

deleted as unnecessary; there are no streetcars operating in Maryland.

The only other changes are in style.

See, also, revisor's note to subsection (a) of this section.

(L) RAILROAD SIGN OR SIGNAL.

"RAILROAD SIGN" OR "RAILROAD SIGNAL" MEANS ANY SIGN, SIGNAL, OR DEVICE PLACED BY AUTHORITY OF A PUBLIC BODY OR OFFICIAL OR BY A RAILROAD TO WARN OF THE PRESENCE OF RAILROAD TRACKS OR THE APPROACH OF A RAILROAD TRAIN.

REVISOR'S NOTE: This subsection presently appears as Art. 66 1/2, §1-166.

The only changes are in style.

See, also, revisor's note to subsection (a) of this section.

(M) RAILROAD TRAIN.

"RAILROAD TRAIN" MEANS ANY LOCCMOTIVE OR ANY OTHER CAR, ROLLING STOCK, EQUIPMENT, OR OTHER DEVICE THAT, ALONE OR COUPLED TO OTHERS, IS OPERATED ON STATIONARY RAILS.

REVISOR'S NOTE: This subsection is new language substituted for present Art. 66 1/2, §1-167.

The proposed definition is intended to include not only self-propelled devices such as the presently referred to "steam engine, electric or other motor", but, also, other devices that operate on rails. This recognizes that the caution required of a driver by the Maryland Vehicle Law (cf., e.g. §21-701 of this article) as to a "steam, electric or other motor" also should apply, for example, to railroad cars coasting independently across a switchyard grade crossing or to a motor vehicle equipped with special wheel adapters for operating on rails; the danger inherent in these operations are all of a like nature, deserving of like treatment. This policy already is evidenced, for example, in the present law — albeit without consistency; see, e.g., present Art. 66 1/2, §11-704(d), where the statute expressly refers to a "railroad train or car".

The present exception for a "streetcar" is deleted as unnecessary; there are no streetcars operating in Maryland.