

Baltimore and any station located on its main line in this State, or on its Green Spring Valley Branch, shall stop at Calvert Station, in said city, for a sufficient length of time to take on and discharge passengers from such trains with safety; provided, said trains be not express trains, but passenger trains, scheduled to regularly stop on signal or otherwise at local stations on either the main line or Green Spring Valley Branch of said railroad within this State, and the same penalties shall be incurred for any violation of this section as provided in section 321 of article 23 of the annotated code of the public civil laws.

1904, art. 23, sec. 300. 1902, ch. 615.

**321.** Any manager, officer, agent, conductor or employe who shall violate any of the provisions of sections 317-319 shall be guilty of a misdemeanor, and upon indictment and conviction thereof shall be fined not less than one hundred dollars nor more than five hundred dollars for each offense, one-half of said fine to go to the informer.

1906, ch. 717. 1908, ch. 154.

**322.** Every railroad company of this State heretofore or hereafter incorporated may, in its discretion, and from time to time, make use of electricity as a motive power on the whole or on any part or parts of its road, in any form, to be used or applied by storage battery or trolley wire for the purpose of operating its road or any part or parts thereof, or for the movement of all or any of its cars or trains, and either exclusively or concurrently with steam or with any other motive power or system; provided, however, that every railroad company changing its motive power in whole or in part from steam to electricity shall continue to be subject to all the provisions of the laws of this State relating to the taxation of railroad companies whose roads are worked by steam power, to all intents as if no such change of motive power had been made.

1906, ch. 454.

**323.** It shall be unlawful for any person, corporation or association operating a railroad within this State to permit any telegraph or telephone operator who spaces trains, by the use of the telegraph or telephone, under what is known and termed "block system" (defined as follows): Reporting trains to another office or offices, and to the train dispatcher registering the same and operating one or more train order signals, and telegraph or telephone lever-men who manipulate interlocking machines in railroad yards or on main tracks out on the lines connecting side tracks or switches or train dispatchers in its services; whose duties substantially as hereinbefore set forth pertain to the movement of cars, engines or trains on its railroad by the use of the telegraph or telephone in despatching or reporting trains or receiving or transmitting train orders as interpreted in this section, to be on duty for more than eight hours in any twenty-four consecutive hours.