

City • of • Cambridge.

In Board of Aldermen, May 14, 1889.

Ordered,

That the West End Street Railway Company is hereby authorized to change the position of, and relay its tracks in the hereinafter named streets, and also to widen the space between its double tracks, in accordance with the plan of A. L. Plympton, Civil Engineer, dated February 26, 1889, and now before this board, to wit: *on North Avenue from Arlington line to Harvard Square,—on Harvard Square and Peabody Street to Harvard Street,—on Harvard Street and Quincy Square to the junction with Main street,—on Main Street, from Quincy Square to West Boston Bridge,—and on West Boston Bridge to the line of the City of Boston,* together with all the necessary sidings and turnouts, as shown upon the aforesaid plan. The present locations to be deemed revoked as fast as the present tracks shall be replaced by tracks corresponding to said plan, and the latter tracks to be deemed the true locations of the West End Street Railway Company. The new locations herein authorized, so far as they relate to *North Avenue*, are represented by the blue lines, and so far as they relate to other streets, are represented by the red lines upon the aforesaid plan, and the lines before mentioned shall be held to indicate a distance of five feet between the gauge lines of the aforesaid double tracks.

The right to change the position of, and relay tracks as hereinbefore given, is granted upon the condition that the whole work of laying down said tracks, the precise location of the same, the form of rail to be used, and the kind and quality of material used in paving said tracks and on either side of the same, shall be under the direction and to the satisfaction of the Standing Committee on Roads and Bridges on the part of this Board, the City Engineer and the Superintendent of Streets, and shall be approved by them. Also, upon the condition that the West End Street Railway Company shall accept this order of location, and agree in writ-

ing to comply with its several conditions, and file such acceptance and agreement with the City Clerk within thirty days of the date of the passage of this order.

Provided, that in all cases where the streets and squares hereinbefore mentioned are not paved, said company shall lay the large rim-row stone on both sides of the rails outside of the treads, and pave the treads between the rails. In all cases where said company disturbs the streets in relaying its tracks as authorized by this order, it shall leave such streets in a condition satisfactory to the Standing Committee on Roads and Bridges and the Superintendent of Streets, and maintain that portion of the street which said company so disturbs, lying outside of that portion of the street which said company is obliged to keep and maintain in good condition with block paving, for a period of two years from the date of the completion of the work of relaying the aforesaid tracks.

Provided, also that said company shall, before proceeding to do the work herein authorized, file with the City Clerk a satisfactory bond with sufficient sureties in the sum of thirty thousand dollars, as a guaranty that it will comply with the several conditions of this order.

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The right to change the position of, and relay tracks as hereinbefore given, is granted upon the condition that the whole work of laying down said tracks, the precise location of the same, the form of rail to be used, and the kind and quality of material used in paving said tracks and on either side of the same, shall be under the direction and to the satisfaction of the Standing Committee on Roads and Bridges on the part of this Board, the City Engineer and the Superintendent of Streets, and shall be approved by them. Also, upon the condition that the West End Street Railway Company shall accept this order of location, and agree in writ-

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West End Street Railway Co

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