

April 12, 1910.
[S. 7246.]

[Public, No. 132.]

Sparta, Wis.
Milwaukee, Sparta
and Northwestern
Railway Company
granted right of way
across army target
range at.

Amendment.

CHAP. 158.—An Act Granting a right of way to the Milwaukee, Sparta and Northwestern Railway Company, a subsidiary company of the Chicago and Northwestern Railway Company, across the military reservation (United States artillery target range and maneuver grounds) near Sparta, Monroe County, Wisconsin.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of the United States is hereby given to the Milwaukee, Sparta and Northwestern Railway Company, a subsidiary company of the Chicago and Northwestern Railway Company, to locate, construct, maintain, and operate a railroad upon and across the military reservation used for artillery target range and maneuver purposes, near Sparta, in Monroe County, Wisconsin, upon such location and under such regulations and conditions as shall be approved by the Secretary of War.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, April 12, 1910.

April 14, 1910.
[H. R. 5702.]

[Public, No. 133.]

Railway safety ap-
pliances.
Application of laws.
Vol. 27, p. 531; Vol.
29, p. 85; Vol. 32, p. 943.

Common carriers.
Equipment requir-
ed after July 1, 1911,
on all cars hauled by.

Sill steps and hand
brakes.
Ladders and run-
ning board.

Hand holds or grab
irons.

Proviso.
Long commodities.

Standard equip-
ment required in six
months.

Vol. 27, p. 531.

Penalty.

Proviso.
Extension of period.
Post, p. 1397.

CHAP. 160.—An Act To supplement "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," and other safety appliance Acts, 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 provisions of this Act shall apply to every common carrier and every vehicle subject to the Act of March second, eighteen hundred and ninety-three, as amended April first, eighteen hundred and ninety-six, and March second, nineteen hundred and three, commonly known as the "Safety Appliance Acts."

SEC. 2. That on and after July first, nineteen hundred and eleven, it shall be unlawful for any common carrier subject to the provisions of this Act to haul, or permit to be hauled or used on its line any car subject to the provisions of this Act not equipped with appliances provided for in this Act, to wit: All cars must be equipped with secure sill steps and efficient hand brakes; all cars requiring secure ladders and secure running boards shall be equipped with such ladders and running boards, and all cars having ladders shall also be equipped with secure hand holds or grab irons on their roofs at the tops of such ladders: *Provided,* That in the loading and hauling of long commodities, requiring more than one car, the hand brakes may be omitted on all save one of the cars while they are thus combined for such purpose.

SEC. 3. That within six months from the passage of this Act the Interstate Commerce Commission, after hearing, shall designate the number, dimensions, location, and manner of application of the appliances provided for by section two of this Act and section four of the Act of March second, eighteen hundred and ninety-three, and shall give notice of such designation to all common carriers subject to the provisions of this Act by such means as the commission may deem proper, and thereafter said number, location, dimensions, and manner of application as designated by said commission shall remain as the standards of equipment to be used on all cars subject to the provisions of this Act, unless changed by an order of said Interstate Commerce Commission, to be made after full hearing and for good cause shown; and failure to comply with any such requirement of the Interstate Commerce Commission shall be subject to a like penalty as failure to comply with any requirement of this Act: *Provided,* That the Interstate Commerce Commission may, upon full hearing and for good cause, extend the period within which any common carrier shall comply with the provisions of this section with respect to the equip-

ment of cars actually in service upon the date of the passage of this Act. Said commission is hereby given authority, after hearing, to modify or change, and to prescribe the standard height of draw bars and to fix the time within which such modification or change shall become effective and obligatory, and prior to the time so fixed it shall be unlawful to use any car or vehicle in interstate or foreign traffic which does not comply with the standard now fixed or the standard so prescribed, and after the time so fixed it shall be unlawful to use any car or vehicle in interstate or foreign traffic which does not comply with the standard so prescribed by the commission.

Modifying standard draw bars.

SEC. 4. That any common carrier subject to this Act using, hauling, or permitting to be used or hauled on its line, any car subject to the requirements of this Act not equipped as provided in this Act, shall be liable to a penalty of one hundred dollars for each and every such violation, to be recovered as provided in section six of the Act of March second, eighteen hundred and ninety-three, as amended April first, eighteen hundred and ninety-six: *Provided*, That where any car shall have been properly equipped, as provided in this Act and the other Acts mentioned herein, and such equipment shall have become defective or insecure while such car was being used by such carrier upon its line of railroad, such car may be hauled from the place where such equipment was first discovered to be defective or insecure to the nearest available point where such car can be repaired, without liability for the penalties imposed by section four of this Act or section six of the Act of March second, eighteen hundred and ninety-three as amended, by the Act of April first, eighteen hundred and ninety-six, if such movement is necessary to make such repairs and such repairs can not be made except at such repair point; and such movement or hauling of such car shall be at the sole risk of the carrier, and nothing in this section shall be construed to relieve such carrier from liability in any remedial action for the death or injury of any railroad employee caused to such employee by reason of or in connection with the movement or hauling of such car with equipment which is defective or insecure or which is not maintained in accordance with the requirements of this Act and the other Acts herein referred to; and nothing in this proviso shall be construed to permit the hauling of defective cars by means of chains instead of drawbars, in revenue trains or in association with other cars that are commercially used, unless such defective cars contain live stock or "perishable" freight.

Penalty for violations.

Vol. 27, p. 532; Vol. 29, p. 85; Vol. 32, p. 943.

Proviso.
Hauling defective cars for necessary repairs.

Risk of carrier.

Use of chains limited.

SEC. 5. That except that, within the limits specified in the preceding section of this Act, the movement of a car with defective or insecure equipment may be made without incurring the penalty provided by the statutes, but shall in all other respects be unlawful, nothing in this Act shall be held or construed to relieve any common carrier, the Interstate Commerce Commission, or any United States attorney from any of the provisions, powers, duties, liabilities, or requirements of said Act of March second, eighteen hundred and ninety-three, as amended by the Acts of April first, eighteen hundred and ninety-six, and March second, nineteen hundred and three; and, except as aforesaid, all of the provisions, powers, duties, requirements, and liabilities of said Act of March second, eighteen hundred and ninety-three, as amended by the Acts of April first, eighteen hundred and ninety-six, and March second, nineteen hundred and three, shall apply to this Act.

Liability for hauling defective cars except for repairs.

Vol. 27, p. 531; Vol. 29, p. 85; Vol. 32, p. 943.

Enforcement by Interstate Commerce Commission.

SEC. 6. That it shall be the duty of the Interstate Commerce Commission to enforce the provisions of this Act, and all powers heretofore granted to said commission are hereby extended to it for the purpose of the enforcement of this Act.

Approved, April 14, 1910.

April 15, 1910.
[S. 5287.]

[Public, No. 134.]

District of Columbia,
Reform School for
Girls.

Parole to inmates.

Discretion of board
of trustees.

Proviso.
Commitments from
other than District
courts.

Repeal of inconsis-
tent laws.

CHAP. 164.—An Act To parole juvenile offenders.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That every female juvenile offender who is now or may hereafter be committed to the Reform School for Girls of the District of Columbia, and who has by her conduct given sufficient evidence that she has reformed, may be released on parole as hereinafter provided.

SEC. 2. That if it shall appear to the satisfaction of the board of trustees of said school that there is reasonable probability that any girl detained in the said school will, if conditionally released, remain at liberty without violating the laws, then said board of trustees may, in its discretion, parole such girl under such conditions and regulations as the said board of trustees may deem proper: *Provided,* That the parole of all such juvenile offenders committed by courts other than those of the District of Columbia shall be subject to the approval of the Attorney-General of the United States.

SEC. 3. That all Acts and parts of Acts inconsistent with this Act are hereby repealed.

Approved, April 15, 1910.

April 15, 1910.
[H. R. 21755.]

[Public, No. 135.]

Palmers or Warren
River.
Barrington and
Warren, R. I., may
bridge.

Vol. 34, p. 84.

Amendment, etc.

CHAP. 165.—An Act To authorize the towns of Warren and Barrington, Rhode Island, or either of them, to construct a bridge across Palmers or Warren River, in the State of Rhode Island.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the town of Warren and the town of Barrington, or either of them, municipal corporations organized under the laws of the State of Rhode Island, are hereby authorized to construct, maintain, and operate a bridge, without a draw, and with approaches thereto, across the Palmers or Warren River at a point suitable to the interests of navigation, at or near the point of their existing bridge across said river, in the county of Bristol, in the State of Rhode Island, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

SEC. 2. That the right to alter, amend, or repeal this Act, including the right to require the insertion of a suitable draw in the bridge herein authorized, or the removal of said bridge in whole or in part, in all cases at the expense of the owners thereof, is hereby expressly reserved.

Approved, April 15, 1910.

April 15, 1910.
[H. R. 23186.]

[Public, No. 136.]

Wabash River.
Leonard J. Hack-
ney and Frank L. Lit-
tleton may bridge, at
Mount Carmel, Ill.

Vol. 34, p. 84.

CHAP. 166.—An Act To authorize Leonard J. Hackney, of Cincinnati, Ohio, and Frank L. Littleton, of Indianapolis, Indiana, to construct a bridge across the Wabash River near the city of Mount Carmel, Illinois.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Leonard J. Hackney, of the city of Cincinnati, State of Ohio, and Frank L. Littleton, of the city of Indianapolis, State of Indiana, and their assigns, are hereby authorized to construct, maintain, and operate a bridge and approaches thereto across the Wabash River, at a point suitable to the interests of navigation, at or near the city of Mount Carmel, in the county of Wabash, in the State of Illinois, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.