

File No. 10152 Continued.

CORRESPONDENCE.

extent, the improved paving, as well as our track structures, for the distance involved and in conformity with your request to be advised specifically regarding this matter, I would say that a great deal of this water, if not all of it, gets on to our tracks within the city limits, due primarily to the following conditions:

FIRST. The City Engineer found it necessary to require the contractor who graded the York Road and laid the improved paving, to re-cement the concrete curbs on account of inferior work, and in handling these repairs the contractor diverted the water from the gutter, as it took sometime to handle this situation, quite a volume of water was thrown on to our tracks which would not otherwise have reached them.

SECOND. Some building operations have been carried on in this vicinity which were exceedingly long drawn out, and on account of the inferior troughs constructed over the east gutter, when the building material was piled over same, the gutter was blocked and the same condition with respect to the water, as above outlined, was again occasioned.

Aside from these destructive diversions of the surface drainage, there are a number of springs at this location, of which Chief Engineer Christhilf of the Commissioners for Opening Streets was advised, and which he endeavored, at considerable trouble and expense, to drain properly. In some cases he was successful, but in others the conditions are very much aggravated, particularly at the point under discussion, namely, in front of Abell's Gate.

I am at a loss to understand why Mr. Fendall contends that this water is diverted into our tracks from points beyond the city line, as the paving on this highway was carried practically to the top of the hill, and beyond that hill there is a down grade, thus precluding all possibility of the water getting into our tracks from that point.

In closing I would state that from a review of the correspondence between the City Engineer's and this office, you will note that Mr. Fendall's attention has been called repeatedly to these conditions, so that a verification of the statements contained in this letter should already be in his possession.

Yours very truly,
(Signed) J. M. Hood, Jr.
Chief Engineer.