

affected continues until satisfied. After May 1, 1955, no lien attaches to registered land unless an old age assistance lien is filed as prescribed in section 256.26, subdivision 5.

Sec. 3. Minnesota Statutes 1953, Section 256.26, Subdivision 7, is amended to read:

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Subd. 7. **Record.** The several registers of deeds and registrar of titles shall keep a record of every old age assistance certificate so filed, showing its date, the time of filing, the name and residence of the recipient, the name of the county granting assistance to him and any release or satisfaction of the lien. No fee shall be charged for the filing or recording of an old age assistance certificate or the entry of the abstract thereof, except in counties where the register of deeds or registrar of titles is compensated otherwise than by salary. In these counties a fee of \$1.25 shall be paid to the register of deeds or registrar of titles by the county filing or recording the certificate.

Approved April 6, 1955.

CHAPTER 352—H. F. No. 422

An act relating to motor vehicles; amending Minnesota Statutes 1953, Section 168.011, Subdivision 16, and Section 168.013, Subdivision 1.

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

Section 1. Minnesota Statutes 1953, Section 168.011, Subdivision 16, is amended to read:

Subd. 16. **Gross weight.** "Gross weight" means the actual unloaded weight of the vehicle, either a truck or tractor, or the actual unloaded combined weight of a truck-tractor and semi-trailer, fully equipped for service, plus the weight of the maximum load which the applicant has elected to carry on such vehicle or combined vehicles. The term gross weight applied to a truck occasionally used for towing a trailer means the unloaded weight of the truck, fully equipped for service, plus the weight of the maximum load which the applicant has elected to carry on such truck but not including the weight of such part of the trailer and its load as may rest upon the truck. The term gross weight applied to school buses means the weight of the vehicle fully equipped with all fuel tanks full of fuel, plus the weight of the passengers and their baggage computed at the rate of 100 pounds per passenger seating capacity,

including that for the driver. The term gross weight applied to other buses means the weight of the vehicle fully equipped with all fuel tanks full of fuel, plus the weight of passengers and their baggage computed at the rate of 150 pounds per passenger seating capacity, including that for the driver. For bus seats designed for more than one passenger, but which are not divided so as to allot individual seats for the passengers that occupy them, allow two feet of its length per passenger to determine seating capacity. The term gross weight applied to a truck-tractor used exclusively by the owner thereof for towing an equipment dolly for the sole use of transporting such owner's construction machinery shall be the actual weight of the truck-tractor alone, and the equipment dolly shall be separately licensed and taxed as a trailer as provided in section 168.013, subdivision 1, paragraph 7. The term "equipment dolly" as used in this subdivision means a heavy semi-trailer low-slung and otherwise so constructed as to permit the heavy motorized construction equipment which it hauls to be loaded upon the dolly by driving the motorized construction equipment upon it. The term gross weight applied to a truck-tractor or a truck used as a truck-tractor transporting unfinished forest products as described in section 168.011, subdivision 17, shall be the unloaded weight of the truck-tractor or converted truck plus the weight of the maximum load which the applicant has elected to carry on the truck, but in no case shall this be less than 21,000 pounds whether hauling a semi-trailer or not, and the semi-trailer used for such hauling in conjunction with such truck-tractor or converted truck shall be registered and taxed separately as provided by section 168.013, subdivision 1, paragraph 7.

Sec. 2. Minnesota Statutes 1953, Section 168.013, Subdivision 1, is amended to read:

168.013 Rate of tax. Subdivision 1. Computation. Motor vehicles, except as set forth in section 168.012, using the public streets or highways in the state, shall be taxed in lieu of all other taxes thereon, except wheelage taxes, so-called, which may be imposed by any borough, city or village, as provided by law, and except gross earnings taxes paid by companies subject or made subject thereto, and shall be privileged to use the public streets and highways, on the basis and at the rate for each calendar year as follows:

1. On passenger automobiles, house trailers, ambulances, and hearses, except as otherwise provided, the tax during each the first three years of life shall be based on the manufacturer's shipping weight and graduated according to the following schedule:

Manufacturer's Shipping Weight	Tax
Under 801 lbs.	\$ 5.00
801 to 2000 lbs., incl.	15.20
2001 to 2200 lbs., incl.	16.80
2201 to 2400 lbs., incl.	18.40
2401 to 2600 lbs., incl.	20.00
2601 to 2800 lbs., incl.	21.60
2801 to 3000 lbs., incl.	23.20
3001 to 3200 lbs., incl.	24.80
3201 to 3400 lbs., incl.	26.40
3401 to 3600 lbs., incl.	28.00
3601 to 3800 lbs., incl.	33.30
3801 to 4000 lbs., incl.	39.00
4001 to 4200 lbs., incl.	45.10
4201 to 4400 lbs., incl.	51.60
4401 to 4600 lbs., incl.	58.50
4601 to 4800 lbs., incl.	65.80
4801 to 5000 lbs., incl.	73.50
5001 lbs. and over	75.00

On passenger automobiles, house trailers, ambulances, and hearses weighing more than 800 pounds, during each the fourth, fifth and sixth years of vehicle life the tax shall be 75 percent of the foregoing schedule tax but in no event less than \$15 per vehicle, during each the seventh, eighth and ninth years of vehicle life the tax shall be 50 percent of the foregoing schedule tax but in no event less than \$12.50 per vehicle, and during each succeeding year of vehicle life the tax shall be 25 percent of the foregoing scheduled tax but in no event less than \$10 per vehicle during the tenth to nineteenth years of vehicle life inclusive, and in no event less than \$7.50 per vehicle during the twentieth and succeeding years of vehicle life. For those vehicles weighing less than 800 pounds there shall be no reduction.

2. On trailers of not more than two wheels with a gross weight of load and vehicle not exceeding 3,000 pounds, not for hire and use only by the owner thereof with passenger automobiles and not employed in the transportation of passengers or property for hire, the tax shall be \$1 per annum, or fraction thereof, payable biennially on or before July 1 of each even numbered year.

3. On motorcycles without side car, \$3, motor scooters, motorized bicycles, and motorized wheel chairs, \$1. Motorcycles, side car additional, \$2.

4a. On farm trucks, excluding trailers, the tax during each the first three years of vehicle life shall be based on the

unloaded weight of the vehicle, fully equipped, at the rate of 60 cents per hundred weight, computed by the registrar in increments of 200 lbs., but in no event less than \$20. During each of the fourth, fifth and sixth year of vehicle life the tax shall be 80 percent of the first year rate, but in no event less than \$16. During each the seventh, eighth and ninth years of vehicle life the tax shall be 60 percent of the first year rate, but in no event less than \$12. During each the tenth and succeeding years of vehicle life the tax shall be 40 percent of the first year rate, but in no event less than \$10 per vehicle, fully equipped. The registrar may require that each applicant for registration of a farm truck file with the application a scale ticket certified by the weighmaster of any public scale, or, if no public scale be available, certified by the proprietor of any scale tested and sealed under state authority, showing the unloaded weight of the vehicle, fully equipped.

4b. On farm trailers not listed for registration under paragraph 2, the tax shall be \$3 for the first five tons, or fraction thereof, of the load and trailer included, and \$2 per ton for each additional ton.

5. On all trucks and tractors except those in this chapter classified as farm trucks and urban trucks, and on all truck-tractor and semi-trailer combinations except those classified as urban combinations, and on all buses, except those described in paragraph 6, the tax during each of the first three years of vehicle life shall be based on the gross weight of the vehicle and graduated according to the following schedule:

(a) Where the gross weight of the vehicle is 6,000 pounds or less, \$25. Where the gross weight of the vehicle is more than 6,000 pounds, and not more than 8,000 pounds, the tax shall be \$25 plus an additional tax of \$5 per ton for the ton or major portion in excess of 6,000 pounds.

Where the gross weight of the vehicle is more than 8,000 pounds and not more than 20,000 pounds, the tax shall be \$30 plus an additional tax of \$10 per ton for each ton or major portion in excess of 8,000 pounds.

Where the gross weight of the vehicle is more than 20,000 pounds and not more than 24,000 pounds, the tax shall be \$90 plus an additional tax of \$15 per ton for each ton or major portion in excess of 20,000 pounds.

Where the gross weight of the vehicle is more than 24,000 pounds and not more than 28,000 pounds, the tax shall be \$120 plus an additional tax of \$25 per ton for each ton or major portion in excess of 24,000 pounds.

Where the gross weight of the vehicle is more than 28,000 pounds, the tax shall be \$170 plus an additional tax of \$30 per ton for each ton or major portion in excess of 28,000 pounds.

(b) During each the fourth, fifth and sixth years of vehicle life, the tax shall be 80 percent of the foregoing scheduled tax but in no event less than \$20 per vehicle.

During each the seventh, eighth and ninth years of vehicle life, the tax shall be 60 percent of the foregoing scheduled tax but in no event less than \$16 per vehicle.

During the tenth and succeeding years of vehicle life, the tax shall be 40 percent of the foregoing scheduled tax but in no event less than \$12 per vehicle.

(c) All truck-tractors except those herein defined as urban trucks shall be taxed in accord with the foregoing gross weight tax schedule on the basis of the combined gross weight of such truck-tractor and any semi-trailer which the applicant proposed to combine with the truck-tractor. In addition to such gross weight tax imposed on the truck-tractor, each semi-trailer, except those herein defined as urban trucks, shall be taxed an annual flat fee of \$10.

(d) Urban trucks include only all trucks and all truck-tractors and semi-trailers used exclusively in transporting property within the corporate limits of any city, village or borough or contiguous city and villages. The name of the city, village or borough in which the vehicle is licensed and the net unloaded weight, fully equipped, of the truck or combination shall be stenciled in a conspicuous place on each side of the cab of the truck-tractor so licensed and the vehicle shall not be operated outside the corporate limits of such city, village or borough or contiguous cities and villages; except that the registrar may, by special permit, authorize the permanent removal of such vehicle from a city, village or borough to another. The license plates issued therefor shall be plainly marked "URBAN." Such urban trucks and combinations shall be taxed on the basis of the net unloaded weight, fully equipped, of the truck or combination during each of the first three years of vehicle life at the rate of 80 cents per hundred weight, computed by the registrar in increments of 200 pounds, but in no event less than \$25. During each of the fourth, fifth and sixth years of vehicle life, the tax shall be 80 percent of the foregoing scheduled tax but in no event less than \$20 per vehicle. During each of the seventh, eighth and ninth years of vehicle life, the tax shall be 60 percent of the foregoing scheduled tax but in no event less than \$16 per vehicle. During the tenth and succeeding years of vehicle life, the tax shall be 40 percent of the foregoing

scheduled tax but in no event less than \$12 per vehicle. The registrar may require that each applicant for registration of an urban truck or combination file with the application a scale ticket certified by the weighmaster of any public scale, or, if no public scale be available, certified by the proprietor of any scale tested and sealed under state authority, showing the unloaded weight of the vehicle, fully equipped. Such tax shall be the full tax for the truck-tractor and semi-trailer and additional semi-trailers shall be taxed an annual flat fee of \$10.

6. *On all intercity buses, the tax during each the first two years of vehicle life shall be based on the gross weight of the vehicle and graduated according to the following schedule.*

Gross Weight of Vehicle	Tax
Under 6,000 lbs.	\$ 250
6,000 to 8,000 lbs., incl.	250
8,001 to 10,000 lbs., incl.	250
10,001 to 12,000 lbs., incl.	308
12,001 to 14,000 lbs., incl.	374
14,001 to 16,000 lbs., incl.	440
16,001 to 18,000 lbs., incl.	506
18,001 to 20,000 lbs., incl.	572
20,001 to 22,000 lbs., incl.	748
22,001 to 24,000 lbs., incl.	924
24,001 to 26,000 lbs., incl.	1,100
26,001 to 28,000 lbs., incl.	1,276
28,001 to 30,000 lbs., incl.	1,452
30,001 to 32,000 lbs., incl.	1,782

During each the third and fourth years of vehicle life, the tax shall be 75 percent of the foregoing scheduled tax; during the fifth year of vehicle life, the tax shall be 50 percent of the foregoing scheduled tax; during the sixth year of vehicle life, the tax shall be 37½ percent of the foregoing scheduled tax; and during the seventh and each succeeding year of vehicle life, the tax shall be 25 percent of the foregoing scheduled tax; provided that the annual tax paid in any year of its life for an intercity bus shall be not less than \$350 for a vehicle of over 25 passenger seating capacity and not less than \$250 for a vehicle of 25 passenger and less seating capacity.

7. Except farm trailers described in paragraph 4b, two-wheel trailers described in paragraph 2, and semi-trailers described in paragraph 7a, trailers shall be taxed on the basis of \$4 per ton or fraction thereof of the carrying capacity of such trailer, but in any event not less than \$4 per vehicle. The maximum load at any time carried on any trailer shall be deemed prima facie the carrying capacity thereof.

7a. *A semi-trailer used to transport raw and unfinished forest products shall be taxed at the rate of \$4 per ton or fraction thereof of the difference in weight between the total gross weight of the combination and the selected registered gross weight of the truck-tractor or converted truck, but in no case for less than nine tons for a single axle semi-trailer and in no case for less than 14 tons for a tandem axle semi-trailer.*

8. Motor vehicles specially equipped for operation over snow and used exclusively for such purposes . . . \$3 if weighing one ton or less, and an additional \$2 for each additional ton or fraction thereof.

Approved April 6, 1955.

CHAPTER 353—H. F. No. 1046

[Not Coded]

An act authorizing any county and city of the first class in which said city has a population of not less than 300,000 nor more than 450,000 inhabitants within the limits of such county jointly to erect, equip, furnish, maintain and operate a joint city and county detention facility or facilities and a joint city and county work house, work farm or any combination of the foregoing and to acquire land therefor; to provide for the housing of offices, officials and employees therein; providing for the issuance of bonds to defray the city's proportion of the cost thereof; creating a commission and prescribing the method of selection of site, erection, equipment, furnishing, maintenance and operation of such facilities; providing for a joint city and county committee to maintain and operate such facility or facilities; providing for the disposition of any property no longer needed because of the erection or acquisition of such buildings; providing for the disposition of the proceeds of such property.

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

Section 1. Joint detention facilities authorized, St. Paul-Ramsey. Any county in the state now or hereafter having within its limits a city of the first class having a population of not less than 300,000 nor more than 450,000 inhabitants, may, together with such city, jointly acquire land for, erect, equip, furnish, maintain and operate a joint city and county detention facility or facilities, and joint city and county work house, work farm, or any combination of the foregoing to be used jointly by such county and city.