

An. Code, 1924, sec. 237. 1912, sec. 300. 1904, sec. 280. 1888, sec. 192. 1886, ch. 134, sec. 6.

239. Any corporation organized under the provisions of said sections, which shall have purchased an incompleated railroad, shall have ten years from the date of its organization to complete and finish the main line of its railroad.

An. Code, 1924, sec. 238. 1912, sec. 301. 1904, sec. 281. 1888, sec. 193. 1886, ch. 134, sec. 7.

240. No corporation shall be established under the provisions of said sections 233, 235 and 236, unless it shall allow and issue to this State the same proportion of its common stock, if any, as the State shall own of the capital stock of the corporation whose railroad shall have been purchased as aforesaid.

An. Code, 1924, sec. 239. 1912, sec. 302. 1904, sec. 282. 1900, ch. 217, sec. 193A.

241. It shall be lawful for any railroad company heretofore or hereafter incorporated under the laws of this State to acquire, own and hold, pledge, sell or otherwise dispose of, and to endorse, guarantee or assume the stocks, bonds and other securities of other railroad companies of this or any other State, and of any inland, coast or ocean transportation company or companies.

See sec. 388.

An. Code, 1924, sec. 240. 1912, sec. 303. 1904, sec. 283. 1888, sec. 194. 1886, ch. 294, sec. 1.

242. Whenever the several railroads of this State, operated by steam, shall cross any public highway at grade outside the corporate limits of cities, and any such highway shall be believed to be of such a character as to render the passage of locomotives and trains thereon dangerous to life and property, it shall be the duty of the commissioners of the county in which such point of crossing shall be located, to notify the company owning or operating the railroad at such point, by serving a written notice on the superintendent or other agent of such railroad company in said county, that the said county commissioners will, thirty days thereafter, consider the necessity of further protection against danger at said crossing; and if, after the expiration of said thirty days said county commissioners, or a majority of them, shall determine that such protection is necessary, they shall notify said railroad company through its superintendent or ticket agent in said county, that within sixty days thereafter, said railroad company shall either place a flagman at said crossing, whose duty it shall be to give timely notice to all persons using said crossing, of the approach of all locomotives or trains, or a system of electric alarm bells, to give such notice at the approach of trains, or shall erect safety-gates at said crossing, which shall be closed not less than one-half minute before the passage and during the passage of every railroad train or locomotive across said highway; or shall change the said grade crossing so as to pass said highway with an under or over grade crossing, in which case neither a flagman nor safety-gate shall be required.

While law imposes duty of giving timely warning of approach of trains to crossing, a watchman need not be kept at public grade crossing in country unless ordered under this section. Personal injury case—contributory negligence. *Penna. R. R. Co. v. Yingling*, 148 Md. 177.

This section referred to in personal injury case involving failure of crossing bell to ring; contributory negligence as matter of law not made out. *Balto. & Ohio R. Co. v. Windsor*, 146 Md. 435.

As to elimination of grade crossings, see art. 89B, sec. 27, *et seq.*