Since 1973, widow Aretha Banks has taken a bus every day from Detroit to her job as a domestic in West Bloom-field. Birmingha-

field.

Birmingham resident Mary Serpento, 63, travels daily by bus to her Detroit paralegal job, which took a year to find because it had to be near public hearsonatation.

to tind because it had to be near public transportation.

Because neither can afford a car, bus cuts designated by the Southeastern Michigan Transportation Authority (SEMTA) could mean big problems for them.

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away with a \$16 million delicit.

THE PLAN would eliminate the
commuter train, cut administrative
staff and reduce the number of buses
serving Oakland, Macomb and Wayne

serving Oakland, Macomb and Wayne counties.

"We're making cuts with deep repret because we know the adverse effect they will have on passengers, our employees, vendors and the entire region," said SEMTA general manager Gary Krause, who fielded questions during the day-long session. "But we feel we have no choice."

Meeting from 10:35 a.m. to 4:20 p.m. in Veterans Memorial Bulding in Detroit, SEMTA officials heard from a steady stream of speakers who rely on SEMTA for transportation. For some — who use wheelchairs, walkers or context—a public transportatives of agencies which depend on SEMTA service and those concerned about the future of area transit also attended the hearing.

PLEAS WERE HEARD from Individuals whose paychecks depend on the stream of the stream

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word for her Oakland County riders. She said the riders should have more notice. "You've done this too fast without enough thought. This time you haven't given the public enough time to figure this all out. "If you was to the county of the property of the property of the property of the public enough time to figure this all out." If you was to the public enough the public enough the public enough time to figure this all out.

"It you want to get this transporta-tion thing going, you need to start thinking of the public and not just using the public."

the public."
"THE CUTS would pose severe hardship on people like me who can't afford
a Cut," as one people like me who can't afford
a Cut," as one people like me who has to
be the severe to walk severe walked a mile in rain or mow?"
Banks said he bus she takes from
Delroit to West Bloomfield is filled
with widows and other single heads of
bouseholds. "If it's eliminated, that
would be a real hardship on those people," she said.

SOME RIDERS who can afford cars told SEMTA officials that buses make commuting easier and urged that ex-press services like Park and Ride and the train from Pontiac to Detroit be continued.

the train from Pontiac to Detroit be continued.

"I'm particularly distressed that it seems all means of getting to the downtown area except the Woodward corritown area except the Woodward corritown on the Grand Boeberitz, who parks his car in a mail lot and rides downtown on the 642 Park and Ride.

Others, such as Zed Fleischmann of Bloomfield Hills, prefer the commuter train. The treasure of Detroit Renaisance sees commuter rail as part of a sance sees commuter rail as part of a

sance sees commuter rail as part of a balanced regional transportation sys-tem.

balanced regional transportation system.

"To accomplish anything will require good faith and a willingness to accept change from all interested parties," said Fleischmann. Its suggested updating train schedules, closing lightly used stations, rebuilding electrically beated cars and re-camining maintenance procedures.
"There is, of course, no guarantee that the process will succeed, but we must try, it would be a real and lasting ahams if we lost the train because at a crucial point in time we failed to try hard enough."

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These commuters waiting for the SEMTA train will have to find new transportation methods if proposed SEMTA cuts go into effect.

FOR A NUMBER of speakers, though, Jobs aren't the issue. Handicaps make it impossible for them to get anywhere by car.

"You don't care for the poor, the bandicapped, the middle incume — but we need the transportation. We can't be hibernated," said Jennie DiGregorio of Waterford, who was applauded as she leaned on a walker to speak. The senior citizen travels to downtown Detroit daily by SEMTA connector and large

bus from Pontiac Mall.
In an angry speech — which also was applauded by onlookers — Detroiter James Turner said the cuts will limit inner city residents' access to jobs and other opportunities in the suburbs. "Twe liwed abroad and lived in third world nations which have a better transportation system than Detroit," said Turner, who teaches robotics at Oakland Community College's Auburn Hills campus.



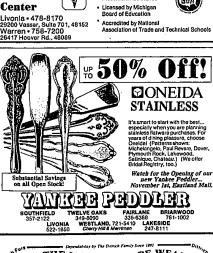
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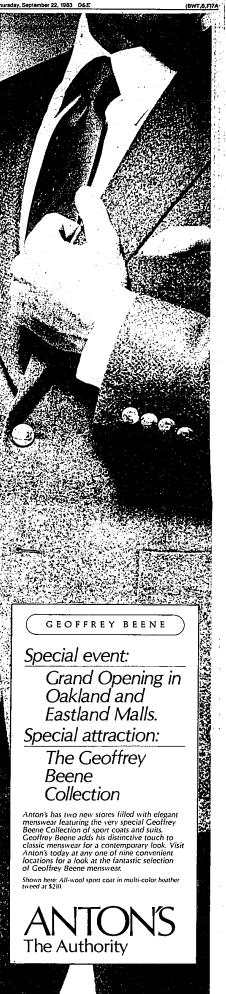
requirements. You'll choose from over four hundred fabrics, many of which are woven exclusively for us ... then specify variations on our regular models of suits and sportwear. The clothing is then made in our workrooms by our own expert tailors. Considering the individual attention and results, the charge is surprisingly moderate. Suits: \$445 to \$655 Sportcoats: \$320 to \$470 Trousers: \$120 to \$175 Formal Wear: \$445 to \$650 Topcoats: \$450 to \$855

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