Detroit faces 'layoff' of 377

Kilpatrick plan to fill $333M budget gap hits bus system hardest.

By Natalie Y. Moore, Doug Dahlberg and Ron French/The Detroit News

DETOUR — Facing $333 million in red ink, Mayor Dennis Kilpatrick proposed a budget Monday in which city workers will shoulder the pain rather than Detroit residents.

His budget would slash 640 jobs, including laying off 377 employees, in order to hit the city’s goal of creating a balanced budget for the fiscal year that begins in July.

Kilpatrick’s proposal, which will be considered by the City Council on Monday, is aimed at being more effective, the mayor said.

“We have had to make some hard choices in the process. But we are a big, diverse city, and we need a budget that reflects our diversity,” Kilpatrick said.

The mayor said layoffs and hiring freezes are expected to be cut. City finance officers called it a pain-free budget cut.

The budget would eliminate the Detroit City Council on Monday, the mayor said, and layoffs of bus drivers, firefighters and police officers would be considered.

There would be no layoffs among police and firefighters, the mayor said, and commercial officers called it a pain-free budget cut.

To balance the books, the Detroit City Council on Monday dropped the city’s police and fire departments to save money. The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” the mayor said.

The minimum pay raises for city workers would be $1,400 a year, or 4 percent. The mayor said the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The minimum pay raise would be $1,400 a year, or 4 percent. The mayor said the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

To balance the books, Kilpatrick said he would eliminate 42 positions, including 13 positions in the city’s police and fire departments to save money.

The proposal now goes to the City Council, which could change changes before it approves a budget by July 1.

“This has had to be such a hard choice in the process,” Kilpatrick said, adding that the pay raise is the maximum the city can afford.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.

The pay raise would be given to the city’s lowest-paid employees, the mayor said.
**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

safety

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.

**Dangers of overhead**

*CRUSHED ROOFS*

The government has its say, John Hess says, and the auto industry has its say. “It seems like we have more than a few of this, all right?” Hess said, when he was pardoned for his 2004 conviction for driving while under the influence.
**Engineers have options for making better roofs**

**Structural foam, high-strength steel would absorb impact, create ‘simple fix,’ some say.**

**By Bill Vlasic and Bill Visnic**

WASHINGTON — Building safer, stronger vehicles is relatively simple by auto industry standards: just add more technology to what it has been doing. The question, engineers say, is whether it is worth it.

"Adding roof crush to a rollover is a relatively low-tech exercise," said Raphael Gruebelein, president of the Australian College of Road Crash Injury Prevention, an organization of automotive researchers based in Honolulu.

"There are some examples already are on the road today. Ford Motor Co.—controlled vehicles, for example, employs a high-strength, heat-resistant material to resist the roof structures of its Volvo V70.

"The alloy is light and strong, but more expensive than conventional metal."

But there are also insurmountable options.

Engineers say the U.S. industry could greatly utilize such structural foam, used extensively in the interior of automobiles, and the foam's ability to absorb impact, create "a really small improvement" in the vehicle's roof strength. "It's really feasible."

In addition, high-strength steel and structural engineer, says, engineers say, have several other "high-tech" options. "It would integrate into a rollover structure. "In a report released last year called "The Australian Army and the Rollover Crisis: An Interim Investigation," the authors write of a vehicle structure "that could incorporate another passenger-safe structure." "That would add 15 pounds to the vehicle's roof strength."

Engineers also say the structure could be added to insta-

"Weak roofs crush and increase the risk of severe injury or death in rollover crashes," said Patrick Parker. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup.

"But we want to stop this from happening. These are the standards people live and die by, and it's just not acceptable," said Dena Parker, whose husband was paralyzed in a rollover accident.

"Ford's Clean Air effort is to stop three-hundred miles away from Detroit, but it's not enough," said Patrick Parker, whose sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup.

"But we want to stop this from happening. These are the standards people live and die by, and it's just not acceptable," said Dena Parker, whose husband was paralyzed in a rollover accident.

"Ford's Clean Air effort is to stop three-hundred miles away from Detroit, but it's not enough," said Patrick Parker, whose sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup.

"But we want to stop this from happening. These are the standards people live and die by, and it's just not acceptable," said Dena Parker, whose husband was paralyzed in a rollover accident.

"Ford's Clean Air effort is to stop three-hundred miles away from Detroit, but it's not enough," said Patrick Parker, whose sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup.

"But we want to stop this from happening. These are the standards people live and die by, and it's just not acceptable," said Dena Parker, whose husband was paralyzed in a rollover accident.

"Ford's Clean Air effort is to stop three-hundred miles away from Detroit, but it's not enough," said Patrick Parker, whose sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup.

"But we want to stop this from happening. These are the standards people live and die by, and it's just not acceptable," said Dena Parker, whose husband was paralyzed in a rollover accident.

"Ford's Clean Air effort is to stop three-hundred miles away from Detroit, but it's not enough," said Patrick Parker, whose sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup.

"But we want to stop this from happening. These are the standards people live and die by, and it's just not acceptable," said Dena Parker, whose husband was paralyzed in a rollover accident.

"Ford's Clean Air effort is to stop three-hundred miles away from Detroit, but it's not enough," said Patrick Parker, whose sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup.

"But we want to stop this from happening. These are the standards people live and die by, and it's just not acceptable," said Dena Parker, whose husband was paralyzed in a rollover accident.

"Ford's Clean Air effort is to stop three-hundred miles away from Detroit, but it's not enough," said Patrick Parker, whose sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup. Parker's sister was killed in a 2002 rollover accident that flattened the roof of his company-owned Ford F-150 SuperCab pickup.