

# Plymouth Township Home Rinks Doomed

A revision to the ordinance governing use of fire hydrants in Plymouth Township was approved by the board of Trustees Tuesday night—and, in effect, prohibits them being used for making ice skating rinks in back yards.

Under the new plan anyone who wants to use a hydrant for any reason must have permission from the township and the fire department.

The requesting user must also post a \$25 deposit at the time

he is given permission. The deposit will not be returned if the hydrant was improperly used or any of the equipment was broken.

Also, a \$2.50 fee must now be paid to offset the cost of the township furnishing an inspector to keep track of the hydrant and the user.

Once the inspector, who will be one of the township firemen, gives his approval the deposit will be returned.

## Dog Shot Fees Stir Argument

Whether Plymouth Township residents will be able to have their dogs inoculated against rabies at \$3 each is a moot question.

The Board of Trustees was informed by letter that the Southeastern Michigan Veterinary Medical Association was strongly opposed to clinics that were held once a year by private animal doctor. He was not identified.

The going price for rabies vaccination is \$5 a dog, the letter said, and besides the jobs should be spread around in the various doctors in the community.

The animal doctor who had

conducted the clinics told the wishes of the association and would no longer conduct the Saturday clinics.

Trustee Ralph Garber said he felt this move by the association was rather arbitrary and unfair.

"After all, even though the shots are given to dogs, the inoculation protects people from contracting rabies from a dog's bite," he pointed out.

Supervisor John McEwen took final action and requested the clerk to find another veterinarian who will conduct the clinic as in the past.

## Canopy Snarled In Red Tape

The wheels of the Gods may grind slowly, but they don't compare with the untangling of red tape that is required before such a simple thing as a covered sidewalk can be constructed.

Merchants on Ann Arbor Trail found this out in their plan to present something different and attractive to help revitalize the downtown area.

Several months ago they agreed on a design for the canopy and covered walks. An architect was hired and his plan was accepted.

But this was just the start. Because of the city's rules and regulations nothing can proceed from any building more

than 18 inches. So the Planning Commission has to give its approval to the new plan.

Next, the canopy and cover must support so posts are required in the sidewalk. This means that the City Commission must give its authority.

And because Ann Arbor Trail is under the jurisdiction of Wayne County, the consent of the County Road Commission had to be obtained, to say nothing of the building and fire inspectors.

The Commission started the ball rolling toward approval Monday night when, at the suggestion of the City Manager, the entire plan was turned over to the Planning Commission.

## School Year Study Plans Set

The 22-member Extended School Year Study Committee for the Plymouth Township School District has appointed three subcommittees in an effort to lighten the work load, on the committee as a whole.

The committee, of which 14 are resident representatives and eight are teachers and administrators from Plymouth schools, will study aspects for utilization of an extended school year and report its findings in May.

The subcommittees include: Resource Material—Chairman J. Michael Hoban, Marty Fleming, Arthur E. Larson, Mrs. Wilma Barnes, James H. Hopkins, Mrs. Marie Geddes and George Dodson;

Financial Committee—Chairman John Jacobs, Arthur Larson, William C. Harding, Carol Nichols, Mrs. Joan Carlson and Mrs. Sally Baumgartner;

Public Relations and Attitudes Committee—Chairman Neal K. Fennell, Edward Foster, Carl V. Taylor, Dr. Robert Petersen and James H. Hopkins.

## Young Driver Sent To Court For Assault

Robert Lee Frey, 20, 20925 Hugo, Farmington, was bound over by Plymouth Township Justice of the Peace James McCarthy to Wayne County Circuit Court for trial. He is charged with assaulting a Northville Township police officer.

Police said they stopped Frey's car for not having a license plate light. After two officers approached the car, they noticed a young girl in the back with her clothes disarranged.

The police said they ordered the girl, who was 14, out of the car along with four boys and another girl.

When the boys stepped out of the car two of them attacked the police officers and Frey was subsequently arrested. The other defendant was sent to the hospital.

In other cases, Judge McCarthy fined Charles F. Meyers, 9028 Rocker, Plymouth, \$80 for speeding 35 miles an hour over the posted speed limit.

All told, \$308 in fines were handed out by the court.

## Health Exams

Fifty per cent of the U.S. population has never had a thorough health examination and only 25 per cent has regular health checkups, an American Cancer Society survey indicates.



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**CANTERBURY TALES** -- The recent play presented by Mrs. Gail Humphreys' sixth graders at Gallimore School recreated medieval times and troubles. From left: Janet French, Karen Korte, Jim Owens, Pat Caren, Cheryl Dixon,

Paula Strautz (kneeling) Ray Gentz (king) Susan Denison (queen), David Duncan, Nea Sherman, Gary Newport, Anna Peer, Marla Sklaroff and Tye Winkley run through a dress rehearsal.

# More Use Of Technology Could Trim Costs Of Roadbuilding

WASHINGTON -- The staggering costs of roadbuilding could be reduced by the more effective utilization of available technology, members of the national Highway Research Board were told recently.

Dana Parker, an engineer in The University of Michigan's Institute of Science and Technology (IST), said: "The economics of exploiting remote sensors in highway engineering have been demonstrated for the case of aerial photography."

"It appears obvious that this one date form alone has much more to offer to highway research and engineering than is currently being exploited, and this situation should be rectified to realize the full economic impact of aerial photography," Parker said.

Parker and a U-M research colleague, Virginia Prentice, surveyed the highway departments of Michigan and nine other states. They found that conventional aerial photography and photogrammetric techniques were commonly used and were felt to be more efficient and less expensive than ground surveys.

PHOTOGRAMMETRY is an exacting science devoted to creating three-dimensional contour maps from photographs. Some highway departments use it in determining the best route for a proposed highway.

"It is significant that most of the reported savings involved the photogrammetric rather than the photo-interpretive attributes of air photos," Parker said. "Uses for which uncultivable savings were mentioned included materials investigations, studies of slide areas, condemnation cases, land appraisals, and preliminary location surveys."

If any of the surveyed departments knew how much money they were saving in all, however, they didn't say.

Only one state, Montana, indicated a dollar figure in estimating savings.

Their highway commission said that "through the use of photogrammetric projects we are able to produce plans for highway construction at a saving

of approximately 75 per cent of the cost of conventional plan preparation. Just recently we had savings of about \$50,000 on a project simply because we were able to use photogrammetric techniques."

Idaho estimated that photogrammetric methods might result in savings, depending on the terrain, of 25 to 50 per cent in surveys for the preparation of maps.

REMINING His audience of potential savings, Parker zeroed in on the "problems involved in reconciling technological feasibility with economic exploitation."

He foresees far greater savings through greater use of aerial photographs and of electronic remote sensing as well.

"Our survey points up two facts. First, when aerial surveys are used, savings result. Secondly, no state reported on uses or savings with electromagnetic sensors."

"We think this illustrates that there is a lot of growth potential for the field of electromagnetic sensing applied to

highway research and engineering."

PARKER DISCUSSED the potential uses of many recently developed remote sensing techniques, including the use of infrared, radar, passive microwave mappers, lasers, and radio frequency sounders.

He added, however, that even if new sensors were not applied to engineering problems, the conventional camera could be used to far greater advantage through photo-interpretation techniques.

"The use of this one sensor along (the conventional camera) could provide at least 50 per cent of the information available through remote sensors."

Currently aerial cameras are used almost strictly for photogrammetric mapping, according to the highway departments which Parker surveyed.

Parker suggested that the same films, properly interpreted, could also help determine the general expense of buying rights of way along a given route and help discover many features of the subterranean terrain.

# Corporations Still Use Survival-Of-Fittest In Most Promotions

American corporations still resemble jungles in which survival of the fittest determines who will rule, according to a University of Michigan authority.

Edwin L. Miller, assistant professor of industrial relations in the U-M Graduate School of Business Administration, maintains that leading business firms do not really plan ahead to select tomorrow's leaders in a systematic way.

MILLER TOLD members of an executive forum arranged by the U-M Bureau of Industrial Relations that there are two main reasons for the failure to plan for manpower utilization:

1. The highest levels of executives generally cling to a Darwinian survival-of-the-fittest theory of getting to the top.

2. The professional personnel manager who is pressing for more systematic manpower planning often has too little real influence in the highest circles.

"Even where he is a corporate officer," Miller says, "his voice is a shade less influential than executives who produce immediate profits."

"Today the key to moving upward in a corporation lies more in finding the right kind of immediate supervisor than in joining the firm with the best training program," he added.

THE WAY to succeed in a large organization today "is to help your boss succeed," Miller declared, adding: "Personnel departments may act as quiet 'king-makers' but most often this power is that of merely knocking out those they deem unsatisfactory."

Psychological tests for executive performance are used only by a limited number of the largest firms, he reported.

A man's experience and past performance loom larger than any other kind of criteria in the upward mobility of executives, Miller said. "Top managers are very suspicious of one-shot predictors, whether they are tests, interviews,

stress exams, or single opinions."

THE GENERAL STANDARD for sizing up tomorrow's business leaders has at least three dimensions.

First, an emphasis on youth and education appears to work favorably toward moving up rapidly. Having a resemblance to present top managers of a corporation seems to give a young man some advantages.

Second, the all-purpose professional manager who can handle a wide range of managerial posts, rather than the specialist in engineering, accounting, labor relations or the like, is moving faster in most cases.

Third, a man selected as having potential for heading a special function may direct a particular unit of the firm, but is unlikely to take over general management or the top-level executive job.

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