alleys within the area to be occupied and used for said terminal and terminal tracks shall be completely vacated, abandoned, and closed, and the use thereof and of any public reservation or street spaces of the United States within said area be granted to the company constructing such terminals for the purposes of the same, except that H and K streets shall be carried under said terminal and terminal tracks substantially in accordance with the plans agreed upon between the Baltimore and Ohio Railroad Company, the terminal company, and the Philadelphia, Baltimore and Washington Railroad Company and the Commissioners of the District of Columbia, and filed in the office of the Engineer Commissioner.

The Commissioners of the District of Columbia are hereby authorized and directed to cause all streets, avenues, ways, and alleys to be closed as provided in this Act, and in accordance with the intent thereof; and also to lay out a circle or plaza at the intersection of Massachusetts avenue and Delaware avenue, and to lay out and open streets leading to such circle, and to change the lines of certain other adjacent streets and of Ivy street, as shown on a plan filed in the office.
of the said Commissioner, and also to make such changes in the lines
and grades of any existing street, avenue, or way and in the recorded
plans of street extensions as may be reasonably required, deemed
necessary, or advisable in the construction of the works hereby
authorized. And authority is hereby given said Commissioners to
acquire by purchase, or to condemn in accordance with existing law,
the land necessary to carry out the proceedings authorized by this
Act, and to reconstruct, grade, and pave, by day labor or otherwise,
the streets, avenues, and ways changed in line or grade or newly
created hereunder.

And authority is hereby given the District Commissioners to sell or
equitably exchange any portion of existing public space abandoned by
reason of the adjustment of streets as an approach to the plaza or circle
at Massachusetts avenue: provided, That the provisions of section
three of the Act of February twelfth, nineteen hundred and one, in
relation to new terminals for the Baltimore and Ohio Railroad Company
which vacate, abandon, and close D and E streets between First street
and North Capitol street and Delaware avenue between C street and
the south line of Massachusetts avenue be, and the same are hereby,
repealed, and said streets are restored to the same status and owner-
ship in all respects as they were prior to the passage of said Act.

DAMAGES.

Payment of damages by the District.

All damages to adjacent property owners resulting from, incidental
to, or connected with changes in the grades of the streets or alleys
authorized by this Act shall be borne, paid for, and defrayed by the
District of Columbia, and shall be recoverable by action of law against
the said District on the part of the owners of the property so dam-
gaged. Fifty per centum of the amounts so recovered shall be refunded
to the said District by the United States: provided, That in determin-
ing the damages as herein provided the jury shall take into considera-
tion any benefits that may have accrued by reason of the elimination
of grade crossings or of the location of said station in proximity to the
property alleged to have been damaged.

TAXATION.

SEC. 6. That the property owned or occupied by the terminal com-
pany, or by the Philadelphia, Baltimore and Washington Railroad
Company, or by the Baltimore and Ohio Railroad Company under
authority of this Act, or otherwise, together with the improvements
that may be put thereon, shall be subject to taxation in the District
of Columbia in the same manner and to the same extent as other prop-
erty in the District, and all tracks and sidings shall be taxed as real
estate: provided, That no assessment, valuation, or tax shall be made,
laid, or levied on the stations, terminals, and lines of railroad located,
constructed, or maintained under the authority of this Act in excess
of that which would or could be lawfully made, laid, or levied if said
stations, terminals, and lines of railroad were located, constructed,
and maintained without the use of bridges, tunnels, viaducts, retaining
walls, or other structures necessary or properly employed to elevate
or to depress the same as required by this Act; it being the true intent
and meaning hereof that the lines of railroad and terminals hereby
authorized shall be assessed and valued for the purpose of taxation and
taxed on the same basis as if the same were not constructed and main-
tained by means of such bridges, tunnels, viaducts, retaining walls,
and other structures: provided, That such portions of the terminal
structures or viaducts as may be constructed and used for storage or like
commercial purpose shall be subject to taxation in the same manner as
other property in the District of Columbia.
PLANS.

SEC. 7. That before any portion of the work of construction within the District of Columbia herein described shall be begun, plans thereof in accordance with the provisions of this Act shall be prepared by the company undertaking such work, and shall be submitted for approval to the Commissioners of the District of Columbia; also in so far as public parks and reservations may be affected, for approval also of the Secretary of War; and also in so far as underground construction is involved, for approval also of the Superintendent of the Library of Congress. Duly authenticated copies of said plans shall, after approval, be filed with the Commissioners of the District of Columbia, and all work shall be done in accordance therewith. The company undertaking such work shall deposit with the collector of taxes such sums of money as the Commissioners of the District may reasonably require to cover the cost of District inspection.

LIMIT OF TIME FOR COMPLETION.

SEC. 8. That of the works herein described, the lines of railroad leading northward and southward from the main passenger station and terminal connecting the same with lines of the Baltimore and Ohio Railroad Company and lines of the Philadelphia, Baltimore and Washington Railroad Company, respectively, shall be completed, and the main passenger station and terminals shall be ready for occupancy, within five years from the date of the passage of this Act. The construction of said passenger station and terminal and viaduct by said terminal company, in accordance with the provisions of this Act, shall be deemed and taken to be a full compliance by the Baltimore and Ohio Railroad Company with the requirements in that regard of the said Act relating to it, approved February twelfth, nineteen hundred and one, and the respective periods of five and six years from the passage of said Act, as mentioned in section eight thereof, are hereby extended respectively for five and six years from the passage of this Act. Except as modified by this Act, all the provisions of said Act relating to the Baltimore and Ohio Railroad Company, approved February twelfth, nineteen hundred and one, shall be and remain in full force and effect.

REMOVAL OF TRACKS FROM THE MALL.

The construction of the lines of railroad hereinbefore mentioned, connecting the railroad of said Philadelphia, Baltimore and Washington Railroad Company with said main passenger station and terminal, whether constructed wholly by said Philadelphia, Baltimore and Washington Railroad Company or said terminal company, or partly by each, shall relieve said Philadelphia, Baltimore and Washington Railroad Company of any and all duties and obligations respecting relocation of its present passenger tracks and terminal, and location, construction, and operation of new passenger station and new terminal tracks, as prescribed in the Act relating to the Baltimore and Potomac Railroad Company, approved February twelfth, nineteen hundred and one; and upon completion either by said Philadelphia, Baltimore and Washington Railroad Company or said terminal company, or in part by one and in part by the other, of said connecting lines of railroad ready for use, in connection with said main passenger station and terminal, as contemplated by this Act, and within five years from the passage of this Act the said Philadelphia, Baltimore and Washington Railroad Company shall be, and it is hereby, required to remove its present eastern connection between its passenger station and its line on Virginia avenue via Sixth street, including the tracks on Sixth
Conveyance of old station to United States.

Surrender of railroad rights to Mall.

Appropriation for payment to company.

Time of payment.

Prior rights, etc., continued.

Rights accrue to successors, etc.

Condemnation proceedings.

Provided.

Proceedings to compel appropriation of lands.

SEC. 9. That in the execution of the powers conferred by this Act, or by either of said before-mentioned Acts, approved February twelfth, nineteen hundred and one, by the terminal company, the Philadelphia, Baltimore and Washington Railroad Company, or the Baltimore and Ohio Railroad Company, each of said companies may acquire, by purchase or condemnation, the lands and property necessary for all and every the purposes contemplated by each of said last-mentioned Acts and this Act respectively; and such condemnation shall be effected in the manner and by the methods and processes provided by sections six hundred and forty-eight to six hundred and sixty-three, both inclusive, of the Revised Statutes relating to the District of Columbia, which said sections, despite any repeal thereof, are hereby continued in full force and effect, and, for the purposes contemplated by this section, are hereby specially enacted, with like effect as if the same were incorporated herein at length: Provided, That in every case wherein an assessment of damages or an award shall have been returned by the appraisers the company, upon paying into court the amount so assessed or awarded, may enter upon and take possession of the land and property covered thereby, irrespective of whether exceptions to said assessment or award shall be filed or not, and the subsequent proceeding shall not interfere with or affect such possession, but shall only affect the amount of compensation to be paid: And provided further, That any property owner whose land is included within such location shall have the right, within two years, to begin proceedings...
to compel the appropriation of said land by said company and the payment of damages in the same manner as if the proceedings had been instituted by the company under the provisions of this Act.

The said terminal company, in respect of the additional works hereby authorized to be undertaken by it, shall be vested with and may exercise all the powers, authorities, rights, and privileges granted by the provisions of sections six hundred and sixteen to six hundred and seventy-six, both inclusive, of the Revised Statutes relating to the District of Columbia, to the same extent as if said provisions were fully set forth and enacted herein, and shall also be vested with and enjoy all the powers, authorities, rights, and franchises conferred or granted by said Act relating to the Baltimore and Ohio Railroad Company, approved February twelfth, nineteen hundred and one, except the power to sell all its railroad and works and property to the Baltimore and Ohio Railroad Company, as provided in said last-mentioned Act: Provided, however, That the Philadelphia, Baltimore and Washington Railroad Company shall have the right to acquire, own, and hold one-half of the capital stock of said terminal company, whether now or hereafter issued, and said Baltimore and Ohio Railroad Company shall make necessary transfers thereof accordingly.

**POWER TO CONTRACT.**

The Baltimore and Ohio Railroad Company, the Philadelphia, Baltimore and Washington Railroad Company, and the said terminal company shall have power to contract each with the other, or with both the others, or with any other railroad company or companies whose passenger traffic may be moved over the railroads of either of said two railroad companies as provided in section eleven, in regard to the construction, maintenance, use, or operation of any line or lines of railroad, terminals, terminal tracks, stations, or other works or properties, held, owned, or possessed by any of said companies within the District of Columbia, or authorized so to be, or for the lease of the same upon such terms as may be agreed upon between the parties to any such contract. Said terminal company shall also have the right and power, exercisable at any time, to sell and convey, either to the Baltimore and Ohio Railroad Company or to the Philadelphia, Baltimore and Washington Railroad Company, so much of the line of railroad constructed by the said terminal company under the authority of this Act, north of the north line of Florida avenue, as may be set apart for the exclusive use of the traffic of either of said railroad companies by their mutual consent.

**MAGRUDER STATION LINE.**

SEC. 10. That in the location, construction, and maintenance of the connecting line of railroad which the Philadelphia, Baltimore and Washington Railroad Company is by this Act authorized and empowered to locate, construct, maintain, and operate, from the point hereinbefore mentioned on the north line of Montana avenue to a point of connection with its railroad near Magruder Station, in the State of Maryland, said Philadelphia, Baltimore and Washington Railroad Company shall have, be possessed of, and exercise the powers and processes of condemnation as prescribed by section nine of this Act, and also all authorities, rights, powers, privileges, and franchises conferred upon or vested in the Baltimore and Ohio Railroad Company by the twelfth section of said Act relating to it, approved February twelfth, nineteen hundred and one, in respect to the line of railroad therein authorized, and shall be subject to the same limitations and restrictions as in said twelfth section set forth.
INTERSECTING HIGHWAYS.

Any and all streets or highways within the District of Columbia now or hereafter planned or projected to cross any line of steam railroad in the District of Columbia, which may be hereafter opened to public use, shall be located, constructed, and maintained either beneath such railroad by a suitable subway, or above the same by a suitable viaduct bridge at such altitude as will not interfere with the free and safe operation thereof. The cost and expense of opening said streets or highways within the limits of such railroad company's right of way, including the cost of constructing the portion of any viaduct bridge, within said limits, shall be borne and paid half by such railroad company, its successors and assigns, and half by the District of Columbia and the United States, but after construction the cost of maintenance shall be wholly borne and paid as in the case of other public highways in the District of Columbia; and the portions of such streets now or hereafter planned or projected as above which lie within a right of way belonging to such railroad company shall be dedicated by such company as a public thoroughfare when the portions of such street adjoining such right of way have been similarly dedicated or otherwise acquired.

Sec. 11. That any railroad company now or hereafter lawfully existing and authorized to extend a line of railroad into the District of Columbia, or having secured the right to operate over the lines of any other then existing railroad, to a point of connection with the tracks of said terminal company, shall have the right to the joint use of said station and terminals upon the payment of a reasonable compensation for the use of the same; and if the parties be unable to agree upon such terms, then the same shall be prescribed by the supreme court of the District of Columbia, upon petition of either party in interest, under such rules of procedure as the said court shall prescribe.

Sec. 12. That the Philadelphia, Baltimore and Washington Railroad Company shall establish and maintain a substation with suitable accommodation for passenger travel at a convenient location north of the Long Bridge and at a point to be approved by the Commissioners of the District of Columbia.

AMENDMENT AND REPEAL.

Sec. 13. That Congress reserves the right to alter, amend, or repeal this Act.

Approved, February 28, 1903.