

Special Assessment Bonds payable from such special assessments.

Adopted as follows:

Yeas—Councilmen Comstock, Edgcomb, Kronk, Miriani, Oakman, Smith, and the President—7.

Nays—None.

Department of Public Works

October 12, 1948.

To the Honorable, the Common Council:

Gentlemen: Your Committee of the Whole referred petition of John DeKun, Jr., et al (No. 998), requesting the conversion into an easement of the 18-foot public alley in block bounded by Prest, Whitcomb, Vassar and St. Martins Avenues to the Department of Public Works for investigation and report.

The vacation of this alley was previously approved and recommended by the City Plan Commission in their communication to your Honorable Body of July 15, 1948.

We wish to advise that all of our investigations have been completed. In reply to our inquiries, all city departments and private utility companies reported that they will be unaffected by the proposed changes 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.

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

Respectfully submitted,

T. C. Hanson,
Commissioner.

By Councilman Oakman:

Resolved, That all of north and south public alley, 18 feet wide, in block bounded by Prest, Whitcomb, Vassar and St. Martins Avenues as platted in Blackstone Park Subdivision No. 7 of the N.W. $\frac{1}{4}$ of the S.W. $\frac{1}{4}$ of Sec. 6, T. 1 S., R. 11 E., Greenfield Twp., Wayne County, Michigan, as recorded in Liber 53 of plats, Page 65, Wayne County Records, lying east of and adjoining the east line of lots 4400 to 4413, both inclusive, and west of and adjoining the west line of lots 4451 to 4464, both inclusive, all lots being the same as platted in last mentioned subdivision;

Be and the same is hereby vacated as a public alley and converted into a public easement, which easement 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 alley, hereinabove described, for the purpose of installing, maintaining, repairing, removing, replacing any sewer, conduit, or other poles or things usually light or phone, telegraph, electric light or or installed in a public alley placed City of Detroit, with the right to ingress or egress at any time to and over said easements for the purposes above set forth;

Second, said owners for their heirs and assigns further agree that no buildings or structures of any nature whatsoever (except necessary line fences) shall be built or placed upon said easement or any part thereof, and 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.

Adopted as follows:

Yeas—Councilmen Comstock, Edgcomb, Kronk, Miriani, Oakman, Smith, and the President—7.

Nays—None.

Department of Public Works

October 12, 1948.

To the Honorable, the Common Council:

Gentlemen: Petition of Donald L. Coleman, et al (No. 1495), requesting the conversion into an easement of the 18-foot north and south public alley in block bounded by Freeland, Ardmore, Chippewa and Norfolk Avenues was referred by your Committee of the Whole to the Department of Public Works for investigation and report.

The vacation of this alley was previously approved and recommended by the City Plan Commission in their communication to your Honorable Body of June 30, 1948.

We wish to advise that all of our investigations have been completed. In reply to our inquiries, all 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 this alley into an easement conforms with Common Council resolution of November 13, 1945, J.C.C. Page 2230.

In view of the above, we recom-

mend the adoption of the attached resolution.

Respectfully submitted,
THOMAS C. HANSON,
Commissioner.

By Councilman Miriani:

Resolved, That all of north and south public alley, 18 feet wide, in block bounded by Freeland, Ardmore, Chippewa and Norfolk Avenues, as platted in J. Lee Baker's College Community Subdivision of the East $\frac{1}{2}$ of West $\frac{1}{2}$ of N. E. $\frac{1}{4}$ of Section 6, T. 1 S., R. 11 E., Greenfield Twp., Wayne County, Michigan, as recorded in Liber 53 of plats, Page 61, Wayne County Records, lying west of and adjoining the west line of lots 42 to 60, both inclusive, and east of and adjoining the east line of lots 110 to 127, both inclusive, all lots being the same as platted in last mentioned subdivision;

Be and the same is hereby vacated as a public alley and converted into an 18-foot public easement, which easement 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 alley, hereinabove 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 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.

Adopted as follows:

Yeas—Councilmen Comstock, Edgcomb, Kronk, Miriani, Oakman, Smith, and the President—7.

Nays—None.

Department of Public Works

October 12, 1948.

To the Honorable, the Common Council:

Gentlemen—Petition of Charles T.

O'Connor, et al (No. 1585) requesting the conversion into an easement of the east and west public alley north of Pembroke Avenue and west of Fenmore Avenue, was referred by your Committee of the Whole to the Department of Public Works for investigation and report.

The vacation of this alley was previously approved and recommended by the City Plan Commission in their communication to your Honorable Body of June 23, 1948.

We wish to advise that all of our investigations have been completed. In reply to our inquiries, all 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 this alley into an easement conforms with Common Council resolution of November 13, 1945, J.C.C. Page 2230.

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

Respectfully submitted,

THOMAS C. HANSON,
Commissioner.

By Councilman Miriani:

Resolved, That all of east and west public alley, 20 feet wide, north of Pembroke Avenue and west of Fenmore Avenue, as platted in Madison Park, being a subdivision of the N.W. $\frac{1}{4}$ Section 1, T. 1 S., R. 10 E., Redford Twp., Wayne County, Michigan, as recorded in Liber 53 of plats, Page 12, Wayne County Records, lying north of and adjoining the north line of lots 56 to 61, both inclusive, and south of and adjoining the south line of lot 62, all lots being the same as platted in last mentioned subdivision;

Be and the same is hereby vacated as a public alley and converted into a 20-foot public easement, which easement 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 alley, hereinabove 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

buildings or structure 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 purpose 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.

Adopted as follows:

Yeas—Councilmen Comstock, Edgecomb, Kronk, Miriani, Oakman, Smith, and the President—7.

Nays—None.

Department of Public Works

October 11, 1948.

To the Honorable, the Common Council:

Gentlemen—Attached hereto is a tabulation showing the status of the entire program for improved crossing protection throughout the City area as of this date.

The following is a report on the progress of crossing protection installations currently under way for the period between September 1st and October 1st.

New York Central Railroad: We are advised that the protection at the Oakwood Boulevard-Dix Avenue crossing has been fully completed, except that temporarily the short arm gates have not been mounted pending the relocation of Bell Telephone and Edison Company aerial lines. The new flasher signals were placed in service about the middle of September. Some preliminary work on track circuits has been accomplished at the East Outer Drive and Seven Mile Road crossings on the Bay City Division of the Railroad. It is the present expectation to move the signal gang from Oakwood on October 15th to process the installation of the equipment for the various crossing protections programmed along the Bay City Division from McNichols northward to the City Limits.

Chesapeake & Ohio Railroad (Pere Marquette): During the month of September continued progress is to be reported on the crossing protection installations scheduled on the 1948 program of work. The installation at the McGraw crossing of the West Detroit Branch Line of the railroad was fully completed and put into service on September 30th.

Construction of the concrete foundations and the jacking of conduits beneath the pavements was accomplished at Warren, Vancouver and Buchanan Avenues. Progress percentages in terms of full completion averaged 15% for each of the three crossings. All materials are on hand

so that rapid completion is anticipated at this time.

Plans and cost estimates were received from Mr. H. C. Lorenzen, Signal Engineer, covering the third or 1949 program of improved crossing protection installation by the railroad, as provided in the agreement entered into between the City of Detroit and the Pere Marquette on August 5, 1946. These in turn were submitted to the Traffic Engineer for review and approval on September 14.

Grand Trunk Western Railroad: At the solicitation of Mr. Jos. Thompson, of the Michigan State Highway Department, representatives of the D.P.W. and Traffic Engineer, met on September 20 at the Van Dyke railroad crossing to decide on the location of one of the signal foundations in view of the fact that a Western Union overhead cable crossed the street at a height that would interfere with the proposed short-arm gate operation at the planned location. It was the consensus of opinion that the gate should not be shifted in location, but that the Western Union be requested to increase the clearance of their cable line. Arrangements to such an end were effected by this office on the following day. Information has been received from the Grand Trunk Signal Engineer at the close of September that the installation of the improved type of protection at the Van Dyke crossing has been progressed to 70% of full completion.

Detroit Terminal Railroad: Short arm gate mechanisms for the Dequindre crossing job have been reconditioned by the manufacturer after the damage sustained in the warehouse fire occurring last June, and shipment of same has been received locally. It will therefore be possible to resume the crossing protection installation at this location in the immediate future.

No crossing protection installation was possible during September owing to the destruction of needed material in the fire. Delivery of replacement items will take nearly as long a time as for the original orders.

Wabash Railroad: Inquiry directed by this office to Mr. J. S. Dant, Superintendent, reveals the fact that the necessary materials for proposed Oakwood Boulevard crossing of the Detroit and Western Railroad (Wabash operated) were ordered from the Union Switch & Signal Co. following the railroad's receipt of the Michigan Public Service Commission's recent order authorizing the installation which was mentioned in our last report. It is a matter of considerable conjecture as to when the equipment will be received from the manufacturer so that the installation can be processed.