

Treasurer for collection of 25% of the estimated cost of the work. As of today, out of a total of \$8713.00 required, only \$209.00 has been deposited.

The petitioner is now asking permission to build the sewer privately under the City's inspection. It is recommended that the petition be granted, and we respectfully request the approval of your Honorable Body.

Respectfully submitted,

ERNEST JONES,
Commissioner.

By Councilman Van Antwerp:

Resolved, That the resolution of the Common Council of August 20, 1946, authorizing the D. P. W. to construct a lateral sewer in Lenore Avenue between Bennett and Curtis Avenues and in the alleys in the blocks bounded by Wormer Avenue, Telegraph Road, McNichols Road and Bennett Avenue be and is hereby rescinded; and be it further

Resolved, That the Department of Public Works be and it is hereby authorized and directed to issue permit to The Redford Park Development Company to construct this sewer under private contract provided the said sewer is constructed in accordance with plans and specifications of the City Engineer and under the Inspection Division of the D. P. W.; and further

Provided, The grantee shall deposit in advance with the D. P. W. such amount as that Department deems necessary to cover the cost of inspection and other services as shall be required.

Adopted as follows:

Yeas—Councilmen Castator, Comstock, McNamara, Oakman, Rogell, Van Antwerp, and the President—7.
Nays—None.

Department of Public Works

October 23, 1947.

To the Honorable, the Common Council:

Gentlemen—Your Committee of the Whole referred petition of Paul L. Ringler, et al (No. 5586) requesting the conversion into an easement of the public alleys in block bounded by Rosemont, Ashton, Curtis and Pickford Avenues to the Department of Public Works for investigation and report.

The vacation of these alleys was previously approved and recommended by the City Plan Commission in their communication to your Honorable Body of July 25, 1947.

We wish to advise that all of our investigations have been completed.

Proper restrictions as to the use of the easement are incorporated into the vacating resolution to protect the

City's interests in the lateral sewers located in above mentioned alleys.

All other City departments and private utility companies reported that they will be unaffected by the proposed change or that they have reached satisfactory agreements with the petitioners regarding their installations therein.

The conversion of these alleys into easements conforms with Common Council resolution of November 13, 1945, J. C. C. Page 2230.

Respectfully submitted,

ERNEST JONES,
Commissioner.

By Councilman Van Antwerp:

Resolved, That all of public alleys in block bounded by Rosemont, Ashton, Curtis and Pickford Avenues as platted in Emerson Manor, a subdivision of a part of the S.E. ¼ of the N. E. ¼ of Sec. 11, T. 1 S., R. 10 E. Redford Twp., Wayne County, Michigan, as recorded in Liber 51 of plats, Page 40, Wayne County Records, more particularly described as follows:

All of north and south public alley, 18 feet wide, lying east of and adjoining the east line of lots 146 to 161, both inclusive, and west of and adjoining the west line of lots 190 to 205, both inclusive, all lots being the same as platted in last mentioned subdivision;

Also, all of east and west public alley, 20 feet wide, lying north of and adjoining the north line of lots 206 to 217, both inclusive, and south of and adjoining the south line of lots 146 and 205, and south of and adjoining the south line of 18 foot north and south public alley, hereinbefore described;

Be and the same are hereby vacated as public alleys and converted into 18 foot public easements, which easements shall be subject to the following agreements, covenants, uses, reservations and regulations which shall be observed by the owners of said lots and by their grantees and assigns and their heirs, executors, administrators and assigns, forever, to wit:

First, said owners hereby grant to and for the use of the public an easement or right of way over said vacated public alleys herein above described for the purpose of installing, maintaining, repairing, removing or replacing any sewer, conduit, telephone, telegraph, electric light, or other poles or things usually placed or installed in a public alley in the City of Detroit, with the right to ingress or egress at any time to and over said easement for the purposes above set forth;

Second, said owners for their heirs and assigns further agree that no

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building or structures of any nature whatsoever (except necessary line fences) shall be built or placed upon said easement or any part thereof, so that said easement shall be forever of easy access for the purposes named above;

Third, that said easement shall be used for the same purposes for which public alleys are generally used in the City of Detroit, excepting the same shall not be opened for the passage of vehicles therein, and further

Provided, That by reason of the vacation of the above described alleys the city of Detroit does not waive any rights to the lateral sewers located therein, and at all times shall have the right to enter the premises, if found necessary, on account of said sewer to alter, repair or service same.

Adopted as follows:

Yeas—Councilmen Castator, Comstock, McNamara, Oakman, Rogell, Van Antwerp, and the President—7.
Nays—None.

Department of Public Works

October 24, 1947.

To the Honorable, the Common Council:

Gentlemen—Attached hereto is progress report and letter from the City Engineer's office on the grade separation protection program, for the week ending October 24, 1947.

Respectfully submitted,

ERNEST JONES,
Commissioner.

Department of Public Works

October 24, 1947

Mr. Ernest Jones

Commissioner of Public Works

Dear Sir:

Attached is a tabulation showing the status of progress in the negotiations with all the Railroads for a program of improved crossing protection as of this date.

The schedule below refers to specific construction progress that has been made during the current week.

Pere Marquette Railway: We are advised that work on the currently programmed crossing installation has been progressed by railroad crews at Burt and Evergreen Roads on the Main Line during the week covered by this report to the extent of 10% and full completion. Concrete signal bases and bungalow housing floors and foundations have been constructed at both crossings. The work of laying track cables, installing insulated track joints and some track bonding work has been performed in connection with the new type of signalization being provided at the Joy Road

and Livernois Ave. crossings of the railroad's West Detroit Branch Line. Completion percentage at these locations is now 15%. The work at Joy Road and Greenfield on the Main Line is still held up due to the railroad's failure to receive certain essential material necessary to fully complete these jobs.

New York Central Railroad: The report received from the Railroad's signal department reveals that a slight increase in completion percentages has been made in connection with the work now under way at Central and Lonyo on the Main Line and at Mellon Ave. on the Junction Yard Branch. Progress has been disappointingly slow owing to the delay being experienced in procuring essential materials and equipment. As previously reported, all that is lacking to promptly complete the protection scheduled for the Mt. Elliott Avenue crossing on the Bay City Division of the railroad is the receipt of the cantilevered brackets and main masts for the signal mounts. Mr. Warmington, the New York Central Signal Engineer, informs us that he is making a special trip next Monday to Syracuse, N. Y. in an endeavor to have the manufacturer of this equipment expedite its shipment ahead of the present scheduled date.

Detroit Terminal Railroad: Contracts covering crossing protection betterments at various street intersections for the 1948 and 1949 program, have been executed by the Commissioner of Public Works and were returned this week to the railroad for similar action.

The Terminal has made no attempt, as yet, to initiate actual construction for the crossing protection work programmed for the current year, due to the inability of the railroad to secure delivery of ordered materials and supplies in such quantity as to insure uninterrupted procedure after a start is made.

Respectfully submitted,

G. R. THOMPSON,
City Engineer.

W. J. WALLACE,
Engineer of Streets.

Received and placed on file.

Purchases and Supplies

October 28, 1947.

To the Honorable, the Common Council:

Gentlemen—In response to our advertisement for proposals to furnish the Department of Water Supply with Impellers for Pumps No. 14, 16, 18 and 20 at Springwells Station, one (1) bid only was received.

The Worthington Pump and Machinery Corporation of Harrison, New Jersey, agrees to furnish four (4) Im-