

and that they were approved on the 18th inst.

Also. That he has been served with declaration and notice of lien, issued out of the Circuit Court for the County of Wayne, Michigan, in a cause wherein Geo. M. Burns is plaintiff, and the City of Detroit, defendant, and that he has referred the same to the Corporation Counsel.

Placed on file.

From the Clerk

To the Honorable, the Common Council:

Gentlemen—I beg to inform you that quit-claim deed of the Pennsylvania, Ohio & Detroit R. R. Co. and the Pennsylvania R. R. Co. covering property dedicated for street purposes has been filed in my office. Same having been approved by the Corporation Counsel and City Engineer, resolution accepting same is attached.

Respectfully submitted,  
RICHARD W. READING,  
City Clerk.

By Councilman Bradley:

Resolved, That quit-claim deed of the Pennsylvania, Ohio & Detroit R. R. Co. and Pennsylvania R. R. Co. to the City of Detroit covering property dedicated for street purposes, described as "commencing at a point which bears S. 89 deg. 45 min. 40 sec. W. 125.37 ft. from the southeasterly corner of lot 5 of the Plat of the E. 15.50 acres of the N. 23.5 acres of the N. 1/2 of the westerly part of Fractional Section 22; thence S. 0 deg. 8 min. 10 sec. E. 225.10 ft. to a point on the northerly line of the Detroit Terminal R. R. right of way; thence S. 89 deg. 8 min. west along the northerly line of said right of way 66.01 ft. to a point; thence N. 0 deg. 8 min. 10 sec. W. 225.82 ft. to a point; thence N. 89 deg. 45 min. 40 sec. E. 66 ft. to the point of beginning," be and the same is hereby accepted, and the City Controller be and he is hereby directed to record said deed in the office of the Register of Deeds for Wayne County.

Adopted as follows:

Yeas—Councilmen Bradley, Callahan, Castator, Dingeman, Ewald, Hall, Kronk, Walters and the President—9.  
Nays—None.

From the Clerk

To the Honorable, the Common Council:

Gentlemen—I beg to inform you that I am in receipt of the following communication from the Milwaukee Junction Manufacturers Association together with reports relative to grade separation on the Grand Trunk Western Railroad east of Woodward ave.

Respectfully submitted,  
RICHARD W. READING,  
City Clerk.

**Milwaukee Junction Manufacturers Association**

March 6, 1930.

The Honorable the Common Council, Gentlemen—Supplementing our report to you of November 23rd, 1929, which dealt with a general street plan in connection with grade separation work and also the number and position of separations to be considered, east of Woodward Avenue, we have the honor to present to you a copy of the General and Special Reports of the Engineers Committee dealing with the separation of grades along the tracks of the Grand Trunk Western Railroad Company (successor to Detroit, Grand Haven and Milwaukee Railway) from Hale Street north to the Base Line Road, or City limits.

Because of the necessity of arranging for grade separation before intelligent plans can be made for suburban service on the Grand Trunk Western Railway, we are presenting at this time our recommendations for this part of the work only.

This report was made to our General Chairman of Grade Separation, Mr. C. F. Coda, and its recommendations are concurred in by the Association and we herewith submit it to your Honorable Body for your consideration.

Yours very truly,  
FRANK J. DINER,  
General Manager.

**REPORT OF  
ENGINEERS COMMITTEE TO  
COMMITTEE ON GRADE  
SEPARATIONS OF  
MILWAUKEE JUNCTION  
MANUFACTURERS' ASSOCIATION**

March 3, 1930.

Mr. C. F. Coda, Chairman,  
Committee on Grade Separations,  
Milwaukee Junction Manufacturers'  
Association.

Dear Sir:

The undersigned, constituting the Engineers Committee on Grade Separations appointed by you November 4th, 1929, have been diligently engaged since that date in the study of the situation in the territory east of Woodward Avenue and extending from the Detroit River to the City limits at Base Line Road.

Your Committee has reached a definite conclusion on the recommendations to be made through your Association to the Honorable the Common Councils of Detroit, Highland Park and Hamtramck on the number and position of the grade separations over the whole area, subject to such modification as a detailed study of the separate lines may develop.

In the detailed study which has so far been given to this problem it has been made clearly evident that the subject of elimination of street grade crossings of railroads is of the most