

September 4

Eagle Signal Corp.—Public Lighting, traffic signal parts.  
 Westinghouse Electric Corp.—Public Lighting, overhauling and installing blades in Westinghouse Turbines Nos. 3 and 5, Mistersky station, and further.  
 Resolved, That the contracts listed in the foregoing communication be and the same are hereby confirmed.  
 Adopted as follows:  
 Yeas—Councilmen Beck, Connor, Garlick, Kronk, Rogell, Smith, Van Antwerp, and the President—8.  
 Nays—None.

## Recorder's Court

September 4, 1951.

Honorable Common Council:  
 Gentlemen—I respectfully report to your Honorable Body that a jury duly impanelled in the Recorder's Court, in the matter of acquisition of land for slum clearance in the area bounded by Hastings, Dequindre, Monroe and Lafayette rendered a verdict in favor of said acquisition July 15, 1951, which was confirmed by the Court September 4th, 1951.

In accordance with the statute, I herewith transmit a certified copy of said verdict, and of the judgment of confirmation.

Respectfully submitted,

E. BURKE MONTGOMERY,  
Clerk.

Received and placed on file.

## Department of Street Railways

August 27, 1951.

Honorable Common Council:

Gentlemen—We respectfully submit the financial statement of the Department of Street Railways for the month of July, 1951:

## Revenue and Expenses:

Gross revenue for the month amounted to \$3,070,238.61. Of this amount, \$3,058,282.23 is recorded as operating revenue. Total expenses amounted to \$3,393,843.27, of which \$2,914,404.66 represents operating expenses. The remaining \$479,438.61 represents depreciation, taxes, and interest.

Compared with July, 1950, the operating revenue for July, 1951, shows a decrease of \$621,915.15, while the operating expenses show a decrease of \$139,513.60. Although the number of employees on the pay roll was reduced from the March, 1951 figure of 6,535 to 5,473 as of August 17, 1951, or a total reduction of 1,062, most of these reductions were not effective during the month of July, 1951 because of accumulated vacations.

## Profit or Loss:

The operations showed a loss of \$323,604.66 for the month. The profit for July, 1950 was \$100,562.47.

## Passengers Carried:

29,312,467 passengers were carried. Of these, 20,386,301 were revenue passengers and 8,926,166 transfer passengers.

In comparing July, 1951 with the same month in 1950, it should be borne in mind that the Department's contribution to the employe's retirement fund now amounts to \$278,405 monthly, an increase of \$34,000 over July of last year.

## COMPARATIVE STATISTICS

Total Revenue, July 1951, \$3,070,238.61, July 1950, \$3,685,299.48.

Total Expenses, July 1951, \$3,393,843.27, July 1950, \$3,584,737.01.

Net Profit or Loss\* July 1951, \$323,604.66\*, July 1950, \$100,562.47.

Operating Revenue, July 1951, \$3,058,282.23, July 1950, \$3,680,197.38.

Operating Expenses July 1951, \$2,914,404.66, July 1950 \$3,053,918.26.

Total Passengers, July 1951, 29,312,467, July 1950, 35,142,129.

Revenue Passengers, July 1951 20,386,301, July 1950 24,749,550.

Transfer Passengers July 1951 8,926,166, July 1950 10,392,579.

Respectfully submitted,

LEO J. NOWICKI,

General Manager.

Received and placed on file.

## Traffic Engineering Bureau

September 4, 1951.

Honorable Common Council:

Gentlemen—As directed by your Honorable Body, further study was given the location of the Oakland Coach loading and unloading station at its downtown terminus by this Department and the Department of Street Railways. In this connection the problem was surveyed by the two Departments and representatives of the interested merchants in the area. As a result of this study the following proposal and recommendation is made to your Honorable Body.

1. The recent resolution establishing the terminus of this line on the south side of Macomb east of Randolph should be rescinded.

2. The loading and unloading station for the Oakland Coach line shall be established on the west side of Broadway north of Gratiot Avenue. The route of the coach from this point will be via Gratiot to Library to Grand River to Broadway and thence over the route previously used.

This proposal and recommendation is concurred in by this Bureau, the Department of Street Railways, the Director of Traffic of the Police Department and a majority of the merchants involved.

Respectfully submitted,

A. F. MALO,

City Traffic Engineer.