GENEST of Waterville
BUSTIN of Augusta
BEDARD of Saco

— of the House.

Minority Report of same Committee reporting “Ought not to pass” on same Bill.

Report was signed by the following members:
Messrs. KELLEY of Machias
LEE of Albion
ROLLINS of Dixfield
Mrs. LINCOLN of Bethel
Mr. GOOD of Westfield

— of the House.

Reports were read.

On motion of Mr. Good of Westfield, tabled pending acceptance of either Report and tomorrow assigned.

Divided Report

Majority Report of the Committee on Transportation reporting “Ought not to pass” on Bill “An Act relating to Steel Guardrails on the Maine Turnpike” (H. P. 619) (L. D. 830)

Report was signed by the following members:
Messrs. GREELEY of Waldo
KELLAM of Cumberland
— of the Senate

Messrs. WOOD of Brooks
CROSBY of Kennebunk
HALL of Windham
LEE of Albion
BARNES of Alton
McNALLY of Ellsworth
DUDLEY of Enfield
KEYTE of Dexter
FRASER of Mexico
— of the Senate

Minority Report of same Committee reporting “Ought to pass” on same Bill.

Report was signed by the following members:
Mr. JOHNSON of Somerset
— of the Senate

Mr. LEBEL of Van Buren
— of the House.

Reports were read.

The SPEAKER: The Chair recognizes the gentleman from Brooks, Mr. Wood.

Mr. WOOD: Mr. Speaker, I move that we accept the Majority “Ought not to pass” Report.

The SPEAKER: The gentleman from Brooks, Mr. Wood, moves that the House accept the Majority “Ought not to pass” Report.

The Chair recognizes the gentleman from Biddeford, Mr. Lizotte.

Mr. LIZOTTE: Mr. Speaker and Members of the House: Believe me, the reason I ran for this office was that I might be able to do something to make our state a better and safer place to live in, and I am sure that this bill falls in that category. I have made a survey through our Highway Commission, and I must admit that the people I spoke to in that department were very helpful and more than willing to go out of their way to give me all the information I needed.

First of all, I would like to inform you that in the last four years we have had 14 cars that have crossed the median strip without hitting another car in the opposite lane, which have resulted in 19 fatalities. We have had eight cars crossing and hitting another vehicle which have caused 13 fatalities; these are all on the Maine Turnpike.

Now gentlemen, here is a bit of interesting information. In the Town of Freeport they have had one such accident in the last four years that has caused four people to lose their lives. In item 180 in the highway construction agenda for 1971, the Maine highway has appropriated the sum of $180,000 to erect a guardrail for a distance of 5.2 miles in that very town so this will not happen again.

I have received some literature from Mr. Hancock, who is the attorney for the Maine Turnpike Authority, and in these papers they have had guardrails appraised; but at no place does it say that they have decided to have it done. And another thing, they only want it from Scarborough to Augusta because they plan on renovating from York to Scarborough. The letter reads that they plan to widen that section, but at no place does it specify that they plan for guardrails in that section, and all this is in the plans within the next ten years.

Ladies and gentlemen, we need to protect our people, our tourists and, believe me, this is one way to do it. It might be a costly way, but we are not here to measure dollars against human lives, and we don't want to wait ten years
for this to be taken care of. If you were to ask me how long would you recommend for this to be done, I honestly would have to say, I would like it done yesterday—that is how soon we need it. This is a much needed piece of safety legislation, and I would hope that you would give this a great deal of consideration.

Before closing, I would like to ask any of you here if you have seen or read about any big accidents occurring during this past winter on the turnpike—by this I mean crossing the median strip. I am sure you would say none. The reason—a five-foot drift of snow making it impossible to get across.

I would hope that you would reject the motion to accept the Majority Report and I would ask that you would please accept the Minority Report, and I would ask for a division, please.

The SPEAKER: The Chair recognizes the gentleman from Brooks, Mr. Wood.

Mr. WOOD: Mr. Speaker and Members of the House: During the hearing on this bill we had people from the Turnpike Authority and many other people that understand this program and the progress that is being made. They informed us, to my satisfaction anyway, that they were putting up guardrails, that their plans for the future were to put up guardrails as fast as they feel that they can afford to do it.

Of course this is a program that will cost hundreds of thousands of dollars to put these up. We felt that this was a project that probably would help a great deal to stop accidents, but there was no time limit set in the bill that it would have to be done. And after informing us and proving to our satisfaction that their plans were to do this as fast as they possibly could do it, we decided that the bill wouldn't make any difference and make any faster progress than what they are doing now. I hope you will accept the "Ought not to pass" Report.

The SPEAKER: The Chair recognizes the gentleman from Albion, Mr. Lee.

Mr. LEE: Mr. Speaker and Members of the House: Nobody on the Transportation Committee is against the safety of all our people. It was brought up, as Mr. Wood said, about the progress they are making. They spent last year in the neighborhood of $350,000 in the worst places which are at the bridges, approaches to the bridge abutments—they got those all fixed. They let a contract this spring, for $330,000 for twelve miles of the turnpike. They are doing about the best they could do we felt.

The SPEAKER: The Chair recognizes the gentleman from Biddeford, Mr. Sheltra.

Mr. SHELTRA: Mr. Speaker, Ladies and Gentlemen of the House: I attended the hearing and spoke in favor of the guard railing along with many other legislators from my area, and the only comment I really had to make was that the State of New Hampshire, for instance, in its wisdom saw fit to build a guardrailling all the way. And I also felt that even though this portion, let's say, from Kittery to Scarborough, even though a four-lane highway might be proposed, this certainly would not delete or take away from the problem of anyone crossing this median trip.

It is also my understanding, in speaking with other legislators, that the Maine Turnpike Authority can well afford the project at this time from the funds it has and is quite for us to speak. So I strongly feel that this definitely would be good for human safety. I think our fellow legislators deserve it above all. I think all our constituents deserve this safety measure. So I hope that you will go along with Mr. Lizotte's motion that the Majority Report "Ought not to pass" be defeated and let's go along with the Minority Report.

The SPEAKER: The Chair recognizes the gentleman from Ellsworth, Mr. McNally.

Mr. McNALLY: Mr. Speaker and Members of the House: I would like to pose a question through the Chair to Mr. Sheltra. Have they really got a guardrail on that 17 mile strip from Portsmouth to the Massachusetts line? It was kind
of snowy when I went down on the fourth day of March.

The SPEAKER: The gentleman from Ellsworth, Mr. McNally, poses a question through the Chair to the gentleman from Biddeford, Mr. Sheltra, who may answer if he chooses.

The Chair recognizes that gentleman.

Mr. SHELTRA: Mr. Speaker, Ladies and Gentlemen of the House: Yes they have, because I paid special notice. And of course I traveled to Massachusetts very frequently and I deliberately took time out to observe the situation. They certainly have. They have done.

ADd I feel that if our turnpike was state owned, it would already have been done.

The SPEAKER: The pending question is on the motion of the gentleman from Brooks, Mr. Wood, that the House accept the Majority "Ought not to pass" Report. The Chair will order a vote. All in favor of accepting the Majority "Ought not to pass" Report will vote yes; those opposed will vote no.

A vote of the House was taken. 60 voted in the affirmative and 52 voted in the negative.

Whereupon, Mr. Vincent of Portland requested a roll call vote.

The SPEAKER: The yeas and nays have been requested. For the Chair to order a roll call it must have the expressed desire of one fifth of the members present and voting. All members desiring a roll call vote will vote yes; those opposed will vote no.

A vote of the House was taken, and more than one fifth of the members present having expressed a desire for a roll call, a roll call was ordered.

The SPEAKER: The pending question is on the motion of the gentleman from Brooks, Mr. Wood, that the House accept the Majority "Ought not to pass" Report on Bill "An Act relating to Operating a Motor Vehicle Without a Current Certifi-

**ROLL CALL**

| ABSENT | Binnette, Carey, Clark, Collins, Donaghy, Dudley, Gauthier, Gill, Hanson, Hardy, Henley, Hewes, Hodgdon, J albert, Kelley, P. S.; Lund, Manchester, McCloskey, McTeague, Santoro, Silverman, Simpson, L. E.; Smith, E. H.; Starbird. |

Yes, 63; No, 64; Absent, 24.

The SPEAKER: Sixty-three having voted in the affirmative and sixty-four in the negative, with twenty-four being absent, the motion does not prevail.

Thereupon, the Minority "Ought to pass" Report was accepted. The Bill was given its two several readings and tomorrow assigned.

**Divided Report**

**Tabled and Assigned**

Majority Report of the Committee on Transportation reporting "Ought not to pass" on Bill "An Act relating to Operating a Motor Vehicle Without a Current Certifi-