

vision that the damage to the pavement in the Village of Grosse Pointe Park will be repaired when weather conditions permit, therefore be it

Resolved, That the completion of the Fox Creek Relief Sewer be and the same is hereby accepted in accordance with the foregoing communication.

Adopted as follows:

Yeas—Councilmen Comstock, Connor, Edgecomb, Garlick, Kronk, Miriani, Oakman, Smith and the President—9.

Nays—None.

Department of Public Works

January 7, 1949.

To the Honorable, the Common Council:

Gentlemen—This is to certify that Contract PW-676, Alley bounded by D.T.R.R., Cloverdale, Grand River and Elmhurst and paved by the Department of Public Works, Street Maintenance and Construction Division, has been given final inspection and found fully performed.

The completed items and value thereof of this work are:

All Contract Items and Contract Changes \$1,462.70 (One thousand four hundred sixty-two and 70/100 dollars).

As the work provided for in this contract has been completed it is accepted by the Department of Public Works and it is recommended that full payment of the above stated sum of \$1,462.70 as indicated in Estimate No. 1 (Final) be made at this time.

FLOYD C. MORSE,
Engineer of Tests and Inspection.

G. R. THOMPSON,
City Engineer.

T. C. HANSON,
Commissioner.

By Councilman Connor:

Whereas, It appears from communication from the Dept. of Public Works that the paving of alley bounded by D.T.R.R., Cloverdale, Grand River and Elmhurst aves. has been duly completed, and

Whereas, The paving of said alley has been found to be in accordance with the contract and specifications for the same, and has been accepted by the Commissioner of Public Works, therefore be it

Resolved, That the paving of said alley be and the same is hereby accepted.

Adopted as follows:

Yeas—Councilmen Comstock, Connor, Edgecomb, Garlick, Kronk, Miriani, Oakman, Smith and the President—9.

Nays—None.

Department of Public Works

January 10, 1949.

To the Honorable, the Common Council:

Gentlemen—We are returning herewith, petition of P. L. Grissom and Sons, Inc. (No. 4138), requesting the vacation of a portion of the alley south of Fort Street, between Military and Cavalry Avenues.

The vacation of said alley was approved by the City Plan Commission in their communication to your Honorable Body of January 7, 1949, with the recommendation that petitioners deed a portion of their property for alley turn-around purposes to be used in lieu of the alley requested to be vacated. The petition was then referred to this office by your Committee of the Whole for investigation and report.

Please be advised 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 vacation of said alley.

We are in receipt of a quit-claim deed executed by the officers of P. L. Grissom and Sons, Inc. deeding land for alley purposes, in accordance with the City Plan Commission's recommendation. Said deed was approved as to description by the City Engineer and as to form and execution by the Corporation Counsel. We are attaching it hereto for your Honorable Body's acceptance.

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

Respectfully submitted,
THOMAS C. HANSON,
Commissioner.

By Councilman Edgecomb:

Resolved, That all that part of east and west public alley, first south of Fort Street, between Military and Cavalry Avenues, lying between the west line extended northly of lot 6, and the east line, extended northerly, of lot 5, both of said lots being the same as platted in McLaughlin and Eckel's Subdivision of lots 9 to 16, incl., and the northerly vacated 10 feet of public alley adjacent to lots 14, 15 and 16 of the subdivision of lots 106 and 107 of Daniel Scotten's subdivision of that part of P. C. 32 and E. 735.90 feet of P.C. 268, lying between Fort Street and the River Road according to the plat thereof as recorded in Liber 27 of plats, Page 30, Wayne County Records, be and the same is hereby vacated as a public alley to become a part and parcel of the adjoining property; and further

Resolved, That quit claim deed of P. L. Grissom & Son, Inc., a Michigan

Corporation, to the City of Detroit. Deeding land for alley turn-around purposes, said land being described as:

"The north 12 feet of lot 4 of McLaughlin and Eckel's Subdivision of lots 9 to 16 incl. and the northerly vacated 10 feet of public alley adjacent to lots 14, 15 and 16 of the subdivision of lots 106 and 107 of Daniel Scotten's sub. of that part of P.C. 32 and E. 735.90 feet of P.C. 268 lying between Fort Street and the River Road according to the plat thereof as recorded in Liber 27 of Plats, Page 30, Wayne County Records."

Be and the same is hereby accepted and the City Controller be and he is directed to record said deed in the office of the Register of Deeds for Wayne County.

Adopted as follows:

Yeas—Councilmen Ccmstock, Connor, Edgecomb, Garlick, Kronk, Miriani, Oakman, Smith and the President—9.

Nays—None.

Department of Public Works

January 6, 1949.

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 month of December, 1948.

Chesapeake & Ohio Railroad (Pere Marquette): The short-arm gate installation at the Warren Avenue crossing of the West Detroit Branch Line of this railroad, which completed its 1948 program of improved protection, was placed in operation on December 3rd at 3:00 P.M.

Detroit Terminal Railroad: Short-arm gates and flashers installed during November at Ryan Road and the Terminal were put in service on December 3rd at noon. The work of coordinating nearby street traffic signals by the City's Traffic Bureau with the railroad's crossing protection signals at Dequindre has been progressed to such a degree that completion is scheduled for January 8, 1949.

File copy approval of the Federal Public Roads Administration for the construction of the proposed crossing protection equipment installation at Van Dyke Avenue has been received from the State Highway Department. The estimated cost of \$12,051.13 will be financed with federal funds.

The expectation of completing the W. Davison work last month was not

realized despite fairly favorable weather conditions. Such work was performed, however, will be continued insofar as possible, in an endeavor to effect full completion by the end of January.

Applications for a change in method of operation of the flasher signal and bell type of protection at the Tireman Avenue crossing, which were prepared by the railroad for submission to the Michigan Public Service Commission, were approved by Ccmmon Council following the recommendation of the Department that such action be taken. Substantial monthly savings will result from the contemplated reduction of maintenance charges. The City is committed to pay $\frac{1}{4}$ of the cost of effecting the change, or approximately \$1100.00.

Pennsylvania Railroad: Work previously reported as being performed at Plymouth Road and Grand River crossings was finally fully completed and the equipment put into operation at both locations at 12:01 P. M. Thursday, December 23, 1948.

No additional progress was accomplished at the Schoolcraft and Wycming Avenue crossings over that previously reported. Inquiry is being directed to Superintendent H. L. Kimble at Toledo, Ohio, for an explanation of the apparent failure to progress the work to a more satisfactory degree.

New York Central Railroad: Advice received from the railroad's Signal Engineer's office, respecting progress at the Eight Mile Road, E. Outer Drive and Seven Mile Road crossings of the M.C.R.R.—Bay City Division—shows that advancement in some degree has taken place at all three locations. The percentage of completion at E. Eight Mile Road where short-arm gates are being installed to augment the flasher signal protection, is currently cited as amounting to 85 per cent. That at E. Outer Drive, being afforded the same type of protection as Eight Mile, is reported as being 70 per cent. A slight progression of the work at Seven Mile has advanced its completion percentage about 5 per cent to make same now 25 per cent.

Union Belt Railroad (Wabash-Pere Marquette-Penna.): A meeting was arranged in my office on Friday, December 10, 1948, to discuss the terms of an agreement submitted by the affected railroads respecting a proposed new crossing layout at West Jefferson Avenue and West Grand Boulevard in conjunction with improved crossing protection.

As a result of this conference, certain modifications in the agreement provisions were arranged for to the satisfaction of the interests of all