

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 despatcher 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 despatchers 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.

1906, ch. 454.

300 B. Any person, corporation or association that shall violate the preceding section shall pay a fine of one hundred dollars for each violation thereof.

Ibid.

300 c. The fine mentioned in the preceding section shall be recovered by an action of debt in the name of the State of Maryland for the use of the State, who shall sue for it against such person, corporation or association violating Section 300 A, said suit to be instituted in any court in this State having appropriate jurisdiction.

Ibid.

300 d. The said fine when recovered as aforesaid shall be paid without any deduction whatever, one-half thereof to the informer, and the balance thereof to be paid into the public school fund of the State of Maryland; provided, that the provisions of the preceding sections shall not apply to any part of a railroad where not more than eight regular passenger trains in twenty-four hours pass each way; provided, moreover, that where twenty freight trains pass each way generally in each twenty-four hours, then the provisions of said sections shall apply, notwithstanding that there may pass a less number of passenger trains than hereinbefore set forth, namely, eight.

Approved April 3, 1906.