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by Joseph Love

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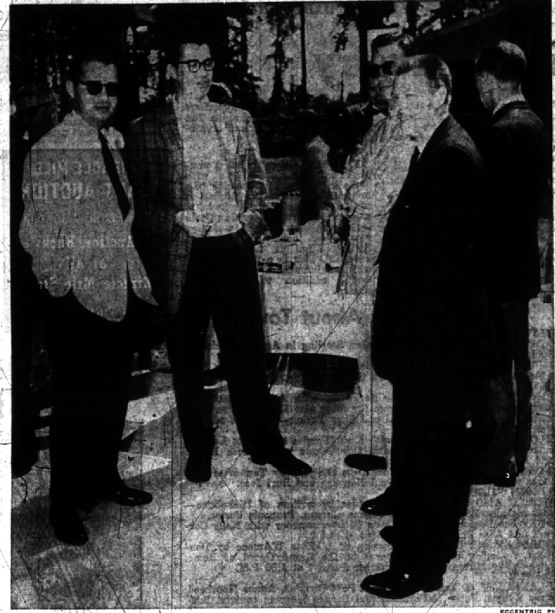
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Discussion During Outdoor Brunch

International affairs, the business outlook, or advertising could be the subject of discussion during Sunday outdoor brunch at the Fred J. Hatch home in Thornwood. Standing (from left) are Robert Marker, Jamie Graham, Donald Jones, Robert Britton, and (back to camera) Hovey Hagerman. The outdoor brunch was for associates at MacManus, John & Adams, Inc. Among the 25 guests were the John R. MacManus, the Hovey Hagerman, the Glenn J. Frosts, the Robert Garrisons, the Robert Markers, the Colin Johns, the James Grahams, the Donald Jones, the Darrell Roberts and the Robert Brittons.

BHAM ECENTRIC Page Thursday, September 4, 1958 3-A

Human Error Ever-Present On Highways

The car of tomorrow will be super-safe, auto experts predict. Accidents will be designed out, they say.

Everyone agrees, though, that one accident factor will never be done away with: human error. It will be as great a problem in the year 2000 or 3000 as it is now.

"Despite every automotive advancement, people—not speed or unsafe conditions—still will be the major cause of accidents," the National Safety Council believes.

Why?

"You can equip a car with all the latest life-saving devices—seat belts, padded dashboards and steering wheels that give when pressure is put on them—but you can't design out human errors and unsafe acts."

"The new safety gadgets are marvelous—and they undoubtedly help protect motorists. But without good, cautious driving, the traffic accident toll will remain high."

BAA Lists Fall Classes

Bloomfield Art association opens its fall season Sunday with a variety watercolor exhibit and a party and reception for all members.

A story on Sundays events is on page 7-C.

The association's new semester, meanwhile, begins Sept. 15 and the education department has announced the roster of classes and teachers.

Those scheduled, some of 15 persons per class, include:

- Emile Weddige, painting and design.
- Jay Holland, sculpture.
- Mary Jane Bigler, Wednesday afternoon and evening watercolor classes.
- Cliff West, life classes. A Friday session will be added to his program.
- Kathleen Birch, oil painting.

The toll in 1957, preliminary reports show, was 18,800. Injuries numbered about 1,350,000. The cost of the accidents was more than five billion dollars.

Consider these facts:

1. In 1956, 6 out of 10 motorists in an accident were charged with a law violation—driving under the influence of alcohol, speeding, not having right of way, following too closely, improper passing, driving on the wrong side of the road, and running stop streets. And that doesn't include motorists who escaped detection.
2. Only 8 out of every 100 accidents involved a reportedly unsafe car. Most motor vehicle accidents—about 8 out of 10—occurred on clear or cloudy days.
3. About 1,850 of the 40,000 motorists killed in accidents in 1956 had fallen asleep at the wheel.

"People hold the key to the traffic accident problem," the council says.

SEVERIN TUREL

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SPORTSTERS by SANDLER OF BOSTON

WHAT MICHIGAN driver is not familiar with stretches of road, like Route 318 just west of Walled Lake, where the 65 mile limit is posted but where a speed of 60 mph would all but send one's car hurtling off the road? This nonsense, which is all too common, promotes disregard and disrespect for the law.

The law should be changed as follows: For normal driving conditions, 70 mph maximum for the new turnpikes and non-urban expressways; 60 on urban expressways and all undivided, paved highways whether two, three or four lanes; 50 on unimproved roads. Maximum night speeds should be 10 miles less in each case.

THERE SHOULD be a law requiring drivers to slow to 20 mph below the posted speed limit at all yellow blinker lights. At present, yellow blinkers are pretty much ignored, partly due to confusion in the drivers' minds as to what the yellow blinker means.

In the outskirts of towns and cities the normal limit should be 40 mph instead of 35. Not one driver in ten takes these stretches at 35 mph; 40 would be a reasonable speed in most instances.

IT SHOULD be enforced which cannot be said of the present 35 which is the speed limit most commonly ignored. In downtown areas and on residential streets the present 25 mph limit should be maintained.

To sum up, the proposed schedule would consist of five maximum speeds: 55, 40, 50, 60 and 70, with maximum night speeds of 10 mph less for speeds 40 through 70. The writer is convinced that this schedule would command greater respect and be easier to enforce than the present hodge-podge of 25, 30, 35, 40, 45, 50, 55 and 65 mph. The proposed maximum speeds could be made more emphatic if more thought were given to the design and size of the speed limit signs.

THE AVERAGE speed on Michigan's trunkline highways is increasing much faster (4 mph in the last year, 54 mph) than the improvement and safety of the highways themselves.

If we will recognize three facts: that our highways will continue to come, that the majority of traffic accidents are due to excessive speed, and that human nature is not going to change, we will see the immediate need for putting into effect a practical, enforceable set of speed laws.

WILLIAM LYMAN Birmingham

More than 95 per cent of all coal mined in Missouri and Kansas comes from surface mine operations. In 1954 surface-mined tonnage in these states was more than 3.5 million tons.

In the 1950's, to circumvent the laws of a certain state which prohibited freight train operations on Sunday unless livestock was carried, resourceful railroaders put one mile aboard each Sunday freight.

People's Column

Writer Comments On Speed Limits Being Unrealistic

To the Editor:

If Michigan hopes to make an appreciable dent in the number of traffic accidents on its highways, it should re-examine its present schedule of speed laws. In many instances the present limits are unrealistic, impractical and conducive to willful violation.

The present 65 mph daytime maximum should be abolished. It is too slow for the new turnpikes, too fast for all undivided paved highways, and absurd for unimproved roads.

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Bus Law

(Continued from Page 1-A)

ident Alger M. Clark expressed the same thoughts, and said the law would be considered at the council's next meeting on Oct. 7.

City Manager C. R. Lukens said Tuesday that the measure would be brought up before the Troy city commission in a month or so.

THE LAW automatically becomes effective on the 13th in unincorporated portions of the area, such as Bloomfield and Southfield townships.

It stipulates that motorists, whether meeting or overtaking a halted school bus, must stop at least 10 feet from the bus and remain stopped until the driver signals or the bus resumes motion.

In passing the measure Tuesday night, the Westwood village council eliminated an exception made by state law. The legislature ruled that stops are not required at intersections where a stop and go signal or a police officer controls. At such corners drivers must, however, slow down to ten miles per hour.

Incorporated areas adopting the measure must post signs informing motorists.

NEW TELEPHONE DIRECTORY GOING TO PRESS NOW!

New is the time to change or add listings

Take a good look at the old directory. Are your listings just as you want them? Perhaps you'd like to list the names of others in your household who receive calls frequently. Or have your name listed with your business telephone number. Or provide a special listing for business "Night, Sunday and Holiday" calls. There's still time to do it—and you'll enjoy greater telephone conveniences at very little cost.

The Yellow Pages are closing, too!

If you're a businessman, remember that nine out of ten people use the Yellow Pages to find "where to buy." So be sure you're properly represented in the places they'll look when they're ready to buy your goods or services. If you haven't already arranged for your advertising in the Yellow Pages, we'll be glad to help you choose a size, design and message that fits your business.

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