under Ordinance No. 66 of the Mayor and City Council of Baltimore, approved April 5, 1904, at the west side of Centre Market Space and 119.8″ north of the south line of Pratt street at a point 82.9″ east of the west building line of Concord street, measured along the north building line of Pratt street.

Locating the railroad and street car tracks.

SEC. 2. *And be it further ordained*, That the several railway tracks now located on Pratt street, between Light street and a point eleven feet west of the west building line of Concord street, shall bear the same relative positions to the north curb line of Pratt street and to each other as they bear today, and they shall then, from a point eleven feet west of the west building line of Concord street, be relocated and by means of a reverse curve starting at a point eleven feet west of the west building line of Concord street, join into the new location, as herein set forth, of the tracks of the United Railways and Electric Company across the centre of the new proposed bridge over Jones Falls. The centre of the north track of the United Railways and Electric Company across said new bridge shall be six feet north of the centre line of the new proposed bridge extending parallel to the said centre line a distance of sixty feet west from a point in the centre of the new proposed bridge and parallel with the centre line of the new proposed bridge ninety feet east of a point in the centre of the new proposed bridge and the centre of the south track of the United Railways and Electric Company shall be four and one-half feet

Locating the railroad and street car tracks.

south of the centre line of the new proposed bridge and extending west and parallel to the said centre line of bridge a distance of sixty feet and east and parallel to the centre line of the new proposed bridge a distance of ninety feet, when they shall by means of a curve, the point of curve of the two tracks to be a distance of about ninety feet east of a point in the centre of the proposed bridge, be extended and made to connect with the present tracks of the United Railways and Electric Company on Pratt street east of President street to a point about twelve feet east of the east building line of President street produced. The centre line of the track of the Baltimore and Ohio Railroad Company shall hold the same relative position to the centre line of the south track of the United Railways and Electric Company that it now holds, except that the tangent across the bridge and parallel to the centre line of same shall be extended for a distance of one hundred and forty-five feet east of the centre of the new proposed bridge, when it shall from this point connect by means of a curve to the present tracks in President street, the curve in no case to be less than thirty-one degrees. All as shown on plan attached hereto and to be taken as a part hereof, and entitled "Plan of Proposed Tracks in the Vicinity of Pratt Street, dated September 28, 1910, Drawing No. 9-80, and signed by O. F. Lackey, Harbor Engineer."

Approved December 19, 1910.

J. BARRY MAHOOL, *Mayor.*