

this section as adjusted in parts (a) and (b) herein, the net refund due each district shall be prorated.

Approved May 2, 1957.

EXTRA SESSION
CHAPTER 10—S. F. No. 2
[Coded]

An act providing for the regulation of railroads by the Minnesota Railroad and Warehouse Commission and repealing Minnesota Statutes 1953, Sections 216.06 to 216.09, inclusive, 216.12, 216.19 to 216.23, inclusive, 216.34 to 216.64, inclusive, 216.66 and 216.68, 217.01 to 217.37, inclusive, 217.39 to 217.44, inclusive, all of Chapter 218, and Laws 1953, Chapter 145.

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

Section 1. [218.011] **Definitions.** Subdivision 1. For the purposes of this Act, the following terms shall have the meanings given them in this section.

Subd. 2. "Common Carrier" shall mean all railroad companies, except private railroads; express companies; sleeping-car companies; and all persons, natural or artificial, engaged in such transportation as aforesaid common carriers for hire.

Subd. 3. "Railroad" shall include all bridges, car floats, lighters and ferries used by or operated in connection with any railroad; and also all the road in use by any common carrier operating a railroad, whether owned or operated under a contract, agreement or lease; and also all switches, spurs, tracks, terminals and terminal facilities of every kind used or necessary in the transportation of the persons or property designated herein, including all freight depots, yards and grounds, used or necessary in the transportation or delivery of any such property.

Subd. 4. "Transportation" shall include locomotives, cars and other vehicles, vessels and all instrumentalities and facilities of shipment or carriage, irrespective of ownership or of any contract, express or implied, for the use thereof, and all services in connection with the receipt, delivery, elevation and transfer in transit, ventilation, refrigeration, or icing, storage and handling of property transported.

Sec. 2. [218.021] Common carriers, unlawful acts.
Subdivision 1. It shall be unlawful for any common carrier:

(1) To charge, demand, collect or receive for any service a greater or a lesser sum than that fixed in its published schedules.

(2) To change or discontinue any published rate, charge or classification, minimum weight or rule relating to the same, or operation of any regularly scheduled intrastate passenger trains, or any service or facility, without approval of the Commission.

(3) To make or give any undue or unreasonable preference or advantage, or any undue or unreasonable prejudice or disadvantage, to any person, company, firm, corporation, transit point or locality or to any particular description of traffic.

(4) By any special rate, rebate, drawback or other device, directly or indirectly, to charge, demand, collect or receive a greater or less compensation for any service rendered in the transportation of any property within this State than the regular established schedule of rates and charges for like and contemporaneous service for any other person, or for the public generally; or, directly or indirectly, to offer or give any shipper, in connection with or as an inducement or reward for receiving any property for transportation, any gift, gratuity or free pass or any rate less than that offered to the public.

(5) Except as expressly permitted, to charge a greater rate per ton or per ton mile for a single carload of freight of any kind or class than for a greater number of carloads of the same kind or class, to and from the same points of origin or destination.

(6) To charge or receive any greater compensation for the transportation of passengers or of like kind or class and a quantity of property for a shorter than for a longer distance over the same line, the shorter being included within the longer; but this shall not be so construed as to authorize any carrier to charge or receive as great compensation for a shorter as for a longer distance; or to charge or receive any greater compensation per ton per mile for the contemporaneous transportation of the same class of freight for a longer than for a shorter distance over the same line in the same general direction, or from the same original point of departure or to the same point of arrival; but this shall not be construed so as to authorize any carrier to charge as high a rate per ton per mile for a longer as for a shorter distance.

(7) To charge or receive for the transportation of freight of any description for any distance within this state a greater amount than is at the same time charged or received for a like quantity of freight of the same class over a greater distance of the same railway; or to charge or receive at any point upon its road a higher rate for receiving, handling or delivering freight of the same class or quantity than it shall at the same time charge or receive to any other point upon the same line; or to charge or receive for freight of any description over its railway a greater amount than at the same time is charged or received for the transportation of a like quantity of freight of the same class being transported over any portion of the same railway of equal distance; or to charge or receive from any person a greater amount than it shall at the same time charge or receive from any other person for the same class and like quantity of freight at the same point upon its railway; or to charge or receive from any person for the transportation of any freight upon its railway a greater amount than it shall at the same time charge or receive from any other person for the transportation of a like quantity of freight of the same class being transported from the same point over an equal distance of the same railway; or to charge or receive from any person for the use and transportation of any railway car upon its railroad for any distance, a greater amount than is at the same time charged or received from any other person for the use and transportation of any railway car of the same class or number for a like purpose being transported over a greater distance of the same railway; or to charge or receive from any person for the use and transportation of any railway car upon its railroad a greater amount in the aggregate than it shall at the same time charge or receive from any other person for the use and transportation of any railway car of the same class for a like purpose being transported from the same original point of an equal distance of the same railway; provided, however, where two or more railroads serve a common point one having a shorter mileage than the other from a given point, the railroad having the longer mileage may be authorized by the commission to meet the rate made by the shortest line.

(8) To charge or receive more for transporting a car of freight than is charged or received per car for several cars of a like class of freight over the same railway for the same distance; or to charge or receive more for transporting a ton of freight than is charged or received per ton for more than a ton but less than a carload of like class over the same railway for the same distance; or to charge or receive more for transporting one hundred pounds of freight than is charged or received per hundred pounds above one hundred pounds but

less than a ton of like class over the same railway for the same distance.

Subd. 2. Nothing herein shall prohibit carriage, storage or handling of property free or at reduced rates for the United States, the State, or any governmental subdivision thereof, ministers of religion, sisters of charity, missionaries, students of educational institutions or inmates of charitable institutions, or for charitable purposes, or for exhibition at fairs or at expositions, or of stock for breeding purposes, or issuance of excursion or commutation passenger tickets at rates equal for all; nor prohibit issuance of free tickets, passes or transportation to any officers, bona fide agents, surgeons, physicians, attorneys or employees of any common carrier or dependent members of their families, or to duly elected representatives of any railroad or motor bus labor organization, or to children under twelve (12) years of age, ministers of religion, secretaries of Young Men's Associations, persons exclusively engaged in charitable and eleemosynary work, indigent, destitute and homeless persons and such persons, when transported by charitable societies or hospitals or by any public charity and the necessary agents employed in such transportation, inmates of national homes or state homes for disabled soldiers, inmates of soldiers' and sailors' homes including those entering and returning from such homes and transportation of managers of such homes, postoffice inspectors, custom and immigration inspectors, witnesses of common carriers attending any legal investigation in which the company is interested, officials and linemen of telegraph and telephone companies, ex-employees retired from service on account of age or because of disability sustained while in the service of the common carrier and dependent members of their families, or the widows or dependent children of employees killed or dying while in the service of such company, necessary caretakers of livestock, poultry, vegetables and fruit, including transportation to and from the point of delivery, employees on sleeping and express cars, railway or motor bus mail service employees, newsboys on trains or motor buses, baggage agents, persons injured in wrecks and physicians and nurses attending them; nor prohibit the interchange of passes, express and other franks for the officers, bona fide agents, surgeons, physicians, attorneys and employee and dependent members of their families of any person or company with the object of providing relief in cases of general epidemic, pestilence or calamitous visitation; nor prohibit the interchange of passenger and freight transportation and message service between railroad, motor bus and telegraph companies; nor prohibit furnishing free transportation to the members of the commission, its secretary, hearings officers, counsel or

employees and agents while engaged in the performance of their duties, provided no such free transportation shall be given to any person when a member of, employed by or in any way connected with any political committee or an incumbent of any office or position under the constitution and laws of this State, except as above provided and except that free passes may be given to employees while occupying office or position other than judicial under a municipality, county or public school district, or while acting under appointment as a notary public, and may further issue free passes to any member of the legislature who has been an employee of such company for a continuous period of five (5) years prior to his election, and, provided, that such member of the legislature does not collect mileage for such travel from the State.

Sec. 3. [218.031] Common carriers, duties. Subdivision 1. Except as otherwise directed or authorized, it shall be the duty of every common carrier:

(1) To prescribe in the first instance, and to publish upon not less than ten days' public notice in such manner as may be required by the Commission and law, all schedules of fares, rates and charges and classifications thereof, together with the rules governing the same, and minimum weights for transportation of freight articles between points or stations in the State, and terminal and switching charges, provided there shall be but one classification applicable to any one commodity which shall be uniform on all railroads in this State and govern in all state commerce.

(2) To comply with every duly authorized rule, regulation or directive of the Commission except as the same may be stayed, pending appeal therefrom.

(3) To put into effect and observe all schedules of rates, fares and charges and classifications and any amendments or changes therein duly ordered by the Commission, except as the same may be stayed, pending appeal.

(4) To maintain for public inspection at every station and depot all schedules showing all classifications, rates, fares and charges for transportation of freight and passengers currently in force applying from such station. Such schedules shall state the places between which persons and property will be carried and show the classification of freight, the distance tariff, a table of distances between stations, any terminal charges and any rules or regulations in any way affecting the aggregate of such rates, fares and charges.

(5) Upon request of an owner or consignor of freight

to the initial company, whenever the initial line does not reach the place of destination, or the distance from the place of origin to destination may be shortened, to transfer such freight to a connecting line without change in cars if in carload lots, except such change be free of charge to the shipper and receiver; and to transfer with or without change in cars of less than carload lots at a reasonable joint through rate agreed upon by the connecting carriers or prescribed by the Commission, not greater than the maximum rates allowed by law, provided any unloading and reloading which is necessary shall be at cost and the charge for such transfer included in the joint rate.

(6) To provide the same switching, transfer and handling facilities for local as for interstate traffic.

(7) Upon written demand of the owner, to construct, maintain and operate side tracks and reasonable facilities connecting with any grain warehouse, dock, wharf, mill, coal yard, quarry, brick or lime kiln, sand or gravel pit, crushed rock or concrete plant or manufactory as may be required by the Commission, and on such terms as may be agreed upon, or, on failure of agreement, as may be prescribed by the Commission.

(8) To issue receipts or bills of lading covering all property received for transportation from any point in the State to any other point in the State, and to respond for any loss, damage or injury to such property caused by it or any carrier to whom such property may be delivered or over whose line it may pass, nor shall any contractual provision whatever exempt it from such liability.

(9) To refund all overcharges for freight, baggage or express, and pay for any loss, damage or injury to property while in its possession, within ninety (90) days after the filing of a claim for such over-charge, loss or damage.

(10) To redeem, upon presentation to any authorized ticket agent, any passenger ticket unused in whole or in part, which has not by its terms expired, and pay therefor a pro-rata share of the price for which such ticket was sold or, if wholly unused, the entire purchase price.

(11) To furnish suitable care for the transportation of livestock and transport livestock of different kinds in the same car at the option of the shipper; to deliver all livestock arriving at any terminal, billed to any stockyard within twenty (20) miles thereof, to the chutes of such stockyard within five (5) hours after arrival at the terminal unless prevented

by act of God, or to any chutes within ten (10) miles of the terminal within three (3) hours after arrival thereat unless prevented by act of God; to furnish transportation without charge, in connection with livestock shipments in carload lots, for one (1) person for the first car and an additional person for each additional four (4) carloads shipped at the same time, in a caboose or other suitable car while going, and by first class passage when returning.

(12) To keep its accounts so as to show, as far as practicable, the earnings derived from, and the expenses incurred in, handling intrastate business in such form as the Commission shall prescribe, including the separation of accounts for each operating division, wholly or partly within the State. Such accounts shall show the total cost of operating through trains and the total cost of operating the local or distributing trains of each operating division, wholly or partly within the State, during the fiscal year to be fixed by the Commission, the total number of tons of revenue and non-revenue freight, the number of tons of each carried one (1) mile on the through trains and on the local trains, respectively, the number of tons and ton miles of revenue and non-revenue freight carried on through or local trains which are exclusively intrastate, and the gross tons and ton miles made by through and local trains on each division. The accounts shall show the total revenue and non-revenue train and engine miles and the total revenue and non-revenue car miles (the non-revenue car miles to be shown loaded and empty separately) produced by such railroad in the State in each operating division, the number of each of the above train, engine and car mileage produced in handling the through trains and in handling the local trains, the total locomotive miles produced in switching on each division and such further information related to the income or cost of intrastate business as the Commission may require. The Commission may require such accounts to be kept with reference to the intrastate passenger business of each carrier and the train, car and engine mileage incurred in such business in this State as it may deem necessary.

(13) During pendency of any litigation, when rates prescribed by the Commission have not been put into effect, to keep a correct account of every charge made by it for any services to which such rates apply in excess of the rates prescribed, showing in each case the difference between the amount actually charged and the amount allowed to be charged, the date of the transaction, the stations between which the business was carried and the names and addresses

of the consignor and consignee, and to report such information in full to the Commission on their request.

Subd. 2. Every common carrier shall furnish to the Commission:

(1) All schedules of rates, fares and charges, every part and classification thereof, together with minimum weights and rules with respect thereto, and any and all amendments, modifications or changes therein.

(2) All information duly required in blanks and forms furnished by the Commission.

(3) A copy of all annual reports and valuation data furnished to the Interstate Commerce Commission not later than June 30th, covering the preceding calendar year, together with any additional information regarding valuation of its properties requested by the Commission.

(4) A report of all accidents, wrecks and casualties occurring in this State in such manner and form and at such times as prescribed by the Commission. All reports shall be open to public inspection but shall not be admissible in evidence in any suit or action for damages, growing out of such accident, wreck or casualty.

(5) All tariff agreements or arrangements with other carriers.

(6) All joint schedules of rates, fares or classifications.

Sec. 4. [218.041] Duties of railroad and warehouse commission. Subdivision 1. With respect to all common carriers under this Act, the Commission shall investigate the management thereof, the manner in which their businesses are conducted, and the adequacy of the services they are affording the public; prescribe uniform systems of keeping and rendering accounts and the time within which such systems shall be adopted; direct the repair and reconstruction or replacement of any inadequate or unsafe trackage, structure or facility; and make all appropriate orders relating to continuation, termination, modification or extension of services and facilities with a view to properly promoting the security and convenience of the public.

Subd. 2. The Commission shall, upon petition and appropriate proceedings thereunder:

(1) Review and ascertain the reasonableness and equalities of all schedules of rates, fares and charges or any part or classification thereof, including joint through rates,

and, if found unreasonable or discriminatory, establish new schedules and prescribe the form and manner of filing, posting and publication thereof.

(2) Order the issuance of any franchises, permits or certificates of convenience and necessity.

(3) At all points of intersection and crossings of different railroads, or where two railroads are not more than one-half ($\frac{1}{2}$) mile apart, and at all terminals, prescribe ample facilities by track connection, joint use of tracks, passenger and freight platforms and depots, warehouses, docks over which general merchandise is handled and forwarded, and other necessary appliances and conveniences for the transfer, forwarding and handling of general merchandise and parcel freight between such railroads and between such railroads and such docks, warehouses and vessels at such docks.

(4) Determine the proportionate share of each company in the cost of providing connecting and transfer facilities in the event the companies fail to agree.

(5) Direct construction, maintenance and operation at any points prescribed by law of all side tracks and reasonable facilities connecting any road with any grain warehouse or mill, dock, wharf, coal yard, quarry, brick or lime kiln, sand or gravel pit, crushed rock or concrete plant, or manufactory adjacent thereto, and prescribe the terms therefor.

(6) Direct the discontinuance of any regularly scheduled intrastate passenger trains upon a finding after public hearing that the public will not be deprived of reasonably adequate service thereby.

(7) Prescribe schedules of reasonable maximum rates or charges for the transportation of freight and cars on each railroad, including the classification of such rates and rules governing the same, and revise the same from time to time.

(8) Fix rates or charges for carrying livestock to St. Paul or between St. Paul and South St. Paul, provided that the railroad transporting such livestock to St. Paul shall absorb switching charges from St. Paul to South St. Paul out of its line haul rates or charges for transportation of such livestock to St. Paul, or the common rate point which includes St. Paul.

(9) Prescribe rates for feeding cattle applicable to out-movement from terminal markets. The commission may unite two or more stations or commercial centers into a common rate point and may designate the classes of freight which

shall take common rates, and fix the mileage that shall govern between the common rate point and any or all other points in the State. The distance so fixed shall not apply as a measure of the rate for the movement of the same class of freight for similar distances between other points.

(10) Prescribe rules and regulations for distribution of cars at stations for use of shippers of livestock and farm products.

(11) Prescribe a schedule of joint through railway rates for freight over two or more connecting lines of railway and revise the same from time to time. In so doing, the Commission shall consider, among other things, rates established for shipments within this State for like distances over single lines, rates charged by the railway companies operating such connecting lines for joint interstate shipments, and the increased cost, if any, of a joint through shipment as compared with a shipment over a single line for like distances. In establishing rates for shipments in less than carload lots, in cases where connecting railways are not required to have common stations or stopping place for loading or unloading freight at connecting points, the Commission shall regulate the transportation of such freight from the usual unloading place of one railway to the usual loading place of the other. The share of any railway company of any joint through rates shall not be construed to fix the charge that it may make for a similar distance over any part of its line for any single rate shipment, or the share of any other joint rate. Where the line of a railway company connects the point of shipment with the point of destination but would require a longer haul than a joint haul for which a joint rate has been established, the Commission may authorize charging the joint rate for the single haul without affecting the charge upon any other part of its line except that the charge for a like kind of property must not be greater for a shorter than for a longer distance upon that railroad, all of the shorter hauls being included within the longer.

(12) Define switching and drayage service to apply to the movement of traffic within and between points and fix reasonable maximum rates for the same, which shall be independent of any rates that may be made for line haul transportation. There shall be but one terminal charge for switching or transferring any car within any one municipality and, if it is necessary that any car in such transfer pass over the tracks of more than one railroad within such limits, the company first so transferring such car shall receive the entire charge therefor and be liable to each company doing subsequent switching for its just share of such charge as may be

agreed upon among the companies, or, in the event of disagreement, as prescribed by the Commission.

(13) Require installation of track scales at terminals, warehouses and at all other points in the State where the same are deemed necessary and prescribe reasonable regulations for the weighing of cars and of freight.

(14) Prescribe the speed at which and the conditions under which cars of livestock shall be moved by any carrier within the State in intrastate shipments.

(15) Prescribe the fees necessary to cover cost of supervision and weighing and the method of assessment and collection thereof.

(16) Prescribe reasonable regulations for handling property, passenger, baggage, express and mail, partly over privately owned rights-of-way and partly over highways, so that reasonable and adequate accommodations and service may be afforded.

(17) Prescribe the extent to which any designated carrier, upon its petition, may be relieved from the operation of the principles established by Section 2, Subdivision 1 (6) (7) and (8) of this Act.

Subd. 3. The Commission may, upon its discretion and without hearing:

(1) Order any railroad company to furnish water for the use of stock at all stockyards in the State.

(2) Prescribe regulations for the weighing of cars and freight offered for shipment in carload lots, approve sealing devices to be used in sealing scales and require installation of such sealing devices.

(3) Order in and require installation and maintenance of stock scales at all stockyards, and fix the capacity of such scales which shall be for free use of all patrons shipping livestock from, into or through such stockyards.

(4) Authorize less than full fare rates for transportation of children under twelve (12) years of age.

(5) Approve the establishment, change, or alteration of any rate, charge, or classification, minimum rate, or rule governing the same, to which a common carrier is a party, upon application of such common carrier in writing when such application appears to be noncontroversial.

Sec. 5. [218.051] Additional duties of railroad and

warehouse commission. In addition to any other duties and functions imposed by law, the Commission shall:

(1) Supervise and inspect all track scales, and direct any carrier to transport, move and switch to any track scale free of charge any test car used by the State in testing such scales;

(2) Investigate and determine whether any common carriers are granting rebates or, in any other particular, failing to comply with laws or with orders, rules or directives of the Commission.

(3) Appear and press before the Interstate Commerce Commission any petition, whether filed by a resident of the State or otherwise, charging any common carrier doing business in this State with any violation of the Interstate Commerce Act of the United States, whenever they deem the matter to be one of public interest.

(4) Appoint at public stockyards such weighers as may be necessary for the purpose of weighing livestock, each such weigher to give to the State a bond in the sum of \$5,000, conditioned for the faithful discharge of his duties. Such weigher shall report daily to the supervisor of the stockyards on weights taken by him in such form as he may prescribe and the supervisor shall furnish to interested parties a certificate setting forth the number of animals weighed, for whose account weighed and the actual weight of such animal or animals. No weigher shall, during his term of service, be in any manner interested in the handling, shipping, purchasing or selling of livestock or in the employ of any person or corporation engaged therein, nor shall he be a member of any livestock exchange or organization of like character.

(5) Authorize publication of schedules containing all classifications, rates, fares and charges for the transportation of freight and passengers on less than ten days' public notice.

(6) Upon application by any carrier stating that it desires to establish a rate for a temporary period only for the protection of the interests of such carrier or shippers, authorize and establish such temporary rate, and extend same as the circumstances of the case may require and permit the restoration of the rate existing at the time of such application without further proceedings.

(7) Collect all fees prescribed by the Commission to cover the cost of supervision and weighing, deposit the same in the state treasury in a fund known as the "Livestock Weighing Fund".

(8) Institute and prosecute all actions and proceedings in the appropriate courts for the enforcement of the provisions of this Act, the orders, rules and directives of the Commission issued hereunder and any violations hereof.

Sec. 6. [218.061] Powers and duties of common carriers. Subdivision 1. Nothing in this Act shall limit the liability of common carriers at common law with reference to property in their custody, including absolute responsibility for the acts of their agents with reference thereto, nor shall liability be limited by contract or otherwise, except as stated in their published classification schedules.

Subd. 2. A common carrier, issuing any receipt or bill of lading, shall be entitled to recover from the carrier on whose line loss, damage or injury shall have been sustained, such amount as it may be required to pay to the owners of the property as evidenced by any receipt, judgment or transcript thereof.

Subd. 3. Any railroad company may construct and maintain at its own expense any bridges and the approaches thereto so as to answer for ordinary travel and, unless within one (1) mile from a toll bridge previously built by an incorporated bridge company over the same stream, may charge and collect for its use reasonable toll, subject to the approval of the proper county board. Such toll shall be uniform and the rates thereof shall be conspicuously posted on or near the toll house. Such company may contract with any person or corporation for the payment of a fixed sum yearly or otherwise in lieu of toll.

Subd. 4. An action or proceeding may be instituted, upon verified complaint of the Commission or any interested person in any district court of any county wherein a common carrier has a principal office or into which its railroad extends, for the enforcement of any provision of this chapter, or any order, rule or directive of the Commission herein authorized, and the court may grant provisional or other relief, ordinary or extraordinary, legal or equitable, which the nature of the case may require, including temporary mandatory or restraining orders. Except when there is a constitutional right to trial by jury not expressly waived, all such proceedings shall be tried summarily by the court and such matters shall take precedence over all other matters except criminal cases.

Subd. 5. Every claim against a common carrier for any over-charge or difference in weight or for loss, damage or injury to property while in its possession, shall first be filed with either the agent at point of origin or of destination or

with the freight claims department of such carrier. It shall not be filed until after arrival of shipment or some part thereof at destination or until after a lapse of reasonable time for the arrival thereof. It shall consist of: (a) original bill of lading or shipping receipt, (b) paid freight bill, (c) bill of claimant, (d) original invoices or certified copies, when necessary. True copies may be used or, in the absence thereof, an explanation. If such claim is not paid or adjusted within ninety (90) days of filing thereof, suit may be commenced in any court having jurisdiction thereof, in which all persons similarly situated may intervene or be joined and, if claimant prevails, a penalty of ten percent (10%), plus legal interest, reasonable attorneys' fees, costs and disbursements shall be allowed.

Subd. 6. In all proceedings hereunder, any final and duly promulgated material order, rule or directive of the Commission and all schedules of rates, fares or charges fixed by the Commission shall be deemed and taken in all courts as prima facie fair and reasonable.

Subd. 7. In all proceedings hereunder, the court may order payment of such counsel fees and disbursements as it deems just and reasonable.

Subd. 8. Any common carrier which shall do or cause to be done any unlawful act as herein provided, or fail to perform any duty prescribed, or violate any duly established order, rule or directive of the Commission, or which shall aid or abet in the performance of any unlawful act or in the failure to perform any such duty, shall be liable in damages to any person injured thereby, and such person, if he recovers, shall be allowed, in addition to damages, reasonable attorneys' fees, together with costs and disbursements.

Sec. 7. [218.071] Rules and orders of railroad and warehouse commission, offenses and penalties. Subdivision 1. Every duly adopted rule, order or directive of the Commission shall have the full force and effect of law.

Subd. 2. Unless a different penalty or punishment is specifically prescribed, any person, firm or corporation who performs any unlawful act, or fails to perform any duty imposed upon him by this Act, or to obey any valid and final order, rule or directive of the Commission, or who assists and aids therein, shall be guilty of a misdemeanor, and, if the violation be a continuing one, then he shall be guilty of a new offense for each day of such continuance, and for each offense shall be punished by a fine of One Hundred Dollars (\$100.00).

Subd. 3. Any common carrier, wilfully granting any special rate, rebate, drawback, or directly or indirectly charging, demanding or collecting a greater or less compensation than provided by its regular established schedule of rates and charges, shall be punished by a fine not exceeding Five Thousand Dollars (\$5,000.00) for each such offense.

Subd. 4. Any common carrier failing to comply with any order of the Commission shall be subject to a penalty of Fifty Dollars (\$50.00) for each and every day of such failure to comply, to be recovered for the State in a civil action by the Commission.

Sec. 8. **Repealer.** Minnesota Statutes 1953, Sections 216.06 to 216.09, inclusive, 216.12, 216.19 to 216.23, inclusive, 216.34 to 216.64, inclusive, 216.66 and 216.68, 217.01 to 217.37, inclusive, 217.39 to 217.44, inclusive, all of Chapter 218, and Laws of 1953, Chapter 145, are repealed, and all other provisions of law which are inconsistent herewith are repealed, superseded or modified or amended so far as necessary to give full force and effect to the provisions of this Act.

Sec. 9. **Effective date.** This Act shall become effective July 1, 1957; the provisions hereof shall not affect any action or proceeding duly commenced or pending prior to that date.

Approved May 2, 1957.

EXTRA SESSION

CHAPTER 11—S. F. No. 3

[Not Coded]

An act relating to actuarial surveys for pension and retirement created by the legislature.

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

Section 1. **Actuarial survey.** Subdivision 1. Each of the following public pension and retirement funds shall have an actuarial survey made of its fund at the request of the legislature:

(a) State employee retirement association as provided in Minnesota Statutes, Chapter 352.

(b) Public employee retirement association as provided in Minnesota Statutes, Chapter 353.