

File No. 11751.

CORRESPONDENCE.

DEPARTMENT OF PUBLIC IMPROVEMENTS,
SUB-DEPARTMENT OF CITY ENGINEER.

Baltimore, August 16, 1910.

Mr. Edgar Allan Poe,
City Solicitor.

Dear Sir:-

9403

The Pa. R. R. Co., Union Station Ordinance, provides for the paving of the Maryland Ave. Bridge with sheet asphalt and granite blocks. I am distinctly opposed to both forms of construction on this bridge. It appears that the Pa. R. R. engineers overlooked the exact wording of the Ordinance and their bridge is so designed that it will be impossible to use granite blocks along and between the rails, on account of reducing the thickness of the reinforced concrete slab to a point which, in my judgment, is unsafe. What I would much prefer is a wooden block paving on this bridge, as we get better results from this character of paving on bridges than any paving we can lay.

Will you kindly examine this ordinance and advise whether or not, if the City Engineer, the United Ry. & Electric Co., and the Penna. R. R. Co. all agree upon creosoted wooden block, and prefer that form of paving, if I may vary from the Ordinance to that extent.

The Penna. R. R. is putting up a very excellent bridge at Maryland Ave., but unfortunately, their bridge men are more accustomed to the designing of Railway Bridges than highway bridges and there are a number of small details in connection with the paving which have not been properly worked out. To relieve this situation, and get the bridge open to traffic, in my judgment, the easiest way to accomplish this end, is to use the wooden block. The wooden block would not give us trouble from slipping, on the bridge, for the reason that the bridge has practically no grade, and the crown, or cross-grade, is very slight.

Yours very truly,

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