

Bus Line Negotiating; Hospital Hurting

By DENNIS L. F. JOT

Service — as he resumed at the Seven Mile Road commuter service of Northville Coach Lines, which was discontinued when it was folded March 29.

Max Wolf, one of three company stockholders, confirmed Monday that negotiations are underway with another party that is interested in taking up the services Northville Coach had provided.

"We won't know anything definite for at least a couple of days," he said, however.

Loss of the scheduled bus service between the City of Northville and Grand Haven along Seven Mile has seriously affected the Northville State Hospital on Seven Mile.

Emergency transportation is being provided for both patients and staff with the help of volunteer drivers, but does not satisfy the mental hospital's need, according to Louis Schult, community relations director.

"Our program is based on getting the patients to know how to use normal public ser-

ices," he said. "It doesn't do them any good for us to chauffeur them around."

One staff member has served notice that without transportation to the DSR bus pickup point in Detroit, for the trip into the city to his home, he will have to quit.

Two citizen volunteers from area churches have been transporting some Northville Hospital passengers during the past week in the hospital's 22-passenger excursion bus.

The Rev. Paul Thompson of First Baptist Church of Plymouth and Fred Ingham of Ward

United Presbyterian Church are the only two available so far, said Schult. Such volunteers must have a valid chauffeur's license.

Attendant nurses are transporting some youthful patients by private car.

SCHULT and officials of the City of Northville, Northville Township and the City of Novi learned Friday that state help to re-establish the bus service is unlikely.

State Sen. George Kuhn (R-14th District) told the officials that any subsidy of public funds would have to come from the local communities.

Kuhn called the officials together in Northville Friday. They generally represent communities in his district directly affected by the bus line. Missing, however, was a representative from Livonia.

"No, I didn't notify them. I figured they'd be too engrossed in their city election. Besides, they've shown disfavor toward DSR service in the past," said Kuhn.

DSR ASSUMPTION of the Seven Mile line is possible, but the DSR general manager has said the present franchise owners must ask him first.

Kuhn said that he, too, is disinclined to recommend having the DSR run the suburban route. "Why should we get involved in their million-dollar problems?" he said.

also, unless SEMTA begins purchasing the smaller companies first and the DSR only after the others are functioning smoothly.

Legislative support of SEMTA operations is expected within the next year. Purchase of all privately-owned bus companies in the six-county area is first priority in SEMTA's current planning.

SEMTA is unable to help out the Seven Mile service at the present time because it hasn't been authorized funds for anything except planning.

2 Schoolcraft Health Programs Win Praise

Two instructional programs related to the health field initiated in the fall of 1968 at Schoolcraft College, have been recommended for accreditation this spring by professional associations.

Vice-President for Instruction Robert Keene said the programs are the two-year medical record technology curriculum, and the one-year occupational therapy assistant curriculum.

Accreditation of both is expected later in the spring following formal meetings of the education and registration committee of the American Medical Record Assn and the council on medical education of the American Medical Assn for the medical record technology program, and of the American Occupational Therapy Assn for the OTA program.

RECOMMENDATION for both programs was based in part on campus visits by representatives of the professional associations involved.

The Schoolcraft MRT program, only one presently offered by a Michigan community college and one of the few in the country, was the subject of a visit by AMA and AMRA representatives in late January.

In a subsequent report to the college, the visitation committee wrote: "In general, we believe a sound program for medical record technicians has been organized at Schoolcraft College and that the standards established by the American

Medical Association for such programs are being met."

The report singled out for special mention the fact that "a high level of instruction is evident."

"WE WERE ALSO pleased to see," the report went on, "that planning for coordination of medical record science course content has been initiated by the program director, Mrs. Barbara Schell, and the director of the Mercy College medical record library program, to facilitate progression of qualified graduates of the associate degree program who wish to complete baccalaureate degree programs in Medical Record Administration. We encourage such progressive planning for upward mobility within the medical record science field."

The report also called attention to "administrative interest and financial support for the program" and "evident cooperation between the college and the affiliated clinical sites, which has resulted in a closely coordinated and effective educational program."

The occupational therapy assistant program was started in the fall of 1968 and an accreditation visit by the American OT Assn was made in the spring of 1969.

As a result, the program was granted provisional approval and the first graduates were eligible for certification as occupational therapy assistants by AOTA.

prevention of the program were carried out during the past year and Keene said he anticipated fall accreditation, when AOTA meets next month.

Snow Cost \$46,000 Per Inch

The cost of winter snow and ice control on Wayne County's roads and freeways has more than doubled this year compared to last.

William F. Kreger, chairman of the Board of Road Commissioners, said the cost of clearing the 34.5 inches of snow that has fallen thus far this winter amounted to \$46,710 per inch or a total of \$1.6 million.

During the comparatively mild 1968-69 winter, total snowfall amounted to only 17.1 inches for a total removal cost of \$398,000 or \$48,574 per inch, Kreger said.

Since the first snow storm Nov. 5, commission employees have spread 107,432 tons of salt. Last winter, 38,993 tons were used.

Kreger said the price of salt has risen \$1 a ton over the last year and now costs \$10.05 per ton as against \$9.05 last year. He said these costs are further enhanced by supporting stores, control and equipment repair divisions which keep the commissions' fleet of 139 trucks and spreaders "road bound."



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