

**BIG PRODUCER**  
The atomic power plant of the future—the fast breeder reactor, of which Enrico Fermi Atomic Power Plant is the world's largest—will actually produce more nuclear fuel than it consumes, according to Detroit Edison's Public Information Department.

**RATES CUT**  
Detroit Edison instituted rate reductions of \$3.2 million annually in 1964, \$4.5 million annually in 1965, and the most recent, announced in April of this year, a \$7.23 million promotional rate reduction, \$3.73 million of which will continue on the annual basis.

Livonia's Longest Running Picture — 15th Week

**MAT KAT**  
LIVONIA'S LONGEST RUNNING PICTURE — 15th Week

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SOMETHING'S HAPPENING  
IN FARMINGTON . . .

**What's ROGER PECK**

See next week's paper for details

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# More Industry Going Up

PLYMOUTH TOWNSHIP has the biggest construction project going in westburbia — a \$5.5 million Ford Motor Co. plant on Sheldon Road south of Five Mile Road. With 645,000 square feet of space, it will employ an estimated 500 persons.

FARMINGTON TOWNSHIP'S industrial park in the southwest section near the intersection of I-96 and I-696 is the site of the recently-completed HML Industries, Inc. plant. Employing about 75, HML, formed last year, is a manufacturer of commercial transfer, stock control and other redistribution equipment.

LIVONIA is the site of a \$1 million Hercules Cold Drawn Steel Corp plant that will employ about 40 persons when completed about the first of 1968. It's located on Amrhein Road east of Eckles Road in the city's industrial belt. A Toledo-based firm, it is moving to Livonia from a Detroit plant.

## Road Engineers Push 8 Projects

The Oakland and Wayne County Road Commissions have eight projects proposed for construction during 1967 in the Observer Newspaper Group circulation area.

This was the "report of the county engineers at the Inter-County Highway Commission of Southeastern Michigan ninth annual highway construction meeting. Department heads from Macomb, Monroe, Oakland, St. Clair, Washtenaw and Wayne presented their proposed highway construction plans for 1967 and reported on continuing and completed 1966 projects. The Michigan State Highway Department also reported on its proposed programs for the

six southeastern Michigan counties.

The major item, slated by the state in the area is Livonia, where it plans to widen Plymouth Road from four to five lanes for a distance of 4.8 miles from Inkster Road to Ann Arbor Road in the city.

It was this project that almost brought a bitter battle between the Livonia City Council and the State Highway Department. It was finally resolved when each gave a bit and the widening of Plymouth Road agreed to by the state.

Projects proposed by the Wayne County Road Commission include re-construction of Sheldon Road from the CAO Railroad north to Five Mile Road with 60 feet of reinforced pavement with curb; repaving of Haggerty from with 24 feet of reinforced concrete. Both of these already are underway.

Proposed by the Oakland County Road Commission in the Farmington area are: paving of Orchard Lake Road from Eight Mile to I-96; blacktop from Haggerty from 12 Mile Road to 14 Mile Road; replace blacktop on Nine Mile-Gill Road from Nine Mile to Gill Road for a distance of a half-mile; resurface blacktop on Drake from Grand River to 11 Mile Road; resurface with blacktop on 11 Mile Road from Orchard Lake to Powers and resurface with blacktop on Powers from 10 Mile Road to 11 Mile Road.

### Congressmen Hit School Aid Bill

Both Republican congressmen from this area have announced their support of the so-called Quiet Amendment to the federal school aid bill.

Reps. Jack McDonald of the 19th District and Marvin Esh of the 2nd District attacked the bill's aid formula.

McDonald said the amendment, named for Rep. Albert Esh, R-Minn., would provide Michigan \$15 million more than the administration-sponsored

aid bill.

Esh, of Ann Arbor, said that under the administration bill, "Michigan schools this year have 161,620 children for which they will be allotted \$40.2 million; for the same number of children in New York, the state would receive \$63.5 million."

He, too, said the Quiet amendment would raise Michigan's share of the federal aid.

## Programmed Baggage Cart Readied Here

A few years from now, when the new supersonic transport jets start carrying upwards of 500 passengers across the nation, and current airport facilities are taxed by the greatly increased passenger volume, new measures will have to be taken to cope with the problem.

In Farmington Township's Industrial Park, a four-year-old corporation that has just moved into its new, 18,000 sq. ft. plant, is taking steps to ease at least part of the airlines' dilemma.

Headed by Thomas A. Murphy, a 31-year-old executive with a keen sense of direction in the ever-expanding travel-service industry, the Teletrans Corp. is currently developing a revolutionary internal baggage transport system to serve the industry's mushrooming needs.

Teletrans' system, presently under prototype development at the Farmington plant with \$100,000 backing by the Air Transport Association, an industry-wide association of 37 domestic airlines, is centered around a complex scheme of electronic baggage delivery via programmed carts in a maze of pickup and discharge stations and connecting tracks.

Teletrans, which located in Farmington because of the area's centrality to the homes of the firm's employees, expects the prototype system to be completed in mid-June. And, thus far, the system is working exactly as was planned on paper.

"Whenever someone develops an innovation like ours," Murphy states, "there are people who remain cynically skeptical of its workability. It's gratifying to see that our innovation works."

And should the ATA be satisfied with the final Teletrans prototype, it should work out well financially, too, for the fledgling firm. Some estimates as to eventual billings for a fully-accepted program go as high as \$50,000,000.

This is how the Teletrans plan will solve that problem:

Passenger baggage would be turned over to the airline at any one of a number of airport wide check-in areas, such as parking lots, rampside sidewalks or ticket counters. The luggage—up to two suitcases or 75 pounds per passenger—would be placed on a cart, the cart's memory unit would be given flight number and destination and the carrier would scout off along a safe, electro-magnetic track to terminal collection spot. All baggage for one particular flight would be loaded on that plane after being deployed at the collection center.

When the plane arrives at its destination, baggage would be reloaded on the carts and delivered to pinboard-selected stations throughout the airport.

The system, which would be able to carry 99.4 per cent of all airline baggage, would not be constructed at U.S. airports until mid-1968 due to architectural problems and approval of airline financing. Cost estimates come to approximately \$1,000,000 per mile of track. Each cart would cost about \$125.

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