

Trunk Railroad tracks, be and the same is hereby approved, and the Commissioner of Public Works is hereby authorized and directed to execute said agreement on behalf of the City of Detroit.

Adopted as follows:

Yeas—Councilmen Connor, Edgecomb, Garlick, Kronk, Miriani, Oakman, Smith and the President—8.
Nays—None.

Department of Public Works

March 8, 1949.

To the Honorable, the Common Council:

Gentlemen—Some time ago you requested that this department contact the various railroads operating in the City, with a view of obtaining a better condition of the railroad street crossings. Accordingly, we have written to all of the nine railroads and as a result considerable progress for betterment has been made.

Also, the Department of Public Works has made an inspection of each of the 282 crossings in the City. These were inspected in the last week of November, 1948, and during the course of the inspection it was apparent that many of the crossings had been recently repaired and, as a consequence, were in excellent shape. Repair gangs were encountered on the tour of inspection, performing repairs along the Union Belt Railroad (Wabash-Pennsylvania-Chesapeake & Ohio), between W. Grand Boulevard and Dearborn Avenue. Grand Trunk Railroad section gangs were also working on crossings between Mack and Warren Avenue.

The following is a tabulation of the condition of crossings, listed by railroads:

Railroad	Crossing Condition				Total
	Excellent	Good	Fair	Poor	
Chesapeake & Ohio	12	19	12	4	47
Delray Connecting R. R.	1	—	—	—	1
Detroit, Toledo Ironton	2	4	1	—	7
Terminal	3	29	20	5	57
Grand Trunk	9	13	10	7	39
Western New York	7	50	15	10	82
Central Pennsylvania	—	5	5	3	13
Union Belt	3	5	13	3	24
Wabash	—	4	4	4	12

Expressed as a percentage, 13% of all grade crossings in Detroit are in excellent condition, 46% are good, 28% fair, and 13% are in poor condition.

Respectfully submitted,
THOMAS C. HANSON,
Commissioner.

By Councilman Miriani:
Resolved, That the Commissioner of Public Works be and he is hereby directed to request the railroad companies to make the necessary repairs to place the railroad grade crossings in the "Fair" and "poor" classifications, listed in the foregoing communication, in good condition.

Adopted as follows:

Yeas—Councilmen Connor, Edgecomb, Garlick, Kronk, Miriani, Oakman, Smith and the President—8.
Nays—None.

Department of Public Works

March 3, 1949.

To the Honorable, the Common Council:

Gentlemen—We are returning herewith the petition of The Cross Company (Petition No. 4119), requesting the vacation of a portion of the 10-foot north and south public alley east of Bellevue Avenue and south of Mack Avenue, which petition was referred to this office by your Committee of the Whole for investigation and report.

Please be advised that in reply to our inquiries all City departments and private utility companies reported that they will be unaffected by the vacation of said portion of alley.

The vacation of this portion of alley has the approval of the City Plan Commission.

We recommend the adoption of the attached resolution.

Respectfully submitted,
T. C. HANSON,
Commissioner.

By Councilman Oakman:

Resolved, That all that part of public alley, 10 feet wide, east of Bellevue and south of Mack Avenue, as platted in McLeod's Subdivision of the southerly 1,125 42/100 feet of the northerly 1,351 63/100 feet of that part of Outlot 6 Subdivision of P.C. 19, Beaufait Farm, lying southerly of Mack Avenue (so called), Detroit, Wayne County, Michigan, as recorded in Liber 21 page 43 of plats, Wayne County Records, lying east of and adjoining the east line of lot 2 and west of and adjoining the west line of the north 30 feet of the south 90 feet of lot 5, both lots 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 Connor, Edgecomb, Garlick, Kronk, Miriani, Oakman, Smith and the President—8.
Nays—None.