

This section shall take effect in a county, city, town or district upon its acceptance in the following manner: — in a county, by vote of the county commissioners; in a city having a Plan D or Plan E charter by majority vote of its city council; in any other city by vote of its city council, approved by the mayor; in a district, except as hereinafter provided, by vote of the registered voters of the district at a district meeting; in a regional school district by vote of the regional district school committee; and in a town either by vote of the board of selectmen, or by a majority of affirmative votes cast in answer to the following question which shall be printed upon the official ballot to be used at an election in said town: — “Shall the town pay one half of a premium for disability income insurance for its employees?”

The appropriate public authority shall notify the commission of the acceptance of this section as soon thereafter as practicable.

*Approved April 22, 1971.*

**Chap. 204.** AN ACT REMOVING THE METROPOLITAN AREA PLANNING COUNCIL FROM THE EXECUTIVE OFFICE OF COMMUNITIES AND DEVELOPMENT.

*Be it enacted, etc., as follows:*

Section 8 of chapter 6A of the General Laws is hereby amended by striking out, in lines 5 and 6, as appearing in section 3 of chapter 704 of the acts of 1969, the words “; the metropolitan area planning council”.

*Approved April 22, 1971.*

**Chap. 205.** AN ACT FURTHER REGULATING THE DISTANCE BETWEEN SETS OF TRACKS, STRUCTURES OR OBSTRUCTIONS IN RAILROAD YARDS.

*Be it enacted, etc., as follows:*

SECTION 1. Section 134A of chapter 160 of the General Laws, as most recently amended by section 1 of chapter 240 of the acts of 1956, is hereby further amended by striking out the first paragraph and inserting in place thereof the following paragraph: —

Tracks in a yard or yard area owned and maintained by a corporation or company operating a railroad shall have a minimum distance between center lines of parallel tracks of not less than thirteen feet, plus one inch per degree of track curvature. The center line of any ladder track, or lead track, constructed parallel to any other adjacent track shall have a clearance of not less than seventeen feet from the center line of such other track. Platforms or buildings may be constructed or maintained at a minimum distance of five feet nine inches from the center line of the track adjacent to any such platforms or buildings, providing a clearance of not less than eight feet six inches, plus one inch per degree of track curvature, is maintained on the opposite side of such track to any fixed structure, or the track centers to an adjacent track are not less than thirteen feet, plus one inch per degree of track curvature.

SECTION 2. The second paragraph of said section 134A of said chapter 160 is hereby amended by striking out the first sentence, as appearing in said section 1 of said chapter 240, and inserting in place thereof the following sentence: — No other structures or obstructions shall be maintained in such yard nearer than eight feet and six inches, plus one inch per degree of track curvature, from the center line of any track; provided, that signals and switch stands therein which are located between tracks and are three feet or less in height above the top of the rail may have a clearance of not less than six feet and six inches, plus one inch per degree of track curvature, from the center line of track where it is not practicable to provide the aforesaid clearance of eight feet and six inches.

*Approved April 22, 1971.*

**Chap. 206.** AN ACT RELATIVE TO THE SPECIFICATION OF CERTAIN REAR VIEW MIRRORS ATTACHED TO MOTOR VEHICLES.

*Be it enacted, etc., as follows:*

Section 7 of chapter 90 of the General Laws is hereby amended by inserting after the twelfth sentence, as amended by chapter 110 of the acts of 1968, the following sentence: — Any outside rear view mirror having a reflecting surface of more than twenty square inches, any portion of which extends more than three inches beyond the point at which its bracket is attached to the vehicle, shall be covered with reflective material over its entire rear surface so that it may be readily identified at night at a distance of not less than five hundred feet when illuminated by the high beam light from properly aimed head lamps.

*Approved April 22, 1971.*

**Chap. 207.** AN ACT RELATIVE TO THE DISPLAY OF NUMBER PLATES.

*Be it enacted, etc., as follows:*

Section 6 of chapter 90 of the General Laws is hereby amended by adding the following sentence: — Any motor vehicle or trailer may, if duly registered, be operated, pushed, drawn or towed or remain upon any way between the hours of twelve o'clock noon on the date on which its registration expires and twelve o'clock noon on the following day, if the following day is the first day of the new registration period, and if such vehicle or trailer displays its register number for either registration period as otherwise required by this section.

*Approved April 22, 1971.*

**Chap. 208.** AN ACT REQUIRING REGISTRARS OF VOTERS TO NOTIFY FORTHWITH THE STATE SECRETARY OF ANY RECOUNT TO BE HELD AFTER A STATE PRIMARY OR STATE ELECTION.

*Be it enacted, etc., as follows:*

The first paragraph of section 135 of chapter 54 of the General Laws, as most recently amended by chapter 264 of the acts of 1962, is hereby further amended by adding the following sentence: — The board of registrars of voters of any city or town shall forthwith, upon setting