

Provided that after the decease of such patient, in an action to recover insurance benefits, where the insurance has been in existence two years or more the beneficiaries shall be deemed to be the personal representatives of such deceased person for the purpose of waiving the privilege hereinbefore created, and that no oral or written waiver of the privilege hereinbefore created shall have any binding force or effect except that the same be made upon the trial of examination where the evidence is offered or received.

Sec. 2. Application.—This act shall not apply to any action now pending in any of the courts of this state.

Approved April 25, 1919.

CHAPTER 514—H. F. No. 143.

An act requiring railroads, car shops, and other concerns manufacturing or repairing cars, car trucks, and other equipment used as conveyances by rail, for either freight or passengers, and other equipment used in repair work or otherwise, and operated by railroad companies, to provide buildings that will protect their employes from heat, rain, cold, snow, and other inclement weather.

Be it enacted by the Legislature of the State of Minnesota:

Section 1. Buildings for employes.—That every person, firm, copartnership, corporation, or receiver thereof, engaged in the construction or repairing of railroad cars, car trucks, or other equipment used for conveyance by rail, shall erect and maintain a building or buildings at every station or point where there are as many as six (6) men employed at one time for a period of not less than thirty (30) days, on the work of construction or repairing of such cars, car trucks, or other such equipment; the building or buildings to cover a sufficient portion of the repairing or construction company's yards or tracks so that all employes engaged in such work shall be protected from heat, rain, cold, snow, or other inclement weather, while working at such work.

Sec. 2. Application.—The provisions of this act shall not apply to the repairing of conveyances while the same are en route as part of a train, nor shall it apply to cars loaded with live stock or perishable freight, where trains are being held for the movement of said cars.

Sec. 3. Specifications.—All buildings to be erected hereunder shall substantially comply with the following specifications:

In buildings that cover more than one track the distance between the inside rails of each track shall not be less than twelve lineal feet. Between the walls of the building and the outside rails there shall be a distance of ten lineal feet. The building or buildings shall not be less than twenty feet high at the eaves. Each

building shall be enclosed from roof to ground and shall have glass windows on each side with a space of not to exceed twelve feet apart. The side windows shall not be less than nine feet high, and not less than four feet wide. Windows shall be in three sections and each section shall be equipped with pivot and opening device. The buildings shall be equipped with side and end doors. The end doors shall be not less than six feet wide and sixteen feet high, and there shall be two such doors for each track covered by the building. The side doors shall be the same width and height as the end doors and shall be not to exceed forty feet apart. The roof shall be provided with a cupola the entire length of the building, and be equipped with side windows of not less than three feet in width and six feet in height, having pivot and opening device that shall be at all times operative. A similar cupola shall be provided for each two additional tracks in width of such building. The buildings shall be equipped with necessary heating facilities, and shall at all times have drainage that will keep them in a clean and sanitary condition. They shall be equipped with sanitary drinking fountains where clean wholesome drinking water can be obtained. A sufficient number of sanitary lavatories shall be provided for said employes and sanitary toilets shall be provided and kept properly cleaned, ventilated and free from odor. Such toilets shall be properly partitioned, and there shall be at least one for each fifteen persons employed. All scaffolding used in such buildings shall be made of clear lumber free of all knots, and shall be kept in first class condition at all times. The use of paint spraying machines shall not be permitted inside such buildings. It shall be the duty of the railroad and warehouse commission to determine as soon as practicable what portion of the repair or construction tracks of each railroad in the state it shall be necessary to cover with such building or buildings in order to comply with section one hereof, and said commission shall thereupon make an order as to each railroad in the state specifying the size of the building or buildings necessary at each location where such repair or construction work is carried on, and it shall thereupon be the duty of each railroad company to forthwith erect such buildings and have all the same ready for occupancy not later than September 1st, 1922.

Sec. 4. Employes not required to work in rain, heat, cold or snow.—Where any such buildings are maintained, it shall be unlawful for any employer to require men so employed to work outside of such buildings in rain, heat, cold, snow, or other inclement weather.

Sec. 5. Violation a misdemeanor.—Any person, firm, co-partnership, corporation, or receiver thereof, violating any of the provisions of this act, shall be guilty of a misdemeanor, and upon conviction thereof, shall be liable for a penalty of not less than one hundred dollars (\$100.00), nor more than five hundred dollars

(\$500.00), for each offense, and the failure to provide a building or buildings as hereinbefore required, shall constitute a separate offense for every day or part of the day while such failure continues, and such penalty shall be recovered in a suit brought in the name of the state of Minnesota, in any court having jurisdiction thereof, by the attorney general of the state, or at his direction. All fines and penalties recovered by the state under this act shall be paid into the treasury of the state of Minnesota.

Sec. 6. **Effective Sept. 1, 1920.**—This act shall take effect and be in force on and after September first, 1920.

Approved April 25, 1919.

CHAPTER 515—H. F. No. 316.

An act to amend Section 3302 and 3359, Chapter 19, General Statutes of Minnesota for the year 1913, entitled an act authorizing board of fire underwriters in any municipality containing fifty thousand inhabitants or more may provide salvage corps fire patrol with competent superintendent for the purpose of discovering and preventing fire, suitable rooms for their accommodation and necessary apparatus to save and preserve property and life at and after a fire, and to provide a platoon system and funds for the payment thereof.

Be it enacted by the Legislature of the State of Minnesota:

Section 1. **Salvage corps and fire patrol.**—Every authorized board of fire underwriters in any municipality containing fifty thousand or more inhabitants may provide a salvage corps, a fire patrol with competent superintendent for the purpose of discovering and preventing fires, suitable rooms for their accommodations and necessary apparatus to save and preserve property and life at and after a fire. Such superintendent and patrol subject to the control of the fire chief of the fire department of the municipality may enter any building on fire or in danger of taking fire and endeavor to protect, save or remove the contents or any part thereof during or after the fire, *provided, however, that the employees of said fire patrol salvage corps shall be divided into two platoons or shifts to be known as the day and night shift. The working hours to be as follows: The time of the night shift shall be fourteen hours and that of the day shift shall be ten hours each day, except days for changing from the day shift to the night shift as hereinafter provided; the shift which shall be assigned to day duty shall for the first day thereof remain on duty for the full twenty-four hours of said day. A change of shift from day duty to night duty shall be made every week on Sunday.*

Each employe shall be entitled to a vacation of not less than fifteen (15) days each year with pay. No employes shall be subject