

The Stroller...

Transportation Solution Overhead

One of the most interesting things about a stroll along the journalistic trail is the fact that nuggets of information can be picked up at the most unusual places.

The other evening, for instance, by the luck of the draw at the farewell party given for Buford Nash, retiring general manager of the C&O Railroad, The Stroller was seated across the table from two members of the upper echelon of the railroad industry.

Things went along, as they usually do, when you are seated with persons you never have seen before. There was quiet dignity during the early stages of the meal. Then, of a sudden, one of the strangers, turning to the other, said:

"Well, this looks like the year the railroads will be doing their part to help solve the transportation problem."

The remark caused The Stroller to sit up and listen carefully.

For some time now, it has been said that the railroads were failing behind. It had been said that the railroads turned their back on the passenger traffic and did little to remove the curse of traffic jams and danger at the railroad crossings.

So when a railroad official speaks of helping to solve the problem, it puts a much different twist to things.

An Integrated System

"What sort of help are you speaking about?" The Stroller asked.

"We are involved in research at the higher levels," he said, with the hint that the railroads can be integrated into a plan of priorities and help to change the entire transportation principle."

"Does this involve passenger traffic?"

"No," he answered. "The railroads would be foolish to compete with the airlines for passengers. No one is going to ride a train for two days and two nights to get from here to the Pacific Coast when he can get there in a few hours by plane. So, railroad passenger service will be limited to commuter trains in our larger cities."

What was meant by integration?

"First, let me point out," he said, "that we are talking about a future when our population will come close to 300 million. And we have been told that the auto industry is looking ahead to 13 million cars a year instead of the nine million that now is tops."

Our friend then went on to explain that with these figures as guides it easily could be seen that the highways will be more than crowded; that passenger cars may even force trucks off the road—or come close to it.

The one solution, he said, would be to integrate all shipping and have the railroads join airplanes and boats to get the shipments to their destinations.

"We may even wind up with what could be called 'Forwarding Companies.' These companies would set up priorities. They would use rail when necessary, transfer to the air or to the boats—all depending on when the material is to arrive."

"In this manner the buyer would get only one bill of lading, instead of being bothered with the paper work for each transfer."

Surprising Priorities

When it was suggested that fixing priorities might be difficult, our informant smiled.

"What do you think will get top priority?" he asked. And without waiting for an answer, he said: "Ladies' wearing apparel."

The listeners seemed somewhat surprised, figuring that food would be given preference over anything else.

"You see," our friend explained, "when a new style for women is ready for the market places, it must hit them all at the same time. You couldn't show a new style in New York City and have the dealers on the Pacific Coast wait a week—no more than you could wait a week for a style to cross the ocean. So women's fashions must get priority. Food, no doubt, will follow."

For a few moments all was quiet as these thoughts were allowed to make their impact.

Then, came the clincher.

"As we enter into this new year," our friend concluded, "we're going to find that a railroad line can be built for a lot less money than a highway. And when we finally realize this one fact, the railroads again will play an important part in our way of life."

"Until then, we are ready to fit into the four-way transporting of goods and materials—rail, air, truck and boat."



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JAN WITMER, daughter of Mr. and Mrs. Fred Witmer of 24197 Greycliffe Trail, Farmington, has been selected by the faculty of Midway State University to be a student teacher at the American School in Rome, Italy.



WISHES FOR 1970—This brick wall at 11 Mile and Middle Belt in Farmington greeted passersby during the holidays. Three students at East Junior High packed snowballs in the wall for three hours to make the sign.

The three, all 14-year-olds, were Suzi Blake, Linda Deppman and Allen Bramford, all of Farmington. (Evert photo)

Farmington Socially Speaking

By KATHY ZISKKA
GR. 4-7261

An elegant cocktail party at the Paul Scaglione residence on Richmond Hills Drive, seemed to be a gathering of old ladies, but when I didn't end up that way. There were enough food, cocktails, and music to last the entire holiday season.

Ensuing the holiday glow were Mr. and Mrs. Gabe Tibberio; Mr. and Mrs. Fred Mikton; Mr. and Mrs. Mickey McGuire; Mr. and Mrs. Don Henderson; Mr. and Mrs. N. Gregory; Mr. and Mrs. Leo O'Connor; and Mr. and Mrs. John Forni; Mr. and Mrs. J. Cornell; Mr. and Mrs. Bill Stratton; Mr. and Mrs. Ed Walsh; Mr. and Mrs. Wills Chapman; daughter Marion Tindall and escort Ed Barfoot.

Mr. and Mrs. Clifford Burk of Nottingwood Drive had as their houseguests Mr. and Mrs. Burk, brother of Clifford Burk, who enjoyed a two-week holiday stay. Home for the holidays, enjoying their grandmother's company were the Burk's grown children, Patti, a student at Central Michigan and Clifford, who is working in Bloomington, Ind., as an engineer with the Naval Research.

City Starts Moves For Traffic Lights

Prospects for a traffic signal at the intersection of Orchard Lake and Middlebelt and Shawassee increased Monday when the Farmington City Council voted to widen a portion of the intersection, he said.

City Manager John Dinan said Oakland County policy allows traffic signals only at intersections with sufficient turning space.

DINAN said funds for the widening will be included in the 1970-71 budget. The total cost of the project is \$62,000, of which the city will pay \$17,000. The remainder of the cost will be paid by Oakland County and the U.S. government.

The widening project would add 400 feet of turning lanes near the intersection. Dinan said the turning lanes

California claimed some of our Farmingtonites for the holiday season. Mrs. Kate Crowe of Pillsbury Drive, spent the holidays in "sunny but cool" California", as she puts it, visiting her daughter and son-in-law, Mr. and Mrs. James Hicks.

Mr. and Mrs. Hugo Sandula

of Ridgeway Drive and Mrs. Sandula's sister, Mrs. Lucille Siedlak of Birmingham, vacationed for two weeks in San Francisco, Los Angeles and San Diego, where they visited with niece Linda Sandula who has made San Diego her home for the past seven years.

Linda, while in the Detroit Metropolitan area, was associated with the Detroit Ballet. She is still doing ballet but is employed at the Diamond Bar, California. The vacationers also visited nephew, Dean Hannah, who is an oceanographer in San Diego.

After their California jaunt, Mr. and Mrs. Sandula spent the rest of their vacation time in Mexico—Merida, Island of Cozumel and Acapulco.

Houseguest for the past two weeks, at the Thomas Bigney residence on Nottingwood, was Sister Marie Grace, administrator of St. John's College in Miami, Florida.

Tom is Sister Marie Grace's eldest brother and so he claims his home is her home base. Sister Marie Grace is with the Adrian Dominican order.

THE CITY manager also reported major improvements on the rest of Orchard Lake will not be begun for several years.

In answering a question from Councilman John Rich, the manager said he "can't see much hope" in the next year or two.

Widening Orchard Lake in both the city and the township is being in the five year plan for county roads.

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Metallics Gleam

Metallic knits shimmer in little short-sleeved polo or T-shirt dresses for the high school, young career and college set for fall and winter. Another favorite evening fabric: velour. It looks good made up into skimpy little dresses and evening pants outfits.

Fur Hats

The fur hat is still "in," with more variety in furs. Leopard, mink, muskrat, rabbit and some great piles and fake furs (which are the next best thing to real) are great for snowy weather. Matching scarves and mitts are also good.

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