

Police believe most will comply with seat belt law

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FARMINGTON HILLS Police Chief William Dwyer, who called the bill "an outstanding law," believes that once the public is educated about seat belt

use, "you'll get good compliance without having to issue violation notices." Unlike many laws enacted by the Legislature, the seat belt bill does not provide for a grace period before motorists can be issued violations.

The bill's enforcement provisions

"are so modest" and the need for seat belt use so important, that a grace period was considered unnecessary, Brotherton said.

At first legislators considered putting more teeth into the enforcement of

the seat belt bill, Brotherton said. But some legislators who represent areas with heavy black or college-age populations were concerned that the law would be used by police to harass these groups, he added.

"So one way to deal with it would be

no stopping of a vehicle just because a police officer saw no seat belt," Brotherton said.

"We have said, and I think it is true, we don't want to use the seat belt law as a means of raising revenue or for punishing people," he added. "The bill is about as modest as we could make it."

Promising to enforce the seat belt law if the governor signs it, Dwyer said he believes enforcement should be coordinated between communities and counties.

"It will probably be a coordinated effort with departments in Oakland County as to how it would be enforced," Dwyer said.

ALTHOUGH PROMISING to enforce the seat belt requirements, Oakland County Sheriff John Nichols said the department has not developed an enforcement plan or talked with the heads of other police departments in coordinating enforcement.

Nichols said he believes the greatest impetus for bucking up will be motorists realizing they can be ticketed. That alone "will make them more aware" of using seat belts, he said.

Eventually, it is hoped that motorists will use seat belts as naturally as they turn the key in the ignition, McNitt said.

Although a percentage of motorists involved in accidents and wearing seat belts are killed, the percentages of those who aren't wearing belts and could have been saved is great enough to justify seat belt use, McNitt said.

"We know more people would have been saved if they had worn their seat belts," she said.

Of the 1,331 motorists killed in traffic accidents in 1983, 904 were driving vehicles equipped with seat belts. Out of this group, 816 were not wearing belts. Forty-eight who had buckled up were killed, McNitt said.

Seat belts are useful because in an accident a vehicle goes through several impacts, McNitt said.

The first impact is the hitting of "another vehicle or tree, for example." In this case, a seat belt can prevent a driver or passenger from being thrown through the windshield.

But before the vehicle comes to rest, the driver and passengers are jostled around inside the car, she said. Being thrown around the vehicle's interior is often what seriously injures or kills the occupants, McNitt said.

"The seat belt holds a person in one position and makes it more likely to survive the multiple impacts," she said.

Because the seat belt can hold the driver in one position through the series of impacts, there is a chance the driver can regain control of the car.

Why cab drivers like their jobs

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has broken the rules, it's the end of their career with ABC.

"There's no warning. It's an immediate firing. The advance warning is the letter," Anne said.

THE REASON for the rules is simple, she said, "you're dealing with human lives."

The Clarks started their company with four drivers from Detroit who were familiar with the suburbs. Now 12 drivers spend about 12 hours on the road during a shift and drive 200-300 miles a day, Anne said.

The Clarks' business seems to be quickly dispelling any myths that transportation is unnecessary in the suburbs. Business people, teen-agers, and elderly citizens make use of the ABC CAB Co.

"You'd be surprised the number of people who use taxis," Bob said.

Although it doesn't happen every day, the Clarks' drivers do not even take a dog or kitten to the vet. Packages have also found themselves in the back seats of the powder-blue cabs, Anne said.

Going from being drivers to being the owners of a business has made some changes in the Clarks' lives. They admit the 24-hour service is hectic and demanding, not to mention expensive.

But the Clarks are running their business according to their own principles and philosophies.

While Anne isn't doing as much dispatching and answering of phones as she did when the business started, Bob still continues to drive.

And the drivers have also grown to

be part of the family, agreeing from the start to keep driving even when the company's finances were uncertain.

Because the "market is competitive," the Clarks prefer to avoid divulging any business information.

But one thing is certain. After years of living with the Detroit cab market, the Clarks are glad to be in the suburbs.

"IT'S A whole different ball game," Anne said.

She said in Detroit customers would call three and four cabs to ensure they would get a ride.

Bob likes the relatively peaceful atmosphere of the Farmington area, as well as the Novi and Northville areas, where the company is also licensed to operate.

"There were problems in the city

(Detroit)," said Bob, who was a senior member of the Checker Cab Co. operating along Trumbull in the Tiger Stadium area.

"You don't need plexiglas between you and the driver," he continued, referring to the Farmington area.

"Here people have more respect for life and property."

But like customers in Detroit, those in the suburbs also provide the cab drivers with an interesting day.

"Each person is unique. They have their own set of circumstances," said Bob.

After awhile, though, if a driver has

been driving long enough, customer and driver begin to recognize and know each other, the Clarks said.

"Everybody likes to be recognized, noticed and liked," Bob said. "If a cab driver recognizes a person, that person's day is made."

Legal battle surrounds man's death

Continued from Page 1

cash, otherwise she has not turned over the cash, jewelry and other items . . .

"She has around \$50,000 belonging to the estate," said Allen Ingle, attorney for the estate.

"That's actual cash, plus we don't know what else she's got. That's the purpose of the hearing," Marguerite Balsick is Margaret Barr's daughter and Shepard's niece, Ingle said.

Caito's petition includes an Ohio birth certificate listing her birth date

as Aug. 16, 1933. Shepard is listed as her father and Margaret Adele Spisak is listed as her mother.

On the Ohio birth certificate, Shepard's address is listed as "unknown," and his occupation is listed as "traveling salesman."

CAITO'S PETITION states that she "established, together with her father, a mutually acknowledged relationship of parent and child, which began before she was 18 years of age, when she lived with her father for approximately one

year, and was introduced by her father to everyone as his daughter and which relationship continued until terminated by the death of her father."

Shepard did make a will, dated Jan. 7, 1950, leaving his assets to his wife, Teresa R. Shepard. She died approximately two years before Shepard did, Ingle said.

Barr's petition lists Shepard's assets as \$162,009.43 in personal property, and \$35,000 in real estate, for a total value of \$197,009.43. The following assets are listed in the petition:

- Life insurance proceeds, John Hancock, \$1,000;
- 1973 Ford four-door hardtop LTD, \$100;
- Miscellaneous household furniture, furnishings and effects, \$200;
- Cash found in wallet, \$40;
- On deposit with Bloomfield Savings, \$21,489.84;
- On deposit with First Federal Savings, \$11,100;
- Unclaimed interest check for October, First Federal Savings, \$98.37;
- Social Security check for October, \$283;

Embezzlement is up

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For example, he said, many women get out of their cars without locking the doors, later return and get in the car without looking, only to find someone in the back seat.

"Everyone has the idea that by living in the suburbs, nothing is going to happen to them," Murphy said.

The only serious crime that remained on par with the previous year was arson with 21 incidents in both 1983 and 1984.

REPORTS OF criminal sexual conduct, assault, vandalism, narcotics, liquor violations fraud and embezzlement increased in 1984.

Total number of such crimes in 1984 was 3,650 compared to 3,425 in 1983. That represents an increase of 6.5 percent.

The greatest increase was seen in embezzlement incidents which increased from five in 1983 to 28 in 1984. That was followed by increases in driving under the influence of liquor, criminal sexual conduct, family and children problems, narcotics and forgery.

Reports of warrants, juvenile complaints and traffic vehicle complaints totaled 18,515 in 1984, an increase from 16,926 in 1983.

The total number of complaints and incidents in 1984, including all crimes and complaints, was 24,959 compared to 23,312 in 1983.

Business reassessed

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have assessors at lower certification levels.

The position to be advertised would be at the third-certification level, Costick said. The city will advertise the salary as negotiable and see who applies.

The existing salary range for the assistant assessor position is \$23,890 to \$27,338, he said.

"Our thinking is this new position will probably be closer to it. We have to do some analysis of that." That analysis includes looking at comparable salaries in other communities, Costick said.

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