

MUNICIPAL DEPARTMENT

NEW STREET PAVEMENT.

New York is about to make an interesting experiment in the good roads line. For some time the idea of laying two broad, flat, steel rails, standard wagon gauge, has been advocated, but the question of expense has prevented a test being made. This objection has been swept away by the offer of President Schwab, of the Steel Trust, to the city of New York to provide the steel for a mile of double track roadway. The offer has been accepted, and the steel is now being rolled. A portion of it will be laid on a street on which there is a heavy trucking traffic and the remainder on a thoroughfare where the traffic is lighter, principally automobiles. The rails are to be a foot wide, flanged upwards at the edges and will cost about \$1,500 per mile. This would appear prohibitive except in localities where the traffic is heavy, and the cost of maintaining pavements great. The great difficulty will be in keeping the lines in good repair.

It will be necessary to keep the pavement alongside the steel tracks in good condition, or ruts will be found which will be dangerous to traffic. With heavily loaded trucks going off and on the tracks this will be somewhat difficult, but it is not an insurmountable difficulty. One very good feature will be that the presence of these tracks will tend to keep vehicular traffic off the street car lines, and so obviate much of the delay now experienced through blockades of this kind. It will also enable somewhat heavier loads to be carried when the greater part of the journey lies along streets so paved. While the cost of laying these rails will be greater than that of many other pavements, it

must be remembered that the rails will save the remaining portion of the roadway, giving it a much longer life. The experiment will be watched with interest.

The Asphalt plant of Winnipeg, Man., which has been operated by the city for three seasons, now requires some renewals and additions, according to the last report of City Engineer H. N. Ruttan. It

is expected that by the contemplated improvements a saving of at least 10 cents per square yard in the cost of the pavement can be made. During 1901 51,237 sq. yds. of asphalt pavement were laid by day labor at an average total cost of \$2.78 per square yard.

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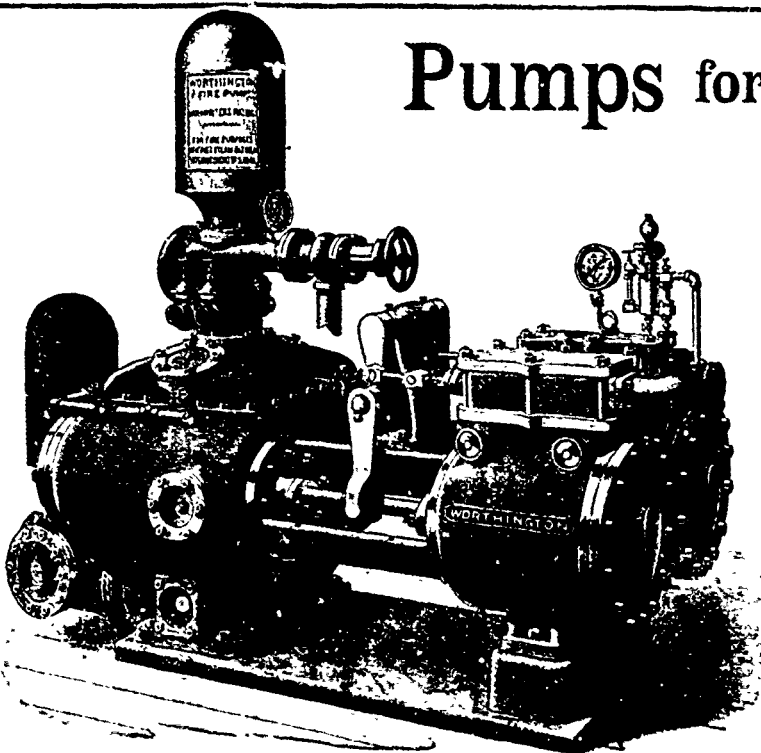
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