

MAINE STATE LEGISLATURE

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N I N E T Y - S I X T H L E G I S L A T U R E

Legislative Document

No. 867

H. P. 847

House of Representatives, February 18, 1953.

Referred to Committee on Public Utilities. Sent up for concurrence and ordered printed.

HARVEY R. PEASE, Clerk.

Presented by Mr. O'Dell of Eastport.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
FIFTY-THREE

AN ACT Relating to Windshields, Wipers and Tops on Rail Track Motor Cars.

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

R. S., c. 42, §§ 74-A, 74-B, additional. Chapter 42 of the revised statutes is hereby amended by adding thereto 2 new sections to be numbered 74-A and 74-B, to read as follows :

‘Sec. 74-A. **Tops, windshields.** It shall be unlawful for any owner or operator of a railroad running through or within the state of Maine and engaged in the business of common carrier to operate for or transport its employees in a motor car which is not equipped with a reasonably substantial top for the protection of said employees from rain, snow, sleet and hail, and equipped with a transparent windshield sufficient in width and height to reasonably protect said employees, which windshield shall be of safety glass, and such car shall also be equipped with an electric windshield wiper that will remove rain, snow and seet from the windshield on such car while such car is moving and said windshield shall be so devised that the driver of said car can start or stop said windshield wiper while he is driving the car.’

'Sec. 74-B. Penalty. Any owner or operator of a railroad running through or within this state as a common carrier of persons or property, or both, for compensation, who either operates for its employees, or who furnishes to its employees for their transportation to or from the place or places where they are required to labor, a rail track motor car that has not been fully equipped as required by section 74-A, shall be punished by a fine of not less than \$100, nor more than \$500, for each offense, and each day or part of a day it operates or furnishes each of such rail track motor cars not so equipped as provided in section 74-A, to its employees for operation to or from the place or places where they are required to work shall constitute a separate offense; provided that any common carrier that has not been able to equip its rail track motor cars as required by the provisions of section 74-A, on or before the effective date thereof, can, by applying to the public utilities commission, which is hereby authorized to, and upon good cause shown, grant by order, additional time to any owner or operator of a common carrier by railroad, in which to equip such cars, not to exceed 1 year from the effective date of sections 74-A and 74-B, and, when such an order has been granted by said public utilities commission to such carrier, the provisions of sections 74-A and 74-B penalizing rail carriers who do not so equip their cars shall not be applicable to those carriers securing such an order for such additional time in which to equip their cars during the period granted to them only by order of the public utilities commission.'