

CHAPTER 102.

RAILROAD CLASSIFICATION AND PASSENGER RATES.

H. F. 220.

AN ACT to repeal sections two thousand seventy-six (2076) and two thousand seventy-seven (2077) of the code, and to enact substitutes therefor, relative to classification of railroads and passenger transportation charges thereby.

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

SECTION 1. **Repealed—classification of railroads.** That section two thousand seventy-six (2076) of the code is hereby repealed and the following enacted in lieu thereof:

“All railroads of the state shall be classified in accordance with the gross amount of their several annual earnings within the state, per mile, for the preceding year, as follows: Class ‘A’ shall include those whose gross annual earnings per mile shall be four thousand dollars or more; class ‘B’ shall include those whose gross annual earnings per mile shall be three thousand dollars or any sum in excess thereof less than four thousand dollars; class ‘C’ shall include those whose gross annual earnings per mile shall be less than three thousand dollars. In determining the classification of any railroad, the entire railroad property owned or operated by any company shall be considered as a single railroad, and the aggregate gross earnings of the entire railroad within the state shall be divided by the entire mileage owned or operated within the state, to ascertain the gross earnings per mile of such railroad.”

SEC. 2. **Repealed—passenger rates.** That section two thousand seventy-seven (2077) of the code is hereby repealed and the following enacted in lieu thereof:

“All railroad corporations according to their classifications as herein prescribed shall be limited to compensation per mile for the transportation of any person with ordinary baggage not exceeding one hundred and fifty pounds in weight as follows: Class ‘A’, two cents; class ‘B’, two and one-half cents; class ‘C’, three cents; and for children twelve years of age or under, one-half the rate above prescribed, provided, however, that every railroad corporation shall be entitled to charge a fare of not to exceed ten (10) cents for the transportation of each passenger with ordinary baggage for any distance not exceeding five miles. A charge of ten cents may be added to the fare of any passenger when the same is paid upon the cars, if a ticket might have been procured within a reasonable time before the departure of the train, except in those cases where a minimum of ten (10) cents is charged for a distance of less than five miles as above provided.”

Approved February 28, A. D. 1907.

CHAPTER 103.

HOURS OF SERVICE OF RAILROAD EMPLOYES.

H. F. 65.

AN ACT to safeguard the traveling public and employes upon railroads by limiting the hours of service of employes thereon, additional to chapter five (5), title ten (10) of the code.

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

SECTION 1. **Hours of service limited—exceptions.** It shall be unlawful for any railway company within the state of Iowa, or any of its officers or agents

to require or permit any employe engaged in or connected with the movement of any rolling stock, engine or train, to remain on duty more than sixteen (16) consecutive hours, or to require or permit any such employe who has been on duty sixteen (16) consecutive hours to perform any further service without having had at least ten hours for rest, or to require or permit any such employe to be on duty at any time to exceed sixteen (16) hours in any consecutive twenty-four (24) hours: provided, however, that this section shall not apply to work performed in the protection of life or property in cases of accident, wreck, or other unavoidable casualty, or prevent train crews from taking a passenger train, or freight train loaded exclusively with live stock or perishable freight, to the next nearest division point upon such railroad; and provided further that it shall not apply to that time necessary for the trainmen to reach a resting place when an accident, wreck, washout, snow blockade or other unavoidable cause has delayed their train; and provided further that this section shall not apply to employes of sleeping car companies.

SEC. 2. Penalty—investigation—prosecutions. Any superintendent, train master, train dispatcher, yard master or other official of any railroad in the state of Iowa, violating any of the provisions of this act, shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine of not less than one hundred dollars (\$100) and not more than five hundred dollars (\$500) for each offense. It shall be the duty of the board of railroad commissioners to receive written statements of violations of this act and when so requested to hold the same without disclosure of the name of the person making such statement, and to investigate each and every complaint filed alleging such violation. The board in making such investigation shall have the power to administer oaths, interrogate witnesses, take testimony, and require the production of books and papers, and must file a report of such investigation in writing with a full statement of its finding to the governor. In all cases of violation of this act, the board of railroad commissioners, through the attorney general, must at once begin the prosecution of all parties against whom evidence of violation is found; but this act shall not be construed to prevent any other person from beginning prosecution for violation hereof.

Approved April 2, A. D. 1907.

CHAPTER 104.

TERMINAL FACILITIES FOR INTERURBAN RAILROADS.

H. F. 479.

AN ACT to authorize and require street railways, and interurban railroads operating street railways, to permit interurban railroads to use their tracks and terminal facilities and to furnish power to interurban railroads in cities, and providing for fixing the compensation therefor, and authorizing street railways to furnish power to interurban railroads. [Additional to chapter five (5) of title ten (X) of the code.]

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

SECTION 1. Street railways to furnish terminal facilities—compensation. That all persons, firms or corporations now or hereafter owning or operating electric street railways in any city (including cities organized under special charter) or town of this state, are hereby authorized and required to permit the use for interurban business only but not for local street railway business.