

submitted to the attorney general by registered or certified mail directed to him at his office in Olympia, at least twenty days prior to the meeting at which the proposed plan is to be adopted. No plan for the distribution of such assets may be adopted without the approval of the attorney general, or the approval of a court of competent jurisdiction in a proceeding to which the attorney general is made a party. In the event that an objection is not filed within twenty days after the date of mailing, his approval shall be deemed to have been given.

Passed the House March 18, 1969
Passed the Senate April 10, 1969
Approved by the Governor April 18, 1969
Filed in office of Secretary of State April 18, 1969

CHAPTER 116
[Engrossed House Bill No. 544]
RAILROADS--CABOOSES

AN ACT Relating to railroad equipment; establishing minimum safety, health and comfort requirements for railroad cabooses; repealing section 81.44.090, chapter 14, Laws of 1961 and RCW 81.44.090; amending section 81.44.100, chapter 14, Laws of 1961 and RCW 81.44.100; and providing penalties.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

NEW SECTION. Section 1. The provisions of this act shall apply to all cabooses except when used in yard service or in road service for a distance of not to exceed twenty-five straightaway miles: PROVIDED, That this act shall not apply to logging railways.

NEW SECTION. Sec. 2. Cabooses shall be at least twenty-four feet in length exclusive of platform and of either cupola or bay window type. Cabooses shall be of metal frame construction, and shall be sufficiently insulated to eliminate track noise above eighty-five decibels in any octave in the speech range. A cupola shall extend inward toward the center line of the car not less than two and one-half feet from either side of the caboose.

NEW SECTION. Sec. 3. The trucks shall provide riding qualities at least equal to those of freight type trucks modified with elliptical or additional coil springs or other means of equal or greater efficiency and shall be equipped with standard steel wheels or

their equivalent. Draft gears shall have a minimum travel of two and one-half inches and a minimum capacity of eighteen thousand foot pounds, and shall comply with Association of American Railroads Standard M-901 or its equivalent.

NEW SECTION. Sec. 4. Electric lighting of at least forty foot candles shall be provided for the direct illumination of the caboose desk and reading areas and for the lavatory facilities. The caboose marker, or markers, shall be reflectorized or capable of illumination when required.

NEW SECTION. Sec. 5. Wherever glass or glazing materials are used in partitions, doors, windows or wind deflectors, they shall be of the safety glass type.

NEW SECTION. Sec. 6. Stanchions, grab handles or bars shall be installed at entrances, exits and cupola within convenient reach of employees moving within the caboose. All edges and protrusions (including all bench, desk, chair and other furnishings) shall be rounded as required by the Washington Utilities and Transportation Commission. All seat backs shall conform to safety standards designed by the U.S. Department of Transportation in its "Federal Motor Vehicle Safety Standards" Motor Vehicle Safety Standard No. 201.

NEW SECTION. Sec. 7. Drinking water facilities shall be installed and maintained to provide cool, clean, sanitary drinking water. This water shall be provided in sanitary containers and refrigerated. Each container shall be equipped with an approved type of fountain, faucet, or other dispenser.

NEW SECTION. Sec. 8. Facilities for the washing of hands and face shall be maintained separately from drinking facilities.

NEW SECTION. Sec. 9. All cabooses shall be equipped with at least one portable foam, dry chemical, or carbon dioxide type fire extinguisher with a minimum capacity of one and one-quarter gallons or five pounds. Such extinguishers shall be placed in readily accessible locations and shall be effectively maintained.

NEW SECTION. Sec. 10. In the event a failure of required

equipment or standards of maintenance occurs after a caboose has commenced a move in service after being reported in accordance with section 11, the railroad operating that caboose shall not be deemed in violation of this 1969 amendatory act if said failure of equipment or standards of maintenance is corrected at the first point at which maintenance supplies are available, or, in case of repairs, the first at which materials and repair facilities are available and repairs can reasonably be made. If, in any particular case, any temporary exemption from any requirements of this 1969 amendatory act is deemed necessary by a carrier concerned, the utilities and transportation commission will consider the application of such carrier for temporary exemption and may grant such exemption when accompanied by a full statement of the conditions existing and the reasons for the exemption. Any exemptions so granted will be limited to the particular case specified, and will be limited to a stated period of time.

NEW SECTION. Sec. 11. A register for the reporting of failures of required equipment or standards of maintenance shall be maintained on all cabooses. Said register shall contain sufficient space to record the dates and particulars of said failure. The railroads shall provide reasonable regulations for the use of this register, including a provision for maintaining this record of reported failures for not less than the previous eighty day period.

NEW SECTION. Sec. 12. Compliance with this 1969 amendatory act shall be accomplished within five years of its effective date. The requirements stated in this 1969 amendatory act shall be deemed complied with by equipment or standards of maintenance equal or superior to those herein prescribed.

NEW SECTION. Sec. 13. The utilities and transportation commission shall be empowered to regulate and enforce all sections of this 1969 amendatory act, and shall be empowered to enact all reasonable regulations for the enforcement of this 1969 amendatory act.

Sec. 14. Section 81.44.100, chapter 14, Laws of 1961 and RCW 81.44.100 are each amended to read as follows:

Any person, corporation or company operating any railroad or railway in this state, violating any of the provisions of ((RCW-81-44.090)) this 1969 amendatory act, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined not less than five hundred dollars, nor more than one thousand dollars, for each offense.

NEW SECTION. Sec. 15. Section 81.44.090, chapter 14, Laws of 1961 and RCW 81.44.090 is repealed.

Passed the House April 2, 1969
Passed the Senate April 10, 1969
Approved by the Governor April 18, 1969
Filed in office of Secretary of State April 18, 1969

CHAPTER 117
[Senate Bill No. 340]
SPOKANE RIVER BRIDGES

AN ACT Relating to highways.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

NEW SECTION. Section 1. The highway commission is hereby authorized to contract with the bondholders of the Spokane river toll bridge to fulfill the purposes, terms, and conditions of such contracts as are hereinafter provided for in this section. Notwithstanding the provisions of RCW 47.56.220, the highway commission is authorized to design and construct additional bridges across the Spokane river within ten miles of the existing Spokane river toll bridge: PROVIDED, That the highway commission has executed contracts with the bondholders of the existing Spokane river toll bridge providing that to the extent that revenues from the imposition of tolls and franchise fees for use of the Spokane river toll bridge are insufficient to meet costs of maintenance and operation and required payments of principal, interest, and other charges incidental to the issuance, sale, and retirement of the bonds or any subsequent refunding bond issues, the Washington state highway commission shall use moneys in the motor vehicle fund to pay such deficits.

Passed the Senate March 17, 1969
Passed the House April 10, 1969
Approved by the Governor April 18, 1969
Filed in office of Secretary of State April 18, 1969