



JORDAN H. STOVER IRVING IMOBERSTAG ROBERT VANDERKLOOT WILLIAM KLENKE Citizens Association voices anti-turnpike reasons (Eccentric Photo)

Group to Attend Hearing; Refuses To Let Turnpike Map Be Displayed

In the refined atmosphere of Devon Gables, Telegraph and Long Lake road, a standing-room crowd of nearly 600 anti-turnpike citizens jeered and cheered Monday night as the Citizens Protective Association of Michigan openly condemned all toll roads and readily announced its plans to "march on Lansing" come April 20.

A highly partisan reaction was evident as the group planned its capital trip to the April 20 night session of the Michigan Senate in protest of the proposed 113-mile turnpike and for support of Senator William Brownfield's bill to abolish the Michigan Turnpike Authority.

"We are taking a stand that toll roads are undesirable in this state," said Robert Vanderkloot, chairman of the Citizens' group, "and by employing our own attorneys, we will aid any person who is affected by this turnpike regardless of whether he lives in Saginaw or Rockwood."

VANDERKLOOT also remarked, "we do not want our highway commissioner Charles M. Ziegler to be a builder of back roads, and we want to support Senator Brownfield in repealing Act 2173 (1953) which established the Michigan Turnpike Authority."

Before the meeting got underway, in a side room of Devon Gables, Administrative Officer for the Turnpike Authority Olin Hardy and Turnpike Public Information Officer Leonard Schramm, an assignment of the Turnpike Authority, huddled with members of the Citizens group.

THEY PRESENTED a scrooled photo-aerial map, more than 30 feet long, showing the exact route of the proposed road. "We came because we thought this is where the most interested people would be," said Hardy. An observer retorted, "This is where the most disinterested people would be."

The turnpike representative stated, "There has been too much exaggeration where the road was going and everyone seems to have a different opinion as to its location."

NONE of the turnpike men were listed on the agenda because their program was set and no one informed as of their desire to be present, said Vanderkloot. Accordingly, Hardy and Schramm were refused permission to put the map on the wall where it could be readily seen and studied by any interested person there.

After waiting for about an hour and a half to see if there would be a change of mind, the two authority representatives left.

CITIZENS groups from 21 communities and subdivisions voiced strong disapproval of the turnpike authority and toward a Wall Street company which the Citizens Association claimed is "the firm we are fighting."

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Ziegler

(Continued from Page 1, Sec. 1) ago and in very general terms.

"Of course, Ziegler's pulling this proposal of his experiment is what has shocked his fellow members of the Michigan Turnpike Authority."

SAID AUTHORITY Chairman William E. Slaughter, Jr., "It is indeed surprising that Ziegler has chosen at this late date to express his dislike of the turnpike program, especially since as a member of the Michigan Turnpike Authority since its inception, he has consistently voted in favor of every step in the program including the expenditure of more than \$400,000 of the Michigan turnpike tax contributions to develop plans for the turnpike."

The Turnpike authority, said Slaughter, "will continue to function according to the mandate given it by the legislature, until and unless there is a change in those instructions from the legislature."

Ziegler was asked four specific questions, and he gave no concrete information in his answers.

Question: "To what extent has your exact route been determined?" Answer: "Pretty closely. But it has not been surveyed yet. We started in on it three years ago."

Question: "How long would construction take?" Answer: "It depends on the money, and how much is allotted to the states for the federal road system."

Question: "How soon could the state get started on construction?" Answer: "It would take a year to survey and draw up the plans."

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Among the information Ziegler passed along were these statistics: Michigan has 970 miles of federal-state roads.

ONLY CONCLUSION The Eccentric could reach following Ziegler's comments was that if Congress fails to go along with President Ike's road program, the federal-state participation ratio stays at its present 50-50 basis.

IF Washington sufficient let Michigan devote sufficient federal money to the Monroe-Bay City freeway, THEN Ziegler's freeway would have to be constructed piecemeal over a good many years.

Turnpike

(Continued from Page 1, Sec. 1)

to have representatives meet and discuss the turnpike program and route with local units along the route in "critical areas. No date has been set for final adoption of the route by the authority."

THE PROJECT will start at a point on U. S. Routes 24 and 25 about five and one-half miles southwest of Flat Rock.

IF ADULTS agree that life's most precious possession is children, and if children require education in order to become more civilized adults, then it must be admitted that education ought to get a decent financial support.

Schools require healthy, sound physical and financial environments. A need for more schools, even more teachers, becomes physically apparent to us grown-ups. We can dramatize these needs and then demand that education ought to get a decent financial support.

Birmingham's public school system never has suffered for a lack of funds with which to build more schools, when the need was presented properly to the taxpayers.

THE TURNPIKE then would swing at about 1700 feet north of Lone Pine road and cross Telegraph to an underpass beneath Woodward just northwest of the Hickory Grove interchange.

TO FURTHER separate traffic flowing in opposite directions, a 40-foot grassed median strip, a 40-foot median strip and the turnpike right-of-way slopes with grades.

INTERCHANGES would be located at Northwestern highway and Woodward avenue southeast of Pontiac and U. S. Route 24 near east of Pontiac. The northern terminal interchange would be located at the Saginaw by-pass southeast of Saginaw.

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FOUR MONTHS AGO on its front page, the Birmingham Eccentric carried a story revealing the Turnpike Authority's proposed route through Bloomfield and Southfield townships. A portion of this Dec. 16, 1954 issue is reproduced below;

Birmingham Eccentric
DECEMBER 16, 1954 44 PAGES SECTION ONE
15th Street Suburban Residential Area

To Cross US-24 Near 15 Mile

By GEORGE W.M. AVERILL

Exact location of the Toledo-Detroit Bay City toll road (U. S. Route 24) through Bloomfield and Southfield townships has been determined, reliable sources reported to The Birmingham Eccentric yesterday.

Some survey stakes already have been placed along the proposed route, which between 15 mile and 16 mile roads will be slightly west of Telegraph from 4 mile to 15 mile, where it will cross Telegraph in the immediate vicinity of 15 mile, then north along the east side of Telegraph to a point southwest of Glen Lake. The route then will curve southeast toward Laker, then toward Square Lake, and continue to Bay City along the eastern boundary of Pontiac.

THIS WILL take the present expressway through the eastern edge of Farmington Hills to the west corner of Bloomfield Hills. It also would be very close to the home of William E. Slaughter, Jr., chairman of the Michigan Turnpike Authority which is building the toll road through Bloomfield and Southfield townships in the east of Telegraph road, where the eastern boundary of Farmington Hills is located.

ROUTE OF PROPOSED TOLLWAY Through Southfield, Bloomfield townships

Slow Burn Boosts Incinerator Costs

How much longer the city can, than having it burned in back yard incinerators. "Every little bit helps," Kenning explained.

THE AUTHORITY is currently awaiting a supreme court decision on the validity of the Turnpike act before marketing bonds to obtain funds to construct the turnpike.

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