

MAINE STATE LEGISLATURE

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EIGHTY-SECOND LEGISLATURE

H. P. No. 886

H. D. No. 212

House of Representatives, Feb. 24, 1925.

Referred to Committee on Judiciary and 500 copies ordered printed. Sent up for concurrence.

CLYDE R. CHAPMAN, Clerk.

STATE OF MAINE

IN THE YEAR OF OUR LORD ONE THOUSAND NINE
HUNDRED AND TWENTY-FIVE

AN ACT Relating to Warning Signs at Grade Crossings.

Be it enacted by the People of the State of Maine, as follows:

Chapter 50 of the Public Laws of 1917 hereby is amended
2 by adding between the first and second sentences of section
3 3 thereof the following:

‘If such grade crossing is protected by gates, by flagman
2 or by automatic signal, the person controlling the movement
3 of any self-propelled vehicle, if such gates are lowered or
4 are being lowered, or if the action of the flagman or the
5 operation of the automatic signal shall indicate that a train
6 is approaching, shall bring such vehicle to a full stop at a
7 distance of not less than ten feet from the nearest rail of
8 such crossing and shall not proceed on or across the rail-

9 road track or tracks until the gates shall have been raised,
10 or until the action of the flagman shall indicate that no train
11 is approaching such crossing, or if the crossing is protected
12 by automatic signal, until such driver has ascertained that
13 no train is approaching,' so that as amended said section 3
14 will read:

Sect. 3. Motor Vehicles to decrease speed when approach-
2 ing. The person controlling the movement of any self-
3 propelled vehicle upon passing any such warning sign located
4 more than one hundred feet from a grade crossing shall
5 reduce the speed of such vehicle so that within a distance of
6 one hundred feet from the nearest rail of such crossing
7 such vehicle shall not proceed at a greater speed than ten
8 miles per hour upon or over such crossing. If such grade
9 crossing is protected by gates, by flagman or by automatic
10 signal, the person controlling the movement of any self-
11 propelled vehicle, if such gates are lowered or are being
12 lowered, or if the action of the flagman or the operation of
13 the automatic signal shall indicate that a train is approaching,
14 shall bring such vehicle to a full stop at a distance of not
15 less than ten feet from the nearest rail of such crossing and
16 shall not proceed on or across the railroad track or tracks
17 until the gates shall have been raised, or until the action of
18 the flagman shall indicate that no train is approaching such
19 crossing, or if the crossing is protected by automatic signal,
20 until such driver has ascertained that no train is approach-
21 ing. This provision shall be deemed to require a precau-

22 tion in addition to those now described by law or otherwise
23 required with reference to the duties of persons on a high-
24 way approaching a railroad grade crossing.'

Section 4 of Chapter 50 of the Public Acts of 1917 hereby
2 is amended by striking out the entire section as now written
3 and substituting therefor the following:

'Sect. 4. Penalty for violation and jurisdiction. Any
2 person violating the foregoing section shall be fined upon
3 conviction of such violation, not less than ten dollars, but
4 if it be the second conviction the fine shall be not less than
5 fifty dollars, and if it be the third or succeeding conviction
6 then there may be sentence of not less than ten days in jail
7 in addition to a fine. Jurisdiction over such offenses is
8 hereby conferred upon municipal and police courts and trial
9 justices within the State and it shall be the duty of the State
10 Highway Patrol to make complaints and bring actions on
11 account of violations of the preceding sections. The State
12 Highway Commission shall suspend or revoke the driver's
13 license of any person convicted of violation of the preceding
14 section.

'It shall be the duty of the Secretary of State to mail or
2 deliver with each operator's license a copy thereof.'