

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)

NEW DRAFT OF H. P. 880—L. D. 988 (NEW TITLE)

N I N E T Y - S E V E N T H L E G I S L A T U R E

Legislative Document

No. 1484

H. P. 1213

House of Representatives April 22, 1955

Reported by Majority from the Committee on Highways and ordered printed under Joint Rules No. 10.

HARVEY R. PEASE, Clerk

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
FIFTY-FIVE

**RESOLVE, Providing for Survey to Re-route the Maine Central Railroad in
City of Portland.**

Survey to re-route the Maine Central Railroad; appropriation. Resolved: That there be and hereby is appropriated from the general highway fund the sum of \$25,000 to provide for a survey for the purpose of re-routing the Maine Central Railroad from a point where it now crosses St. John Street, along and parallel to the said "Expressway" across the City of Portland to a point East of the Burnham and Morrill Company to the Grand Trunk Railroad line; and be it further

Resolved: That the State Highway Commission be authorized and directed to make such survey and report its findings to the Governor and Council.

STATEMENT OF FACTS

The purpose of this proposal is to eliminate the 15 grade crossings now existing from Congress Street to the Portland line to all railroad traffic except intra-city rail movement. This change would permit a much more efficient operation of the police and fire departments which today are seriously handicapped by the average of 47 daily trains that cut off the northern segment of the city from these protective departments. Further than that the present Maine Central Railroad tracks present a serious problem to the school department since it is necessary to assign students to schools so that no railroads will have to be crossed.

Above all these facts is the hazard of the crossings which according to public record have averaged nearly one life a year. Considering that the Turnpike traffic will empty onto Brighton Avenue and into Morrill's Corner thus creating a tremendous increase of traffic over these railroad crossings, it seems imperative that measures be taken at once to eliminate this public nuisance.