

MAINE STATE LEGISLATURE

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

Legislative Document

No. 1498

S. P. 531

In Senate, April 17, 1957.

Reported by majority from Committee on Labor and printed under joint rules No. 10.

CHESTER T. WINSLOW, Secretary.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
FIFTY-SEVEN

**AN ACT Relating to Equipment of Rail Track Motorcars Used by Railroad
Transport Employees.**

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

Sec. 1. R. S., c. 46, §§ 78-A and 78-B, additional. Chapter 46 of the Revised Statutes is hereby amended by adding thereto 2 new sections, to be numbered 78-A and 78-B, to read as follows:

‘Sec. 78-A. Equipment of rail track motor cars for employees. It shall be unlawful for any owner or operator of a railroad, running through or within the boundaries of 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 reasonable 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. Any such car shall also be equipped with a hand windshield wiper that will remove rain, snow and sleet from the windshield on such car while such car is moving.

Sec. 78-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 78-A, shall be fined not less than \$100 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, to its employees for operation to or from the place or places where they are required to work, shall constitute a separate offense. Any

common carrier that has not been able to equip its rail track motor cars as required by the provisions of section 78-A, on or before the effective date of sections 78-A and 78-B, can, by applying to the Public Utilities Commission, which is hereby authorized to, 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 one year from the effective date of sections 78-A and 78-B. When such an order has been granted by the Public Utilities Commission to such carrier, the provisions of sections 78-A and 78-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 so equip their cars during the period granted to them only by order of the Public Utilities Commission.'

Sec. 2. Limitation. Any such owner or operator of a railroad, as designated in section 78-A of chapter 46 of the Revised Statutes of 1954, shall equip at least $\frac{1}{3}$ of its motor cars as provided by sections 78-A and 78-B of said chapter 46 by January 1, 1959, shall so equip at least another $\frac{1}{3}$ of its motor cars by January 1, 1960 and shall so equip all of such motor cars by January 1, 1961.