

Ford Announces Plans for Auto Safety Center in Dearborn

Henry Ford II has detailed Ford Motor Company's plans for the industry's first Automotive Safety Center. He said the center is part of a program to double the company's investment in automotive safety research.

The Ford board chairman said construction will begin next spring on a two-story, 40,000-square-foot building in Dearborn, which will be devoted exclusively to safety research and testing.

Until the new building is completed, vehicle safety engineers and technicians will continue to utilize existing facilities at the company's Research and Engineering Center.

The Ford Automotive Safety Center, plans for which were announced last spring, will house engineering offices, laboratories, testing equipment and an auditorium seating 200. The building will be located at the western end of the company's Dearborn Proving Ground on Village Road.

"This new facility will be our nerve center for automotive safety," Mr. Ford said. "As the world's first centralized, fully equipped laboratory for this type of safety research, it will enable us to apply a 'total systems approach' to all aspects of vehicle safety."

"We believe that placing all of our safety research and testing operations under one roof and under centralized, on-the-spot management, will enable us to accelerate maximum progress in vehicle safety research in a minimum of time."

Colver R. Briggs, Ford Motor Company automotive safety director, said technical facilities and personnel at the center "will provide us with the most effective means of generating, interpreting and distributing safety information to engineers who design our cars."

"Our dynamics laboratory will contain an impact sled and other devices which can reliably reproduce conditions experienced in highway collisions at speeds of up to 50 miles per hour," he said.

For our outdoor crash tests on the Dearborn Proving ground, the impact sled will be equally important to us in the evaluation of future automotive designs."

Physical and psychological characteristics will be studied in a "human factors" laboratory.

Human factors specialists are increasingly involved in designing cars that are simple and effortless to control," Briggs said.

He added that researchers in human factors also will study the relation of human dimensions to "workspace design," "matching the abilities of the driver to the operating features of the car."

Another section of the center will feature a ride simulator, which enables the engineer to measure ride characteristics of a vehicle in the laboratory and evaluate such effects as human fatigue under various road conditions.

The center's auditorium, according to Briggs, will be used for seminars by worldwide authorities in the fields of medicine, education, government, and research, concerned with vehicle safety.

JUST CHATTIN'

By W. W. EDGAR

Road Building Sultans Shouldn't Be Allowed To Dim Our Colleges

Well, I see by the papers that the State Highway Department has done it again.

It is not enough that this state agency has left families stranded on islands of mud in constructing the Fisher Freeway in the Downriver district and is ready to virtually erase the community of Pleasant Ridge from the map with the route chosen for Highway 1-896, it is now about to isolate a college when there is a crying need for education.

To make matters worse, it is a college in our own community—Schoolcraft College—and it is high time that we raised our voices in protest of the dictatorial policies of the road building sultans.

If the Highway Department goes through with its plan to follow the route of Haggerty Road and cut a wide swath through the Schoolcraft campus it will bring about one of the most tragic episodes in the history of Livonia.

It would be bad enough just to cut off the front of the campus and eliminate two parking lots, but it also would leave the school without an entrance from the highway and no service roads to alleviate the situation.

In truth, it would isolate the school, retard its growth, and the large sums of taxpayers' money used to erect the buildings now in process in the process of construction would, in a great measure, be wasted.

To add to the tragedy is the fact that the officials of Schoolcraft College heeded the advice of the Highway Department when the present buildings were erected close to Haggerty Road. It was the plan at that time to cut a slice from the east side of the campus, and leave that bit of Livonia on which the college is built as an island unto itself.

The plans for this section of what will be known as the Jeffries Freeway—or an arm of I-94—are not something new. They have been in the process of being developed for more than a decade. So, there seems to be no valid reason why such institutions as Schoolcraft College, Hawthorne Center and the Northville Hospital should have been allowed to be built in their present locations when the road builders knew that, sooner or later, they would be in the path of a freeway.

As I read of the precarious position in which the officials of Schoolcraft College now find themselves I recalled an event more than a decade ago when the state highway department officials met with the fledgling Livonia Chamber of Commerce to discuss plans for the future of our young city.

It so happened that I was the Secretary of the Chamber at the time and was one of the spokesmen.

During the course of the evening I asked:

"When are you fellows going to do something about Plymouth Road? When can we expect you to institute the same type of improvement program on this side of Ann Arbor as you have on the other side?"

One of their number very nonchalantly answered:

"Never. There are too many hills and curves in Plymouth Road."

"Why should we go to all that expense when you have a better here that is better adapted to a good program?"

"If you mean Schoolcraft," I answered, "it doesn't start any place."

He just smiled and countered, "It could."

It was then that I learned of the plan to eventually make a freeway of Schoolcraft. Mind you, that was more than a decade ago and the plan then was on the highway program.

If the state had announced these plans at that time we would not have had the struggle in city government over which side of Schoolcraft should be used to make the freeway possible. And it is within reason to believe that the present buildings—Schoolcraft College, Hawthorne Center and the Northville Hospital would not have been built in their present location.

It has been said from time to time that an early announcement of highway plans makes it more difficult to obtain the right of way at reasonable costs.

This may be so. But which is more expensive to the taxpayer—higher cost of the original right of way or the cost of such institutions as Schoolcraft College that are virtually sabotaged in later years.

In the present case it is evident that somewhere along the line someone made a poor decision. Either that, or the line of communications with the State Highway Department was not to be improved.

Schoolcraft College is one of the real jewels in the community and nothing should be allowed to dim its lustre.

Not even the dictatorial policy of the State Highway Department Sultans.

Police Return Farmington Boy To Face Trial

Richard E. Sharp, 18, of 24226 Shawawase, Farmington, is in the Oakland County Jail awaiting trial following his return to this state from Bowling Green, O., by the Farmington Township Police.

Arraigned on the charge of larceny from a building before Farmington Justice of the Peace Byron Walker, Sharp is in jail unable to raise the \$5,000 bond set.

He is charged with taking \$40 in cash from 22600 Middlebelt. Following this Sharp left for Ohio in a stolen car.

The order to return him to Oakland County was signed by Assistant Prosecutor Jack Bain.

Band Boosters Boost Carnival

Radcliff High Band Boosters are preparing for the annual Winter Carnival on Jan. 29 from 4 to 8 p.m. at Radcliff.

The carnival is under the chairmanship of Chuck Cabanaw and will feature many prizes to participants.

A 16-inch portable Philco television set will be awarded Large plush animals and other gifts will be available to winners in the game room.

Food will be served and bake and gift items will be on sale. Proceeds will apply towards girls' band uniforms, a French horn and bass horn, contest entry fees and band camp.

The public is invited to attend the carnival and contribute toward Garden City's junior high band program.

Wayne State University has had six fences earn a total of 13 official All-American citations.

Avoid GOP Fog—Phil Hart Warns

Michigan Senator Philip Hart urged 100 Democrats "not to let the Republicans fog up the issues with their argument that the two-party system is in danger" Saturday morning in Farmington Township.

Wayne School Posts Filled

The appointment of Walter Henke as director of secondary education for the Wayne Community School District has resulted in the naming of an acting principal for Franklin Jr. High and an assistant principal intern for Marshall Jr. High.

Replacing Henke as principal at Franklin is William Pearson, former Marshall assistant principal. Pearson will receive a salary of \$10,530.

Pearson received his bachelor's degree from Bowling Green University in 1951 and masters from Wayne State University six years later. He is married and has three children.

Replacing Henke at Marshall is Norman H. Logan, former instrumental instructor at Franklin. As assistant principal intern, Logan will not receive a raise during the balance of the school year.

Logan received his bachelor's degree from Eastern Michigan University in 1955 and masters from the same institution in 1963. His salary was set at \$8,800.

Farnum declared that the Republicans have advertised they are going to spend \$300,000 to carry the 19th District in 1968.

"If money could win elections none of us in the Democratic party would be in office. I don't care how much money they've got to spend, we're going to enlist the support of the people to keep this a Democratic district," he declared.

Woodcroft Rejects Detroit Water Plan

Plans to provide Detroit water facilities to the Woodcroft Subdivision in Farmington Township were dropped following a public hearing last week when more than 20 percent of the landowners declared themselves opposed to the proposal.

The Township Board had set a public hearing after receiving a letter from the subdivision association requesting that steps be taken to bring in the Detroit water facilities.

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Frank Ross Retires from GM Fisher Body

Frank Ross of 30750 Grandon, Livonia, has completed 1965 by retirement.

Ross has been employed with the Fisher Body Division, Die and Machine Plant, of General Motors since 1920.

During 1965 he was off work for a short period due to illness, which was a contributing factor towards his current retirement.

He held various positions while at Fisher Body, the latest as Supervisor of Die Room and Shipping.

Ross was recently honored by the division for his continuous service by being presented with a 45 year service award pin, and also received recognition from the hourly employees of the plant by being presented with a going away gift of an automatic rifle, to assist him during his hunting ventures.

Ross was feted with a dinner by management members and received a remembrance gift during the evening. He plans to spend the early part of his retirement months traveling through the southern part of the United States.

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