

File No. 5722 Continued.

CORRESPONDENCE.

DEPARTMENT OF PUBLIC IMPROVEMENTS
SUB-DEPARTMENT OF CITY ENGINEER.

Baltimore, January 14, 1907.

Hon. W. Cabell Bruce,
City Solicitor.

Dear Sir:-

4208

The attached letter from Mr. Ritchie is respectfully returned. The idea that I had was to have, if possible, all of the tracks of the Railway Company laid on a concrete base, as it appears to me to be impossible to get an improved pavement, or, for that matter, any pavement, to stand between their rails without this form of construction.

It is being used successfully in Philadelphia, and from what I can learn at an actual saving to the company. In Philadelphia, the Street Railway Company is required to pave any street upon which it has a track with improved pavement and to forever maintain the same, when directed by Council to so pave and maintain.

Having had a great deal of trouble in keeping up improved pavements, they introduced a new system of track laying, which has greatly reduced the cost of maintaining any paving between the rails and outside of the rails.

So far as I know, none of our ordinances appear to give me any special authority beyond the rail itself, and as far as I am capable of judging, I do not believe that I would have authority over the method of construction, beyond designating the character and section of the rail.

Very truly yours,

(Signed) B. T. Fendall,
City Engineer.