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TEN CENTS

Red-Light Runners on US-10 Are a Menace

By LES LINE

US-10's (Hunter boulevard) seven traffic lights in Birmingham are a series of death traps!

Count them — Oak, Oakland, Maple, Bowers, Lincoln, Chapin, Fourteen Mile. Seven of them, seven potential coffins for the unwary motorist.

The reason it's the fellow who's on the same low level as the hit-and-run driver and the drunk driver—the motorist who completely disregards the traffic light.

Why US-10? Partially because a prominent Birmingham citizen was killed recently on Hunter blvd. by one of those alleged red-light runners. Partially because three student nurses were injured Friday morning on Hunter by another alleged red-light runner.

Partially because the reports reaching this writer of flagrant violations of the US-10 traffic signals seemed so unbelievable that an extensive personal survey was made.

Unbelievable? Not any more. Shocking would be a better word for it.

Check Reveals Countless Flagrant Violations on Hunter

THIRTY-MINUTE checks were made last week at five of the seven traffic signals. Two hours were spent at another while a 20-minute survey was made at the last intersection.

Times were varied—some at night, some during the afternoon. All but one were on weekdays. Two separate sets of figures were kept—one for drivers who went through the intersection although the light had turned red before they reached it, the second for drivers who saw the light turn amber, had ample space to stop but continued right on through.

In most of these latter instances, the light turned red before the cars were all considered traffic violations.

Running a red light without a doubt warrants arrest. Police generally feel speeding up to go through on the amber or yellow light is a change to red light way through, if there was time to stop, should bring a warning ticket if it is the first violation.

MOTORISTS were given the benefit of the doubt. Drivers

caught by the change without time to stop were disregarded.

What this writer saw when the survey began also seemed impossible, but as time passed, nothing came as a surprise.

For instance, in a half-hour at Hunter and Oak, 12 cars ran the red light and 34 others went through the amber although they could easily have stopped their car—46 violations in 30 minutes.

The time was 8:46 p.m. to 9:16 p.m. Oakland and Hunter was next—from 9:20 to 9:50.

Twenty-seven violations—11 red, 16 amber.

Thus far, nearly all of the violations were cars or trucks traveling north and south on Hunter. One of the ambers at Oak and Hunter turned off Oak. Two reds at Oakland and Hunter were traveling on Oakland.

MAPLE AND HUNTER came next. Time was 10:10 to 10:22 p.m. There were seven reds, 23 yellows—a total of 30. Two of the red-light runners were on Maple and 14 of those who went through the yellow.

Of the cars violating on Hunter, only one was north-bound.

The Hunter-Bowers intersection—scene of the recent fatality—produced a low count, two reds and three ambers in 30 minutes from 10:28 to 10:58. The low here, however stems from the timing of the Bowers light, set so that few if any cars in either direction are caught by the change.

Of the six cars who were caught, however, five went right on through.

Two hours on a Sunday night were spent at the Lincoln-Woodward and Hunter signal. A total of 57 violations were observed. Nine cars ran the light while it was red. Forty-eight went through on yellow. Only a handful were moving on Lincoln.

THE CHAPIN-WOODWARD results were the most stanning of all the survey figures.

Just 30 minutes was spent at the light—from 2:48 p.m. to 3:18 p.m. But in that space, 71 violations were noted—that's right, 71.

Of those 71, 18 ran the RED COMPLETELY. Fifty-three more went through on the amber, most of which were caught halfway by the red.

Twenty minutes were spent at

Woodward and Fourteen Mile road and only northbound cars—those entering Birmingham—were checked. Total violations were 20—11 yellows.

CARS GOING through intersection against the light in groups of five, six or seven at a time were common.

In countless cases, drivers purposely stepped on the gas to speed through the red or amber light.

Five trucks—several of them loaded semi's—had been counted among the red-light runners. Ten more trucks—additional semi's as well as two car-carriers included—ran the amber lights during the check.

Those are the figures, stark, cold, revealing figures.

They prove that a green light on US-10 doesn't mean it's safe to go. They prove that, to a great many drivers, traffic signals mean nothing, that they are just another nuisance, another law to be broken.

WHY?

It might be any number of things. Perhaps it's human frailty, the fact many drivers can't resist the temptation to gain an extra

few seconds by speeding through the red or yellow light, or the fact a fast moving semi is hard to stop.

Perhaps it's too high a speed limit on US-10. It takes a car doing 45 mph more space—much more space to stop than one traveling just 30 or even 35.

Perhaps it's a lack of police enforcement on US-10, not only a lack by local officers but a lack of enforcement by state police and county deputies as well.

More than likely it's a combination of all these factors—and more besides.

SIX of these lights—all but Oak existed last year and traffic accidents were numerous. Those six alone accounted for 138 mishaps during 1956. Only 17 of these resulted in personal injuries. There were no fatalities.

The fact that there were not a greater number of injuries, and fatalities too, can only be attributed to the fact most drivers, especially local ones, have grown to use extreme caution even when the light gives them the rightaway.

But what about the stranger in town, or the fellow who expects the oncoming car to stop on the red? It's about time green means go and red means stop.



Caught in the Act

Two cars flash through the Oak intersection on Hunter although the traffic signals (arrows) give the green light to Oak traffic. The green shows white in the photograph.

This and That

by George R. Averill
A Bit of Humor, Written 'Bout Some Fishin'... Standin'... Sittin'...

By Dudley M. Carson
Special (not compensated) Writer Of This Piece

George R. Averill, publisher of The Birmingham Eccentric, whom I call George because there is no nick for that name, has suggested that I add a few fill-in observations to his saga of the 1957 Averill & Carson re-run of the Lewis & Clark expedition in Montana, Wyoming, the Panhandle area, and Wyoming's Yellowstone National Park.

Well, for one thing, Averill & Carson demonstrated how the pace has moved up in the last 100 years. Lewis & Clark, in their 4-Indian-power canoe, required a couple of years to cover less territory than we travelled via Rambler Station wagon in a little over two weeks.

We probably had more fun and caught more fish than they did and we certainly ate better: our diet never dwindled to roots and odd moccasins. The Indians were friendly and the Yellowstone bears amiably settled for a hard o'rye.

ATTEMPTING TO cement further our good relations with the aborigines, I, of course, forgot to take along the eggs, milk, syrup, and our \$14.75.

Came the dawn, after the first night of camping, and Jim broke out the flapjack flour which he somehow had remembered to bring.

Connoisseur of flapjacks I was, I forgot the butter and tested a fork load. Then George gave me the same bleak and hopeless stare that I imagine Lewis might have had when he saw the Indians' diet divided to roots, birch bark and odd coin caks.

JIM HAD GONE to the stream for water so we could talk freely. Now, George said, "What I don't know what you're talking about. You've got a BA degree and I suggest that we just talk straight English."

George forgot to mention the episode of the flapjacks. When we took off for the Montana Big Hole country, our guide Jim Chandler (Butte school teacher who wrangles a dozen riding horses at old Trail Camp during the summer)

"100 Calls!"

Were received on this ad...
5 ROOM COTTAGE, 2 BEDROOMS, full bathroom, oil heat, 1454 Ruffin, Phone 51, 485-50, AUG. 11-15, 1957. M-1-4294.

"I don't know where there were so many people looking for rentals in Birmingham! I was still getting calls yesterday!" ... was the advertiser's comment on this ad ...

You are sure to be pleased WHEN YOU ADVERTISE IN THE Birmingham Eccentric

All makes of inner spring mattresses repaired by THE MATTRESS COMPANY, Dial "0" and ask for ESTHER GIBBY.

L. R. Gare Made City Manager

Former City Engineer Chosen by Commission

L. Richard Gare will be officially appointed to the position of city manager of Birmingham when city commissioners meet Monday night.

Mayor William E. Roberts said today that commissioners agreed unanimously on the promotion of the present department of public works director to the city manager's position. The decision was reached at a special meeting following the commission's regular meeting Monday night.

Roberts said Robert S. Kenning will continue as assistant city manager.

"THE COMMISSION screened over 80 applications for the manager's position just a year ago, Roberts said, and we felt we had two men within our own organization equal or superior to anything available in the country."

Roberts referred to the commission's search for a replacement for former manager Donald C. Egbert. It resulted in the appointment of Harold K. Schone last August.

Gare's salary will be stepped from \$12,950 to \$13,200 in his new position.

GARE, 54, CAME to Birmingham as city engineer in 1949. He lives at 777 Wimbledon, Birmingham.

"I am grateful for the confidence the city commission has shown in appointing me," Gare said yesterday.

"I have enjoyed my municipal work here for the past eight years," he added, "and I will try to do the very best job for the city that I can. My office door will always be open to residents of the city."

GARE WAS ECORSE city engineer for seven years before coming to Birmingham. He began work in the City of Dearborn engineering department immediately after receiving his engineering degree from the University of Michigan in 1925. He eventually became Dearborn's assistant city engineer.

Roberts said the younger Kenning and Gare have worked together in close cooperation for several years and should make an excellent team to head up the city's management.

Schone resigned July 26 to become engineer-manager of the newly created Oakland county department of public works.

B'h'am Athletic Club Is Planned

By JULIE CANDLER

A committee of Birmingham area residents has completed plans for a Birmingham Athletic club, to be located on W. Maple road at Oakhills drive, it was announced today.

The family club's membership will be limited to 300. Its planned facilities include a 25-meter swimming pool, tennis courts, squash courts, and a lounge-dining area on the six-acre site at the Bloomfield township intersection's south-west corner.

The new club's planning committee, headed by Frederick C. Matlock, Jr., president, and John C. Emery, Jr., vice president, began work on the club's organization over a year ago.

ADDITIONAL financing will be through membership fees at \$50 each, monthly dues of \$15, and a \$50,000 loan from a Detroit financial institution.

The club will employ a manager, squash and tennis professional, coach, bus boy, and maintenance man, plus lifeguards for summer months.

In addition to Matlock and Emery, the planning committee consists of W. H. Baldwin, R. L. Burton, H. M. Denyes, P. G. Finn, H. T. Keating, Jr., and C. E. Wilson, Jr.

Total planned expenditure is estimated at \$75,000. Debenture bonds will be offered for sale at an average of \$700 per member.

A PRELIMINARY LIST of charter members also includes Richard O. Austin, John K. Bagby, Robert M. Bookmeyer, James K. Campbell, Don A. Cargill, Carter A. Chamberlain, David C. Clark, James Cousins, Henry M. Dahlquist, Robert E. Day, Charles F. Duryea, Jr., John W. Eden, Edward B. Emery, Louis A. Galvin, Elmer W. Gerhard, Jr., Theodore H. Guebling, C. Richard Guilford, W. Reid Halla, John R. Hamill, Edgar W. Jolly, Jack U. Klary, E. Curtis Matthews, Donnell R. Matlock, Charles H. Mayne, Charles S. Moore, James H. Moore, Richard C. Delesly, Donald H. Parsons, Thomas T. Restrick, Walter H. Fenning, Richard C. Van Duyn, George Walker, Jr., Wellington M. Walters, George H. Webb and Charles R. Weir.

Plot plan for the new Birmingham Athletic club shows tennis courts (6), and space provided for possible future building (8). Pool (4) and tennis courts (5) would be visible from dining area in building. Possible future tennis courts could be built in site reserved (6). Plans were drawn by Architect Harry M. Denyes, of O'Dell, Hewlett and Luckenbach. Maple road is at top of drawing.

Amusements	4-D
Bits of Birmingham	4-A
Books and Reviews	3-D
Business Briefs	5-D
Church	6-D
Correspondents	
Bloomfield Village	3-B
Greenfield Derby	3-C
North Adams	3-C
All other Areas	Section E
Down to Earth	2-D
Editorials	8-D
Nature Now	8-D
Obituaries	3-A
Round the Towns	1-E
Sports	5-A
Theaters	5-A
Women's News Section	6-C
Want Ads	6-T, A

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Quarton Sewer Is 'Necessary'

Approximately 100 residents involved in a special trunk line sewer assessment project including the Quarton Lake Estates area, in northwest Birmingham, appeared before the city commission Monday night in a public hearing on "necessity."

After two hours of lively discussion, the commission unanimously voted in approval of "necessity," adding that at the public hearing on the assessments to be levied, public discussion again will be invited.

"At that time," asserted Mayor William Roberts, "the entire project will be open for further presentation of argument, and the commission can, if so minded later, delete any part of the presently outlined project."

PROJECT INVOLVES construction of storm sewers along Fine and Raynolds streets, and a possible short one on Oak street.

Acting City Manager L. R. Gare explained that the project would relieve the overloaded Chatterfield sewer which causes raw sewage to

back up into flooded basements in the area.

Mayor Roberts said the approximately \$17,000 project would cost each of the home owners in the area \$100 to \$200.

Roughly sketched, the area involved is bordered by Quarton lake and Lakeside road on the east and the city limits on the west. It extends north from Maple avenue to Redding road.

THE PUBLIC HEARING preceding the unanimous commission vote brought out "ayes" favoring the sewer from the flooded basement victims. But there were vehement "nays" from the majority, most of whom told commissioners they had dry basements and did not need the new storm sewers.

(See SEWER, Page 8-A)

STRICTLY FRESH

Something new to me in "bush" refrigeration was employed by our guide Jim Chandler after we had sorted out 28 choice trout and grayling (two shipping limits) that we planned to air express in dry ice to Michigan.

To preserve the fish until we would take off for a shipping point following day Jim constructed them in a large dishpan of cold stream water. Then, with a small apron cut in a strip of tannin somewhat larger than the dishpan (See THIS & THAT, Page 8-A)

Confidential remarks become gossip when they're being made about you.

Disgruntled friend of ours, rained out of a picnic date, says they should resume the meteorological service the "Weather Bureau"—you never know whether to rely on the forecast.

After listening to a daily recital of the woes and pains suffered by our regular bus driver, we're convinced he's enjoying his well-kept.

There's nothing like a well-kept lawn to make most of us wish that we lived in an apartment.

Plot plan for the new Birmingham Athletic club shows parking lot opening onto W. Maple road (1), with entrance into two-level building (2), and space provided for possible future building (8). Pool (4) and tennis courts (5) would be visible from dining area in building. Possible future tennis courts could be built in site reserved (6). Plans were drawn by Architect Harry M. Denyes, of O'Dell, Hewlett and Luckenbach. Maple road is at top of drawing.