

FORD CITY BOROUGH ORDINANCE NO. 20

An ordinance granting to Kittanning and Leechburg Street Railway Company, its successors and assigns, the right to enter upon, use and occupy certain streets and highways in said borough and to lease its property and franchise, and to use electricity as a motive power.

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Section #1. Be it ordained and enacted by the Burgess and Town Council of the borough of Ford City, Armstrong County, Penna., and it is hereby ordained and enacted by authority of the same that the Kittanning and Leechburg Street Railway Company, its lessees, successors and assigns, shall have the right and is hereby authorized to enter upon the following named avenues, streets and highways in the borough of Ford City, said County and State, included within its route, to wit: Beginning at the northern boundary line of said borough, thence along 4th avenue to 5th avenue, thence along 5th avenue to 1st street, and thence to southern borough limits, and on and over said avenue, streets and highways, construct, maintain and operate and use for the period of term of years named in its charter, its street railway track and the necessary turnouts and switches and operate its cars thereon by means of electricity and for the supply of motive power to erect and use an overhead electric system and on and along the said highways, streets and avenues, aforesaid, erect, maintain and use such posts, poles, and wires as the company shall deem necessary for the support and maintenance of such overhead switches. All tracks shall be laid on the center of highways, streets and avenues, above mentioned.

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Section #2. Said company shall in course of construction and as such construction progresses, at its own expense and cost, pave the streets and avenues between rails and one foot on each side of the tracks on all streets and avenues occupied by them; on all paved streets the said company shall as the construction and laying of the track progresses, at its own costs and expense, pave and repave with such paving material as is in use on said streets or avenues; all parts of street pavement disturbed or destroyed during said construction and as the same progresses and at all times shall maintain and keep in good order, condition and repair, the pavement between the rails and for one foot on each side of said track; the construction of said railway shall conform to the lawful grade of the said streets and avenues so that as the construction progresses and when finished the said track and rails shall correspond and be on a level with the surface of the streets and avenues, on the proper grades. Whenever the said borough shall pave or repave the said streets or avenues or any of them or any part thereof over which said railway shall be constructed, the said company at its cost and

FORD CITY BOROUGH ORDINANCE NO. 20

re-pave that part of said avenue or street lying between the rails of said track and one foot on each side of said track in accordance with the plans and specifications in force as to the respective streets and avenues and with such material as is used on the other parts of the respective streets, On failure of said company to repair or keep in good order and condition that part of any street or avenue used and occupied by it with its track for a period of thirty (30) days after notice from the Town Council or Street Committee, the said borough may make all necessary repairs or place the same in good order and condition and collect the cost thereof from said company with a penalty of ten (10) percent added. All brick or other paving material taken up by said company on any street or avenue used by it, shall be the property of the borough and said company shall haul and pile the same to any place within the borough limits where council directs unless said brick or other material be sufficiently good and of proper kind for street use, when it shall be relaid or used by said company in paving, re-paving, maintaining or repairing within the borough limits along its tracks.

Section #3. If, at any time, it shall become necessary for the borough council to change the borough grade or any of said streets, said company shall change its tracks to conform to such grade at its own cost and said council shall have the right to enter upon all streets and lay sewer, water or gas pipes, change the grade or make improvements thereon.

Section #4. The said company in the construction of its road shall use what is known as a girder rail, not less than six inches in depth weighing not less than sixty pounds per yard of standard width or gauge. All poles or posts shall be wood, straight and neat and shall be kept neatly painted, and shall be set just within the curb on the sidewalk on all streets and all work shall be done and all posts and poles set and located under the direction and subject to the approval of the Town Council or its authorized agents.

Section #5. Every car of the railway of said Company shall have a loud sounding gong, which shall be sounded by the person operating the car when approaching street crossing or when passing all other cars and shall employ and adopt the latest safety appliances. The company shall not stop cars on the cross streets, alleys or crossings; all cars to be run to the far side of cross streets or crossing. No cars to be permitted on streets when not in use.

Section #6. The cars of said company shall yield the right of way to the fire department when going to fires and to the public patrol wagons

FORD CITY BOROUGH ORDINANCE NO. 20

apparatus or police patrol wagon shall be brought to a full stop until such fire apparatus or police wagon shall have passed such car. No car operated on the railway of said company shall be passed over any hose or other apparatus of the fire department when the same is laid in use for the purpose of extinguishing fires, unless car be passed over the same on a creeper or other device approved by the borough engineer or street committee of council.

47 Section #7. The fare from one point to another within the limits of the borough shall not exceed five cents. The fare from any point in borough of Ford City, Pa., to any point in borough of Kittanning, Pa., or from any point in the borough of Kittanning, Pa., to any point in in the borough of Ford City, Pa. shall not exceed five cents.

47 Section #8. Said Street Railway Company shall complete the said line to Sixth street in the said Borough, on or before the first day of January, 1902, and through said borough to its southern boundary on or before the first day of October, 1903.

47 Section #9. Said Company shall, within thirty days after the passage of this ordinance file its written acceptance, agreeing to all the terms hereof with the corporate seal of said company affixed and duly attested and in case of failure so to do, this ordinance shall be null and void.

47 Section #10. Whereas on the twelfth day of September 1901, said Street Railway Company, entered into a certain contract with the Pittsburgh Plate Glass Company, and therein agreed to grant said Street Railway Company, certain rights of way over its land, in and near the said Borough the consideration of which is of great benefit to the Borough, and which contract requires the consent of the Borough for its performance:-

47 Now therefore a strict and full performance of all terms, promises and covenants of said contract to be done and performed by said Street Railway Company, is hereby made one of the conditions upon which this ordinance is granted.

48 Section #11. That all ordinances or parts of ordinances conflicting with the provisions of this ordinance, be null and void and the same is hereby repealed so far as the same affects this ordinance.

Ordained and enacted this 25th day of September, 1901, at a regular meeting of the Town Council held in Council Chamber.

J. L. ...
President of the Town Council of Ford City Bor.

Attest:
... Secretary.

