

By Councilman Rogell:

Resolved; That it be and is hereby declared necessary to construct a lateral sewer in the block bounded by Westbrook, Blackstone, Pilgrim and Keeler; and be it further

Resolved, That the Department of Public Works be and it is hereby authorized and directed to proceed, in accordance with the City Charter and the Compiled Ordinances of the City of Detroit, to construct said lateral sewer and assess the cost of same against the abutting properties.

Adopted as follows:

Yeas—Councilmen Castator, Comstock, Dorais, McNamara, Oakman, Rogell, Van Antwerp, and the President—8.

Nays—None.

Department of Public Works

April 3, 1947.

To the Honorable, the Common Council:

Gentlemen—Petition of Currier Lumber Company (No. 3368), requesting the vacation of a 15 foot north and south public alley in block bounded by Winger, Van Dyke, Davison and Buhr Avenues, was referred, by your Committee of the Whole, to the Department of Public Works for further investigation and report.

The vacation of this alley was approved and recommended by the City Plan Commission in their communication to your Honorable Body of January 22, 1947.

We wish to advise that all of our investigations have been completed. On April 2, 1947, the petitioners deposited with the Permit Division of the Department of Public Works the sum of \$36.00, receipt No. 64790 to cover the cost of constructing sidewalks on the south side of Buhr Avenue at the intersection of the alley requested to be vacated.

All other City departments and private utility companies reported that they will be unaffected by the proposed vacation of alley or that they have reached satisfactory agreement with the petitioners regarding their installations.

In view of the above, we recommend the adoption of the attached resolution.

Respectfully submitted,  
ERNEST JONES,  
Commissioner.

By Councilman Van Antwerp:

Resolved, That all of north and south public alley, 15 feet wide in block bounded by Winger, Van Dyke, Davison and Buhr Avenues, more particularly described as all of said 15 foot north and south public alley as platted in Plat of William R. Newkirk's Subdivision of Lot 34 of P. W. Norris' and W. A. Ennis' Subdivision of the south east ¼ of Section 9,

T. 1 S., R. 12 E., City of Detroit, Wayne County, Michigan, as recorded in Liber 13 of plats Page 47, Wayne County Records, lying east of and adjoining the easterly line of Lots 16 to 23, both inclusive, and west of and adjoining the westerly line of Lots 9 to 15, both inclusive, and west of and adjoining the westerly line of G.T.R.R. right-of-way, all lots above mentioned being the same as platted in last mentioned subdivision.

Be and the same is hereby vacated as a public alley to become a part and parcel of the adjoining property.

Adopted as follows:

Yeas—Councilmen Castator, Comstock, Dorais, McNamara, Oakman, Rogell, Van Antwerp, and the President—8.

Nays—None.

Department of Public Works

April 11, 1947.

To the Honorable, the Common Council:

Gentlemen — Attached hereto is progress report and copy of letter from the City Engineer's Office on the grade crossing protection program for the week ending April 11, 1947.

Respectfully submitted,  
ERNEST JONES,  
Commissioner.

Department of Public Works

April 11, 1947.

Mr. Ernest Jones  
Commissioner of Public Works

Dear Sir: Attached is a tabulation showing the status of negotiations with all the Railroads as of this date.

The schedule below refers only to specific progress that has been made during the present week.

**Detroit, Toledo & Ironton Railroad:**  
The installation of the new improved protection at the W. Jefferson Avenue crossing of this railroad is scheduled to be entirely completed today, we are informed by the railroad's signal engineering department. The program of crossing protection improvements covered by the agreement entered into between the city and this railroad on April 16, 1946 has been fully carried out. The completion date called for in the agreement, January 1, 1947, was not met due to the inability of supplying manufacturers to deliver certain materials, despite the railroad's best endeavor to accomplish the work within the time limit. Cross-buck warning signs were installed by the railroad, as called for in the agreement, at five additional crossings, in a very prompt manner shortly after the agreement had been entered into.

**Grand Trunk Western Railroad:** A report received from the Grand Trunk advises that concrete foundations and