

CHAPTER 646—H. F. No. 1830

An act to amend an existing route on the trunk highway system; amending Minnesota Statutes 1953, Section 160.65, Route No. 291.

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

Section 1. Minnesota Statutes 1953, Section 160.65, Route No. 291 is amended to read :

Route No. 291. Beginning at a point on Route No. 3 in the City of Hastings; thence extending in a general easterly and southeasterly direction to a point at or in the grounds of the Hastings State Hospital; *thence extending in a general southwesterly direction to a point on Route No. 3.*

Approved April 20, 1955.

CHAPTER 647—S. F. No. 407

An act relating to traffic on highways, requiring certain trucks and trailers to have rear safeguards; amending Minnesota Statutes 1953, Section 169.73.

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

Section 1. Minnesota Statutes 1953, Section 169.73, is amended to read :

169.73 Bumpers, safeguards. All motor vehicles shall be equipped with front and rear bumpers or with front bumpers and with rear reflectors, as herein provided, and all trailers and semi-trailers weighing more than 1,500 pounds shall be equipped with rear bumpers or with rear reflectors, as herein provided. Such bumpers shall be securely attached to the frame thereof, and shall extend beyond the extreme front and rear points, respectively, of such vehicles. The center point of such bumpers shall be not more than 20, nor less than 14 inches from the ground when the vehicle is unloaded, provided that two rigid cross-bars may be attached to any bumper to extend it so that it will reach into a point within the required height from the ground. *All trucks and trailers manufactured and sold after July 1, 1955, having a rear platform or tailboard more than 20 inches above the ground, except public utility trailers used for hauling reels of cable or wire, pole trucks, dump trucks, and farm trucks as defined in Minnesota Statutes 1953, Section 168.011, Subd. 17, and trucks and semi-trailers transporting logs, pulpwood and other raw and un-*

finished forest products from the place of production to an assembly yard or rail head when such transportation constitutes the first haul thereof, are required when operating upon the highways of this state, to have rigid rear safeguards, so constructed as to prevent any part of another motor vehicle from penetrating the area immediately below such rear platform or tailboard, when such tailboard is in a verticle position.

Approved April 21, 1955.

CHAPTER 648—H. F. No. 92

[Coded]

An act extending certain provisions for retirement compensation, making same applicable to the state auditor under certain conditions, appropriating money for the payment thereof; amending Minnesota Statutes 1953, Section 490.025.

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

Section 1. Minnesota Statutes 1953, Section 490.025, is amended by adding a new subdivision to read:

[Subd. 9.] *State auditor. When and after a state auditor has arrived at the age of 65 years, has served in state elective office for 25 years or more and has been elected seven consecutive times to the office of state auditor, he may, at any time thereafter, notify the governor of his resignation before [.]or his retirement at the expiration of [.] the term for which he has last been elected. If the governor finds that such state auditor has attained age 65, has served in such elective office and has been elected seven consecutive times to the office of state auditor, as required, the governor shall by written order designate the effective date of such resignation or retirement. From the date of such resignation or retirement, such state auditor shall receive as retirement compensation annually for the remainder of his life one-half of the annual compensation received by him at the time of the passage of this act. Such retirement compensation shall be paid semi-monthly and in the same manner in which state salaries are paid. The amount required therefor is hereby annually appropriated from any funds in the state treasury not otherwise appropriated.*

Approved April 21, 1955.
