

No. 382, A.]

[Published June 21, 1907.]

**CHAPTER 264.**

AN ACT to amend section 823, of the statutes, as amended, relating to the issuing of town orders.

*The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:*

SECTION 1. Section 823, of the statutes, is amended to read:

\* \* \* \* \*

Approved June 19, 1907.

(In effect July 1, 1907.)

No. 366, A.]

[Published June 21, 1907.]

**CHAPTER 265.**

AN ACT to amend section 1802, statutes of 1898, as amended, relating to connection with railway tracks.

*The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:*

SECTION 1. Section 1802, statutes of 1898, as amended by chapter 386, laws of 1905, is amended to read:

\* \* \* \* \*

Approved June 19, 1907.

(In effect July 1, 1907.)

may deem necessary, so that the same shall be reasonable and lawful in every particular.

(Ch. 578, 1907.)

**Two-cent passenger rate on railroads. SECTION 1798a.**

No corporation operating a railroad in this state the gross receipts of which are or exceed three thousand five hundred dollars per mile per annum, shall demand, collect or receive a greater compensation for the transportation of persons than \* \* \* *two cents per mile*; and every such corporation shall, \* \* \* *at its \* \* \* ticket stations within this state, on \* \* \* its lines of road, sell tickets at a price not to exceed \* \* \* two cents per mile*; but no such corporation shall be compelled to accept a single fare of less than five cents.

(Ch. 654, 1907.)

**Spur tracks: use of streets, alleys and lanes; city's consent and regulation. SECTION 1802.**

The owner of any elevator, warehouse, manufacturing plant or mill, or of any lumber, coal or wood yard located within one-half mile of any railroad or any side track thereof may at his own expense construct a spur track from any such elevator, warehouse, manufacturing plant, mill or yard to a point on the right of way within the terminal or yard limits of any such railroad and the railroad shall connect the same with its tracks within such terminal or yard limits. *Provided, however, that no such spur track be constructed across, along or upon any street, lane or alley, at grade or otherwise, within the corporate limits of any city however organized, until application therefor shall have been made to and acted upon by the proper authorities of such city. The proper authorities of such city may prescribe any reasonable terms and conditions for the construction of any such branch and spur track.* Such spur track shall at all times be under the control and management of and be kept in repair and operated for such owner or his assigns by such railroad, but the actual cost of so maintaining and operating shall be paid monthly by the owner thereof, and in case of neglect to so pay the same upon demand the obligation of this section upon any such railroad shall cease until such charges are paid. And no such spur track hereafter constructed or which has heretofore been constructed under the provisions of this section shall be removed without first having given the parties owning such elevator, warehouse,

manufacturing plant, mill or yard six months' notice, and no removal shall be made except for good cause shown.

(Ch. 265, 1907.)

**Train speed at unguarded municipal crossings.** SECTION 1809. \* \* \* 1. *No railroad company or corporation operating a railroad in this state and whose line of road extends into or through any incorporated city or village, shall run a train or locomotive faster than twelve miles an hour while approaching and within twenty rods of any public traveled grade street crossing in such city or village.*

**Train speed with gates, flagman or alarm.** 2. *Whenever any such railroad company or corporation shall erect, maintain and operate gates at any public traveled grade crossing in any incorporated city or vilalge, or shall maintain a flagman thereat such company or corporation may run a train or locomotive at a speed not to exceed thirty miles an hour while approaching and within twenty rods of and while crossing such public traveled grade crossing, and whenever such railroad company shall maintain and operate an efficient electric alarm bell or signal, properly installed and kept in good working order, at any public traveled grade crossing in any incorporated city or village, such company may run a train or locomotive at a speed of not to exceed twenty miles an hour while approaching, and within twenty rods of, and while crossing, such public grade crossing.*

**Engine bell; municipal regulation.** 3. *No such railroad company or corporation shall run any train or locomotive over any public traveled grade crossing within any incorporated city or village, except wherein gates are erected, maintained and operated, or a flagman is stationed, unless the engine bell shall be rung continuously within twenty rods of and until such crossing shall be reached by such train or locomotive. Provided, that flagmen or gates shall be placed and maintained, or such mechanical safety appliances shall be installed upon such street crossings in incorporated villages and cities over which trains pass as the public authorities of any such city or village may direct.*

**Bell and whistle outside municipal limits.** 4. *No such railroad company or corporation shall run any train or locomo-*