

“Provided, that the provisions of this section shall not be applicable to taxes that are voted and paid in aid of the construction of railroads that are interurban in character.”

Approved April 17, A. D. 1911.

CHAPTER 92.

TROLLEY OR ELECTRIC RAILWAYS.

S. F. 136.

AN ACT to amend section two thousand ninety-one-a (2091-a) of the supplement to the code, 1907, relative to trolley or electric railways.

Be it enacted by the General Assembly of the State of Iowa:

SECTION 1. **What statutes apply.** Section two thousand ninety-one, a, of the supplement to the code, 1907, is amended by striking from line three (3) the last three words, to-wit: “two thousand and” and by striking from line four (4) the first two words, to-wit: “eighty-eight”.

SEC. 2. **In effect.** This act being deemed of immediate importance shall take effect and be in force from and after its passage and approval and its publication in the Register and Leader and Des Moines Capital, newspapers published in Des Moines, Iowa.

Approved April 17, A. D. 1911.

I hereby certify that the foregoing act was published in the Des Moines Capital April 20, 1911, and in the Register and Leader April 21, 1911.

W. C. HAYWARD,
Secretary of State.

CHAPTER 93.

CABOOSE CARS.

H. F. 210.

AN ACT to regulate the size and construction of caboose cars, and providing penalties for the violation thereof. [Additional to chapter five (5) of title ten (X) of the code, relating to the construction and operation of railways.]

Be it enacted by the General Assembly of the State of Iowa:

SECTION 1. **Applicable to all railways except interurban.** That the provisions of this act shall apply to any corporation or to any person or persons while engaged as common carriers in the transportation by railroads of passengers or property within this state except inter-urban to which the regulative power of this state extends.

SEC. 2. **Caboose—minimum length—how constructed and equipped.** That from and after the 1st day of Jan. 1912, it shall be unlawful, except as otherwise provided in this act, for any such common carrier by railroad to use on its lines any caboose car or other car used for like purposes, unless such caboose or other car shall be at least twenty-four feet in length, exclusive of the platform and equipped with two four-wheel trucks, and shall be provided with a door in each end thereof and an outside platform across each end of said car: each platform shall not be less than eighteen inches in width and shall be equipped with proper guard rails, and with grab irons and hand

brakes, and steps for the safety of persons getting on and off said car, said steps shall be equipped with a suitable rod, board, or other guard at each end and at the back thereof, properly designed to prevent slipping from said step. Said caboose shall be provided with cupola, and necessary closets and windows. And be it further enacted that each caboose car be equipped with an emergency air valve, and air gage which shall be placed on inside of said car. Provided that the provisions hereof shall not apply to work trains, transfer service or emergencies not exceeding thirty-six hours.

SEC. 3. **Cabooes now in use.** Whenever any such caboose cars or other cars now in use by such common carriers as provided by section 1 herein, shall, after this act goes into effect, be brought into any shop for general repairs, it shall be unlawful to again put the same into service of such common carriers within this state, unless it be equipped as provided in section 2 of this act.

SEC. 4. **Reasonable extension of time.** That the state railroad commission is hereby authorized to give to any common carrier aforesaid, upon full hearing, and for good cause shown, a reasonable extension of time in which to comply with the provisions of this act; provided that in no case shall such extension in the aggregate exceed a period of one year from the time herein limited for compliance with this act.

SEC. 5. **Penalty.** Any common carrier as provided in section 1 of this act violating any of the provisions of this act shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined not less than one hundred dollars nor more than five hundred dollars for each offense.

Approved April 15, A. D. 1911.

CHAPTER 94.

COMMERCE COUNSEL.

H. F. 103.

AN ACT to establish the office of commerce counsel and defining the powers and duties of the same. [Additional to chapter six (6) of title ten (X) of the code, relating to the board of railroad commissioners.]

Be it enacted by the General Assembly of the State of Iowa:

SECTION 1. **Appointment—term—removal.** That there is hereby created and established the office of commerce counsel, which shall be filled by an attorney of the state of Iowa, who shall be appointed by the board of railroad commissioners, subject to the approval of two-thirds (2-3) of the members of the senate in executive session. During the session of the thirty-fourth general assembly, and every four years thereafter, an attorney shall be appointed as said commerce counsel, whose term of office shall be for a period of four (4) years commencing on the first (1) day of July in the year appointed, or until his successor is appointed and qualified. The board of railroad commissioners may, by and with the consent of the senate, during a session of the general assembly, remove said counsel for malfeasance or non-feasance in office, or for any cause that renders him ineligible for appointment, or incapable or unfit to discharge the duties of his office; and his removal, when so made, shall be final. A vacancy in said office occurring while the general assembly is in session, shall be filled for the unexpired term, by an appointment made by the board of railroad commissioners, with the approval of two-thirds (2-3) of the members of the senate in executive session. If the general assembly is not