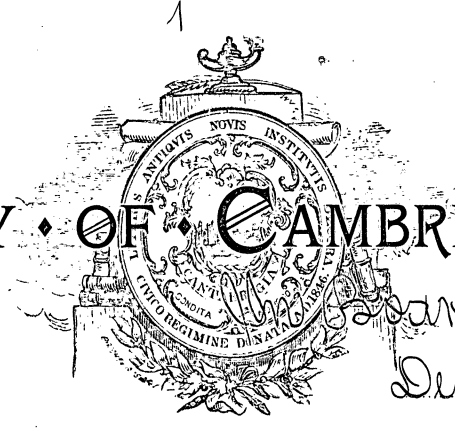


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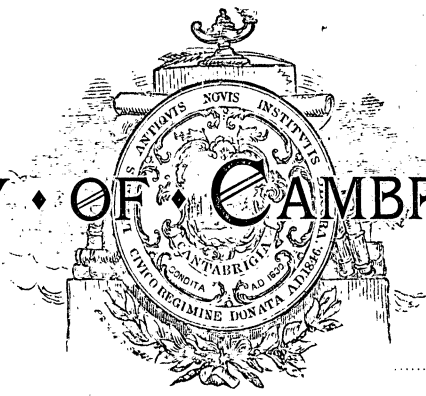
CITY OF CAMBRIDGE.

Board of Aldermen,
December 26th, 1888.

The Standing Committee on Roads and Bridges of this Board respectfully report that in obedience to the instructions of this Board it attended the hearing at the State House on the 22^d instant, before the Special Commission on the subject of the abolition of grade-crossings of highways by railroads, and the distribution of costs and damages arising therefrom; and as the matter is of considerable consequence to this city your committee deem it proper to state as concisely as possible what representations were made in its behalf. Partly in reply to suggestions from other parties present the chairman of this committee stated in substance as follows:-

That the grade-crossings in this city are a great and constantly increasing source of danger and inconvenience, mainly on account of the freight trains to East Boston over the Boston and Albany Branch Railroad, - not only to the people of this city, but to those of the adjoining cities and towns who pass through Cambridge to Boston; that they are a great obstruction to general travel, and every passenger carried to or from Boston on the street railways of our city is subjected by them to danger and delay; and that a petition

CITY OF CAMBRIDGE.



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signed by a considerable number of citizens concerned in the public welfare had been presented to the city council, requesting action leading to the abolition of these grade-crossings; but that the city government had not agreed to any plan for the separation of the grades, and it was doubtful if any plan would be agreed upon, as many of our citizens thought it better to endure the evils we have than to make a change which may prove a greater detriment to the community; and that the case presented by this city was consequently one for special consideration.

Therefore any inflexible plan for the separation of the grades at all such crossings and for an arbitrary apportionment of the costs and damages—one half to the railroads and one half to the city—according to a fixed rule as had been suggested, would in its application be unjust and oppressive to our city, which has derived no compensating advantage from the locations at grade; though a considerable portion of our people would doubtless consent to a fair and equitable distribution of the expense necessary to relieve the city by any practical method from the incubus that throttles its avenues at every approach, so great is their desire to
(over)

so free from this obstruction to public travel, and source of danger and delay.

For the committee,

John W. Stinches,

Chairman.

Jan 21 1889-

Accepted

Attest: Matt W. Pike

City Clerk

Report of Committee
on Roads and Bridges.
to Board of Aldermen.

Grade Crossings, 232

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