

2d stroke fatal to OCC's Hill

Funeral services for Oakland Community College President Joseph E. Hill will be held at 2 p.m. Tuesday at Kirk in the Hills, 1340 W. Long Lake Road, Bloomfield Hills.

Burial will be private. Friends may call at Vasa Funeral Home, 4375 Woodward, Royal Oak, until 9 p.m. Friday.

Dr. Hill, hailed as a genius by associates, died at 5:40 p.m. Friday in St. Joseph Hospital, Pontiac, where he had been in a coma several days. He was 58.

He had suffered a second stroke March 19 in his West Bloomfield Township home, where he was recuperating from a heart attack and stroke suffered last August.

Memorial contributions may be sent to a scholarship fund in his name at the OCC Administrative Center, 2480 Opdyke Road, Bloomfield Hills 48013.

"HE WAS THE only guy I've ever known whom I would consciously call a genius," said his administrative assistant, Vaughn Whitely.

"His sense of humor stood out. In the Navy in World War II, when Hills was in weather work, he was quite a stand-up comedian, very quick with his wit," said Whitely.

"And his unselfishness—you could never do him a favor. He always did you one. You know, he turned down raises the last four years. He could have used a college car, but he wouldn't. The college has a house for the president, but he wouldn't use it. He never had an expense account."

OCC was founded in 1964, and in 1968 Hill became its second president, succeeding Jack Terrell, now with the American Association of Community Colleges in Washington D.C.

HILL PIONEERED an individualized approach to learning using



DR. JOSEPH E. HILL
Educational leader

diagnostic testing that measures each student's learning style. About 40 per cent of OCC's courses are designed to provide this personalized approach.

With four campuses, OCC serves nearly 20,000 students.

Hill was founder of the American Association of Educational Sciences, which was devoted to giving a scientific conceptualization to education. So wrapped up in this thinking was Hill that he often spoke in abstractions which were unintelligible to the layman. But Hill knew it, and could laugh at himself about it.

A mathematician by training, Hill did his undergraduate work at Albion College and earned his EdD at Wayne State University. He taught at Detroit Institute of Technology and Lawrence Tech and was WSU's dean of the school of education before taking the OCC post. He had also served on the board of Marygrove College.

Surviving are his wife, Helen; three daughters, Dale Kevellighan of Orchard Lake, Linda Robinson of Chicago and Jill Michael of West Bloomfield; and five grandchildren.

Computers mean savings for public buses

By MICHAEL MATUSZEWSKI

Computer-controlled public buses? They are a reality in the Reading Road Corridor of Cincinnati, Ohio.

General Motors Corp. and the City of Cincinnati have teamed up to improve public transportation in the Queen City through a project called the Urban Transportation Lab.

The project's major goal is to improve scheduling and to use Cincinnati's fleet of buses more efficiently.

In the 1940s, public transportation accounted for more than 20 per cent of all urban transportation. In the 1970s it has fallen to six per cent," said Harlan Neuville, manager of GM's transportation systems division. He spoke at a meeting of the Institute of Transportation Engineers at Southfield's Ramada Inn.

"If nothing is done to improve public transportation, it will fall to 2½ per cent by 1990," he said.

THE URBAN Transportation Lab is a product of the realities of modern-day mass transportation.

In an informal survey by the Detroit Department of Transportation, more bus passengers complained about long waits for buses which were never on time.

According to Neuville, the project has been so successful in the Reading Road Corridor that the transportation lab will recommend that four of the corridor's 60 buses be reassigned to other parts of the city.

The savings and efficiency were made possible by the minute-by-minute passenger and vehicle information relayed from each of the corridor's 60 buses to the transportation lab.

The Urban Transportation Lab is part computer center, part communications center and part data analysis center. Messages are relayed from

mini-computers on board each bus to the lab headquarters.

The bus-board computers relay information pinpointing the exact location of the bus en route and how many passengers are on board. It also passes along information which predicts when mechanical breakdowns are likely to occur, and analyzes what the problems are when breakdowns occur on the roads.

IN THE NEAR future, Neuville said, the transportation lab will begin installing computer-controlled message boards at Reading Road bus stops.

The boards will tell waiting bus passengers everything they always wanted to know. Passengers no longer will have to wait and wonder when the next bus will arrive or if seats will be available when it finally does. The board will tell them that, too.

BUT WHY did GM decide to go to Cincinnati when the metropolitan Detroit area and SEMTA (South-eastern Michigan Transportation Authority) obviously need so much help in putting together an effective mass transit program?

"Cincinnati invited us," Neuville said, matter-of-factly. With its relatively compact metropolitan area, the city was about the right size for these experiments, he continued.

THE READING ROAD corridor, a 16-mile-long band, stretches from downtown Cincinnati on the banks of the Ohio River, northeasterly to the suburbs.

Included in that corridor are: the 35,000-student University of Cincinnati, the U-C Medical Center, 11 major hospitals, and six major industrial firms—General Electric, Procter & Gamble, and Ford Motor, for example—employing more than 50,000 persons.

Reading Road also is one of Cincinnati's major commercial strips.

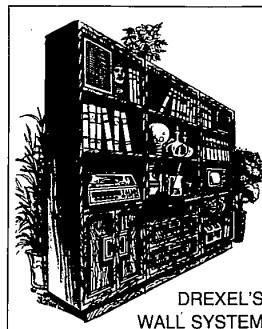
"It had everything we were looking for," Neuville said.

TO EQUIP every bus of a metropolitan area's fleet would be an expensive proposition. Neuville estimated that it would cost between \$10,000 and \$15,000 to outfit each bus with the mini-computer and communications equipment.

He admitted that it would be impractical to equip every bus, but he maintained that system being tested by the Urban Transportation Lab can be "an invisible, silent partner to bus management."



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SUN APR 9 4:00 p.m.	SUN MAY 28 6:00 p.m.	WED JUL 5 11:00 p.m.
FL. LAUDERDALE	MEMPHIS	Vancouver
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SUN APR 23 6:00 p.m.	WED JUNE 7 7:30 p.m.	WED JUL 12 7:30 p.m.
SAN DIEGO	TULSA	SAN JOSE
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SUN APR 30 6:00 p.m.	SUN JUNE 11 6:00 p.m.	SUN JUL 15 7:30 p.m.
TORONTO	DALLAS	HOUSTON
METROS — HOME	TORONTO — HOME	INDIANAPOLIS — HOME
SUN MAY 7 2:30 p.m.	WED JUNE 14 9:00 p.m.	WED JUL 19 11:00 p.m.
New York	Colorado	San Jose
Comets — Away	Carolina — Away	Earthquakes — Away
WED MAY 10 7:30 p.m.	SUN JUNE 18 3:30 p.m.	SAT JUL 22 10:30 p.m.
PORTLAND	Sting — Away	Surf — Away
THUNDER — HOME	SUN JUNE 25 7:30 p.m.	SUN JUL 29 7:30 p.m.
SUPREMACY — HOME	Memphis	FL. LAUDERDALE
MINNESOTA	St. Louis — Away	STRAKOS — HOME
KICKS — HOME	SAT JUNE 24 9:00 p.m.	WED AUGUST 2 8:00 p.m.
WED MAY 17 8:00 p.m.	Houston	New England
Dallas	Washington — Away	Yankees — Away
Orlando — Away	SAT JUL 28 7:30 p.m.	SAT AUGUST 5 8:00 p.m.
SUN MAY 20 3:00 p.m.	WED JUNE 28 7:30 p.m.	Philadelphia
San Diego	QUINCY — HOME	Fort Lauderdale
Sevens — Away	WED JUNE 28 7:30 p.m.	ST. LOUIS — HOME

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Lovely Lilly
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