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## Study Gets Funds

Funds for an area wide governmental study were obtained by the Future Farmington Area Study Committee Tuesday night when the Farmington Jaycees voted to kick in the \$1200 needed to complete financing.

The Jaycees action came after the Farmington Township Board voted a \$2500 expenditure to help support the area wide study on Monday.

At the same time the township trustees approved a \$2500 township only study which will be conducted by Private Management Consultant Donald Oakes.

Cost of the area wide study, which will be conducted by the Michigan State University Institute of Community Services, is \$5,000.

IN ADDITION to the township, the city and the two villages have also agreed to participate financially.

Basis for the division of the cost was set up on a pro-rata share of the assessed valuations. Under this formula, the township with 74 per cent of the total valuation would have been assessed \$3700.

Jaycee financing will pick up the difference between the authorized expenditure for the township and the actual cost.

The city will pay \$1100 for the study or 22 per cent of the cost, while each of the villages with two per cent of the total valuation will kick in \$100.

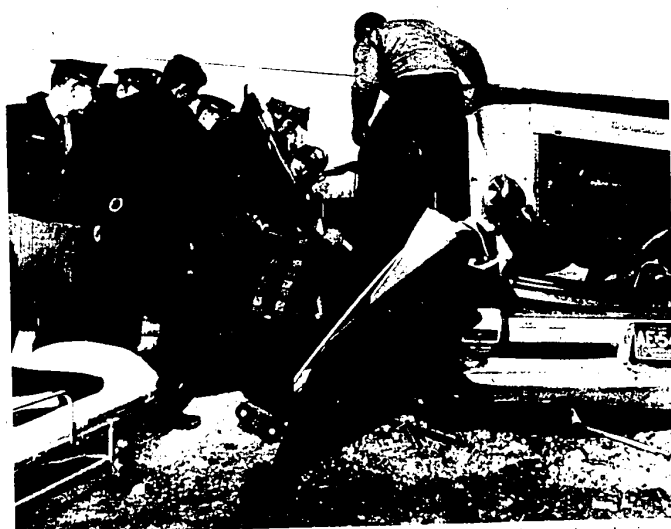
The Jaycees have been members of the Future Farmington Area Study Committee along with the Farmington Board of Commerce and the Farmington League of Women Voters since the committee's formation in 1966.

While the committee has taken no official stand on any of the possible governmental alternatives might serve the Farmington area, it has asserted that an objective, independent study encompassing township, city and both villages should be conducted.

WITH THE FINANCING arranged, Study Committee Chairman John Richardson met with representatives of the MSU Institute on Wednesday.

Richardson reported that representatives of MSU will meet with an executive steering committee "within the next two weeks" to negotiate a contract so that work can begin.

Members of the executive committee are: Richardson; City Councilman John Allen; Township Trustees Thomas Nolan; Wood Creek Farms Co. Chairman Al Albertson; Qibbi Quaker town Councilman William Cogsdill; Mrs. Patsy Smith as a representative of the League of Women Voters; Thomas Zoeders, representing the Board of Commerce; and Richard Tupper, representing the Jaycees.



**MANGLED RUIN** -- An Eight Mile Rd. car-truck collision on the border line between Livonia and Farmington Township left this scene

as its aftermath Thursday morning, showing police extracting one of three teen-agers from the crushed convertible in which they were riding.

## One Teen-ager Dies, Two Injured In 8-Mile-Farmington Rd. Crash

A 16-year-old Madison Heights youth suffered fatal injuries and two close friends were seriously injured Thursday morning when their Plymouth convertible was crushed by a loaded sand truck at Eight Mile and Farmington Rds.

Dead on arrival at Dotsford General Hospital was John Rice, of 22050 Alger, Madison Heights.

In critical condition in the same hospital was Lawrence Troha, 18, of 853 Eastlawn, Madison Heights, while a Detroit spokesman classified the condition of the driver George Laah, 18, of 28830 Edward, Madison Heights, as "fair to good."

The driver of the heavily loaded truck, William Fox, 46, of 7444 Maple, Dearborn, an

employee of the Wildcat Trucking Co., was not injured.

THE THREE BOYS were close school friends and often had double and triple-dated together.

With Laah at the wheel, they were westbound on Eight Mile Rd. when they reached the intersection with Farmington Rd. at 9:53 a.m. Thursday.

At virtually the same moment, Fox drove his huge truck into the intersection from the North.

The truck struck the convertible broadside, and although Farmington Township police state that neither vehicle was exceeding the speed limit the impact left the lighter Plymouth in total ruin as it was driven through a utility pole on the southwest corner.

As the driver Laah, who was least seriously injured, was sitting on the far side of the convertible when it was struck, whether both other boys were with him in the front seat, or one was sitting in back, police did not disclose.

WHETHER either vehicle was in violation of the traffic signal at the intersection still is under investigation by the office of Oakland County Prosecutor S. Jerome Dronson.

Because the impact was in the north half of Eight Mile Rd., the accident falls under the jurisdiction of Farmington Township, rather than the city of Livonia.

Men from the State Police, as well as from the city of

Farmington and city of Livonia were also called to the scene. Rice's death was the second traffic fatality of the month for the township, which recorded only four throughout all of 1967.



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## Road Situation Prompts County Protest Group

By SUE SHAUGHNESSY

A county-wide protest movement got off the ground this week when an estimated 60 people from throughout Oakland County turned up at the organizational meeting of the group calling itself "WHAR" (Why Have Awful Roads?).

Impetus for the organization came from residents of Holly and Rose Townships. Free Lance Writer Ben East is chairman of the organization.

At a meeting held in Holly Wednesday, East said that the group agreed upon a series of short and long range goals. Residents of Farmington Township were in attendance at the meeting.

The short range goals are primarily organizational. Included among these are the formation of local groups in each township in the county. These local groups will elect officers, collect dues, and serve as local protest-pressure groups.

The county wide organization would be governed by an executive board composed of the chairman of each local unit.

IN ATTENDANCE at Wednesday's session were three township supervisors: Seeley-Tinsman of Holly; John Lessiter of Orion; and Roy Wahl of Pontiac Township. Members of township boards were also present as were representatives from local school districts.

East summed up the meeting by observing that the group made "more headway than we had a right to expect."

Long range objectives approved by the organization include a proposal to have the county road commissioners elected by a popular vote and a revision of the state formula for road maintenance funds to the counties.

East told The Enterprise & Observer that the local roads "did not get into this deplorable condition in 30 or 60 days and we won't correct them in 30 or 60 days."

MEMBERS of the County Road Commission are the first to admit that the local road system is headed for catastrophe. The commissioners assert, however, that there just aren't any funds available.

With this in mind the commissioners have opened a drive to obtain additional funds from the county. They cite the increased revenue the county will obtain from the state income tax.

A spokesman for the road commission said Thursday, however, that "no real progress" has been made in this effort. He contended that the county has the funds if it chooses

to allocate them to the road commission.

In an effort to gain support for its request, the road commission has been meeting with cities throughout Oakland County. (Under state law the cities maintain their own local roads, while the townships must depend on the county maintenance work.)

The road commissioners maintain that the meetings with the city government leaders is designed to work out a 10 year need study and add that any action taken by the cities to support the commission's request at the county level is "their own choice."

(Farmington's City Council has adopted a resolution urging the county board of supervisors to look favorably upon the road commission's request.)

The road commission also sent a letter to all townships in the county early this month stating its side of the case in the face of increasing criticism of the road system.

In its letter the county points out that only 34 percent of the state gas and weight tax is used for county roads and of this 75 percent is supposed to be used for primary road maintenance.

The commissioners assert that in Oakland County approximately 10 percent of the primary road funds are now being used for local road maintenance and construction.

IN FARMINGTON Township, the commission reports that it has approximately \$117,555 to pay for maintaining and the construction work on all 167 miles of local roads.

Township Supervisor Curtis H. Hall is one who agrees that the road commission just doesn't have the necessary funds. Hall says that the commission "has the technical ability and the desire, but not

the money" to put the roads in better condition.

When the letter from the road commission was read to the township board, the supervisor commented that "I would be the first to admit that our local roads are in bad shape and are going to be worse."

"However," he cautioned, "I would be one of the last to start hurling bricks at the county road commission." The fact that Oakland County is short on funds can be seen by a comparison of the total miles and funds available to Oakland and Wayne Counties. Paul Van Roekel, county highway engineer, says that the total mileage of county roads is 2470 and places the 1967 gas and weight tax revenue for maintenance at \$6,075,000.

Conversely Wayne County has 1518 miles of roads to maintain and receives \$6,750,000 to do the job.

That's because a basic element of the formula for the state rebate is based on population. Thus the WILLIAM has as a long range goal effecting a change in this formula.

ONE POSSIBLE solution to the lack of funds for road maintenance has been taken by the voters in three Oakland County Townships.

That's voted millage for the roads. Commerce and Highland Townships have a two mill levy, while Bloomfield Township has approximately 3/4 of a mill earmarked for roads.

A proposal of one mill for a period of five years for road maintenance was defeated in Farmington Township in 1960.

No matter what does happen, the basic and immediate problem of ruts, chuck holes, breaks in the pavement and the annual spring washout of some roads is almost certain to continue during the near future.

## City Gets Boost In Road Funds

Farmington City Manager John D. Dinan confirmed this week that he has received notification from the State Highway Department of a substantial boost in funds to be paid to the city from increased gas and weight taxes.

The amount will jump from \$60,487 for 1967 to \$71,544 in 1968 and \$84,438 for 1969.

The money must be used entirely for highway purposes and the increase is traceable to the so-called Good Roads package passed by the legislature last year.

Dinan said the extra money will essentially help in the maintenance of the six miles of major streets for which the city is responsible. Almost two-thirds of the allotment is for those thoroughfares, while the remainder of the money will go to the upkeep of the other 24 miles of Farmington's local streets.

By law, Farmington Township gets no such allotment from highway taxes, the total township road system being under county jurisdiction.

## Keep Up With News; Check These Tidbits

Continuing our expanded coverage to keep our readers up with the news locally, statewide, around the nation and the world, we offer many additional items for the reading pleasure of all.

Legislature gets ready to write a snowmobile law and snowmobile fans hope it won't hem them in. Page 1B.

Weddings, engagements on Pages 2B, 3B and 4B.

Bentley swimmers snap slump with two victories. Page 7A.

NBA plans expansion to 14 teams in another year. Page 8A.

Bentley cagers whip Franklin. Page 8A.

Legislators irked by MSU Daily editorial. Page 12A.

Obituaries of Observerland residents. Page 12A.

Farmington City Planners Call 'Old City' Idea 'Premature'. Page 4A.

Residents complain about dogs running loose in Township. Page 3A.

Farmington Community Calendar. Page 2A.

Farmington Through Bifocals. Page 5A.

Farmington GI pleads for Vietnam orphanage. Page 5A.

## Selfridge Reserve Squadron Called Up

Only one Michigan unit has been affected by the U.S. reserves callup in the new Korean crisis.

It is the 305th Air Reserve Rescue Squadron, headquartered at Selfridge Air Force Base near Mt. Clemens.

UNAFFECTED by the callup was the 127th Tactical Reconnaissance Wing, an Air National Guard unit headquartered at Detroit Metropolitan Airport and at Battle Creek's Kalamazoo Field, according to Air Force and state spokesmen.

President Johnson Thursday

called up 14,000 air reservists and guardsmen and 600 naval air reservists in a crisis over North Korea's seizure of the U.S. Pueblo and its 83-man crew.

COMMANDED by Lt. Col. John C. Riley of Utica, the 305th has 26 officers and 150 enlisted men.

It flies HC 97 Strato-Rescuers, formerly used as transport and tankers. The seven-man crew carries two paramedic men, rats and survival equipment for use anywhere on the globe.



**ROUGH ROAD** -- The school bus bounces over these ruts each day as it travels on Independence between Rockwell and Whittington in Farmington Township. The state of this road is

repeated on residential and local roads throughout the township as the situation deteriorates because of lack of road maintenance funds throughout the county.