

(20-D)

1929, ch. 113. sec. 3.

That Ordinance No. 553 of the Mayor and City Council of Baltimore, approved February 1st, 1926, and all acts done and awards heretofore made by the Board of Trustees of the Employees Retirement System of the City of Baltimore under the supposed or assumed authority of said ordinance are hereby ratified, confirmed and validated to the same extent and as fully as if the Mayor and City Council of Baltimore prior to the passage of said ordinance had been expressly empowered by Act of the General Assembly of Maryland to ordain an ordinance in the precise terms of said Ordinance No. 553, approved February 1st, 1926.

(21) RAILROADS.

P. L. L. (1860), Art. 4, sec. 856. P. L. L. (1888). Art. 4, sec. 762. 1894, ch. 210.

On application or assent, in writing, of the owners of the major part in extent of the front feet of the lots fronting on each side of any street, or part of street, to pass, subject to the provisions and requirements of sections 37 and 85 of this Charter, such ordinances as shall be necessary for the construction of any track or railway of a steam railroad on and along such street; to permit and cause such alteration in the grade of such street as may be necessary for the more convenient and useful construction of such railway; and may levy and assess on all lots fronting on such street, or part of street, or on the owners of such lots, their just proportion of the expense of such construction, and enforce payment thereof; provided, notice be given to such owners before said assessment is made, with the right to a hearing as to the propriety of the same, and the further right of a jury trial by appeal to the Baltimore City Court, and the proprietor of any lot in front of which any such railway shall be so constructed, and the just proportion of which shall be paid by him, shall be entitled, at his own expense, to have a convenient siding or turnout made, to enable him to have the beneficial use of such railway. The city may, whenever the public interests require, revoke the privilege granted to such railroad to use said street or part of a street, upon the payment to such railroad of the actual cost of construction of said railway tracks, and upon such revocation and payment aforesaid, the said railroad shall remove all its tracks from said street. To require street passenger railways to provide proper fenders to their cars for the protection of human life and to lessen the danger thereto arising from collisions with such cars, and to enforce said requirements by such fines and penalties as may be prescribed by ordinance. To regulate the use of the streets by street railways.

N. C. R. R. Co. v. Mayor, 21 Md. 93. N. C. Ry. Co. v. M. & C. C. of Balto., 40 Md. 425. Hodges v. Balto. P. Ry. Co., 58 Md. 603. N. Balto. R. R. Co. v. N. Avenue R. R. Co., 75 Md. 233. N. Balto. Pass. R. R. Co. v. Baltimore, 75 Md. 247. Lake Rol. El. R. R. Co. v. Baltimore, 77 Md. 352, 384. Lake Roland, &c., Co. v. Webster, 81 Md. 529. Park Tax Case, 84 Md. 1. Poole v. Falls Road Ry. Co., 88 Md. 536, 538. United Rys. & Elec. Co. v. Hayes, 92 Md. 490.