

Local Injury Accidents Are Analysed

Farmington Township police recently received a detailed analysis of local traffic injury accidents which were part of a statewide, in-depth study of more than 1,100 injury accidents.

The samplings, gathered by the Automobile Club of Michigan, were based on an analysis

of accidents occurring in July and August of 1967 and over the Memorial Day, July 4 and Labor Day weekends of the same year.

FARMINGTON township police and officers from 39 other Lower Peninsula agencies cooperated in the project by fill-

ing out detailed accident research and analysis forms at the scene of each injury accident.

The 24-page study, entitled "Portrait of a Year," is a companion to a similar survey of state traffic fatalities taken in 1965.

"The second study is aimed at cross-checking what Auto Club learned in the first investigation and isolating some of the factors that spell the difference between injury and death," said Fred Rehm, general manager of the Club.

The local report indicates that 61 drivers fell into the same traps as motorists throughout the state.

THE STUDY showed that:

- Driver error was responsible for 93.9 per cent of injury accidents as compared with 85.5 across the state, and nearly 90 statewide in a parallel study of 1965 traffic deaths.
- More than 67 per cent occurred within 25 miles of home; the statewide total was 78.4 per cent.
- Under-21 drivers represent about 12 per cent of the total Michigan driving public but were involved in 28.1 per cent of statewide injury accidents and 33.8 in Farmington Township.
- "Alcohol involvement here was equal to that reported in the rest of the state—10.5 per

cent. But in any event, it was below the 44 per cent reported in the 1966 fatality study, indicating one of the key differences between fatalities and injuries," Rehm said.

Seat belt use here was about the same as in other parts of the state; they were used in 10.4 per cent of injury accidents statewide while the frequency rose to 11.1 per cent in Farmington Township.

The average driver apparently did not see danger until too late. Even though he was traveling at an average speed of only 38.6 miles per hour, he was scarcely 42.1 feet away when seeing trouble ahead and was traveling at 22.7 m.p.h. at the moment of impact.

"This almost forces us to conclude that inattention was involved since 90 per cent of the drivers said their vision was not obstructed at the time of the accident," Rehm notes.

Here as elsewhere, many of the mishaps (18.2 per cent) occurred on the homeward bound leg of a short pleasure trip.

In 52.4 per cent of the cases the driver was in a car he always drives (compared to 76 per cent statewide) and in 88.5 per cent he was awake and in good physical condition, compared to 88 per cent statewide.

The study also investigated ambulance service, believed to be the first statewide study of this type, and findings pointed out that Farmington Township traffic victims were better off than in many other areas of

the state.

The average wait for an ambulance in the township was 8.2 minutes compared to the state average of 9.9 minutes. The average for urban areas was six minutes; in incorporated townships about nine minutes and in rural areas twelve minutes.

"Without the wholehearted cooperation of law-enforcement officers in the Farmington Township area, this study and its findings and conclusions would never have been possible," Rehm said. "We would like to take this opportunity to thank the Farmington Township police publicly."



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1,200 Hair Cuts And Still Going

Howard Catherman, a member of the school system's maintenance department, has been watching the development of Farmington for 53 years from the same reviewing stand and in this more than half a century has seen the change from a rural village to a busy metropolitan suburb.

His special grandstand seat, on an average of twice monthly, has been a barber's chair at the corner of Farmington Rd. and Grand River Ave.

he looks now through the barber shop window at the bustle of traffic through the city's main intersection his mind goes back to the days when the farmers made the corner a weekly Saturday night debating stage.

"The biggest kick was from the horse races they used to have on Grand River," he recalls. "They raced from the corner of Farmington Rd. to the cemetery and back. There was a watering trough in front of the barber shop and that was the main meeting place. I sure do miss that trough."

On some 1,200 or more occasions since he started getting two-bit haircuts there after moving to Farmington in 1915, Catherman has patronized the tonsorial parlor at the northeast corner of that intersection.

In the old days there was only one chair in the shop, and through the years the building has been shared with a variety of other business interests.

Now the shop offers the service of five barbers and is operated by Andrew Haines and Robert Mastick as a partnership. This growth is one of three significant changes which typify a half-century of progress in Catherman's mind.

Another is the escalation in the price of a haircut, an item familiar to every male. Catherman has seen the price multiply more than tenfold since that first clipping in '15.

"And I don't even have as much hair to cut as I had then," he laments.

The third change is in the face of Farmington itself. As

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Grace School Bids Studied

Five bids were received by the Farmington Board of Education this week for an addition to William Grace Elementary School, the lowest being for \$103,940 submitted by the Deegenhardt and Daley Co.

All bids were referred for study to the architectural firm of Ralls, Hamill and Becker Associates of Livonia, with a report and recommendation due back to the board at the next meeting Aug. 12.

Other bids were for \$106,350 from the Dertis Construction Co.; \$107,600 from the Pinkert Construction Co.; \$111,840 from the Robert Van Kampen Co. and \$115,900 from W.J. Howard and Sons.

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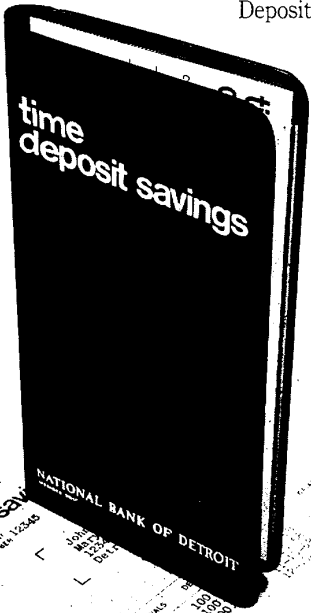
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