

ing the courthouse of the county, all such proceedings and all bonds so authorized are hereby legalized and validated, and any such county is hereby authorized to issue, sell and deliver such bonds pursuant to and in accordance with said proceedings heretofore taken; provided that nothing herein shall be deemed to permit the issuance of bonds by any county in an amount which would cause its net indebtedness to exceed the limitations prescribed by law, and all bonds so issued shall be sold and provisions shall be made for the security and payment thereof in the manner provided by Minnesota Statutes, Sections 475.60 to 475.66, inclusive.

Sec. 2. Remedial. It is expressly found and determined that this act is remedial in nature, being necessary to protect the financial credit of such counties, and this act shall be in full force and effect from and after its passage and approval.

Sec.3. Application limited. This act shall not apply to or affect any action or appeal now pending in which the validity of any of such proceedings or of any such bonds or other obligations is called in question.

Approved March 31, 1953.

CHAPTER 201—S. F. No. 1229

An act relating to rear-end lamps on motor vehicles; amending Minnesota Statutes 1949, Section 169.50, Subdivision 1.

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

Section 1. Minnesota Statutes 1949, Section 169.50, Subdivision 1 is amended to read as follows:

169.50 Rear lamps. Subdivision 1. **Required.** Every motor vehicle and every vehicle which is being drawn at the end of a train of vehicles shall be equipped with *at least one tail lamp*, exhibiting a red light plainly visible from a distance of 500 feet to the rear. On and after January 1, 1938, no person shall sell or operate any new motor vehicle, trailer or semi-trailer unless the rear lamp thereon is mounted and located on the rear within 20 inches from the extreme left edge and not less than 24, nor more than 60, inches from the surface upon which the vehicle stands, unless the use or construction of the vehicle makes such location impracticable.

Approved March 31, 1953.
