

The Nation's Top Price-Winning Suburban Weekly

Uniform School Bus Law Requested on State Level

By KEN WEAVER
Managing Editor

If every city and village in Michigan enacted the state school bus law, there would be no problem of traffic confusion in the Birmingham area. On this point, Birmingham city commissioners and administrative officers appeared agreed Monday.

But there was still disagreement on whether Birmingham should adopt the state law. That ordinance makes it mandatory for motorists to stop for school buses in rural areas—but it makes it permissive for cities and villages to adopt the state measure or to enact their own laws.

THE RESULT, say Birmingham officials, is confusion for school children.

Commissioners gave some thought Monday night to asking this area's elected representatives to seek a change in legislation through the state legislature.

They also ended a lengthy discussion, prompted by a written report by Chief of Police Ralph W. Moxley, with a request to the city manager to seek clarification from the PTA Council on its position in the matter.

Furthermore, they wished "the council" of two of their colleagues unable to attend this week's meeting.

Commissioners William H. Burgum and Charles Renfrew.

TWICE BEFORE, the commission has ruled against adopting the state ordinance, believing that it would only lead to confusion rather than providing a safety precaution in Birmingham.

In his report this week, Moxley said he believed "any ordinance that may be adopted could apply only to properly painted and properly equipped buses."

The state law pertains only to public and private buses transporting children to and from school. It excludes municipally-owned systems and the regular commercial buses licensed by the Public Service Commission.

Moxley SAID a survey showed that approximately 146 students living within the Birmingham corporate limits are transported by properly marked school buses.

The check showed further that vehicles which do not qualify as school buses (which are not marked as school buses) under the state act transport about 600 local children.

Some of these buses return to regular commercial service following their school runs.

"Any ordinance that would properly marked buses would be applicable to approximately 146 children of the 786 that ride buses to or from school," said Moxley.

"It seems that approximately 640 children would get no protection from the ordinance."

Moxley SAID four safety experts—from the AAA, Oakland County Board of Education and Eastern Michigan University—all said they "could see no benefit that would be derived from an ordinance which do not qualify as school buses (which are not marked as school buses) under the state act transport about 600 local children."

"In reviewing the matter," said the police chief, "I feel we should ask ourselves if there has really been a problem. Our record of school bus related accidents has been good, so we cannot substantiate the need of the ordinance on our accident records."

"IT DOES NOT appear to me that passing an ordinance that would aid only a small portion of our school children would do any more than add additional confusion to a problem that is already very disturbing to everyone who is interested in the traffic safety problem."

Moxley said the state law "has caused confusion in suburban areas because one city adopts the ordinance and the next city does not."

"The driver going from one suburban city to the next can easily become confused if he fails to see the bus ordinance sign or the city limits sign of the community he is entering."

"If all cities would either adopt or reject the ordinance, much of the confusion would be eliminated. Legislation may be the only answer to this problem."

Pontiac and Royal Oak, have not enacted the law. However, the smaller communities surrounding Birmingham, such as Beverly Hills, Bloomfield Hills, Bloomfield Township and Troy, all have it.

Commissioner William E. Roberts said that if adopting the state measure "would aid in the safety of any school children in our city, we should take definite positive action."

He asked if giving the protection to the 146 children would place any jeopardy on the other 640.

NO, SAID Moxley, but he agreed with local school authorities that there is no problem of traffic congestion in the areas where the children are picked up.

Under questioning by Mayor (See BUS LAW, 5-A)

2 Firms Raise Question on Truck Bids

Should the City of Birmingham always award contracts to low bidders or should it lease them to local merchants who would lease?

City commissioners have made it plain that they feel contracts should go to local dealers whenever possible, providing that the cost to the taxpayer is not excessive.

Last week, they awarded two contracts for trucks for the DPW to the second lowest bidder inasmuch as there was only a few dollars difference between their price and that of the low bidder, who were not local.

Promptly, the commissioner received two letters objecting to and inquiring into this procedure.

GEORGE W. Aush, truck manager for Stark Hickey Ford, Inc., Royal Oak, wrote:

"We were very much surprised; in fact, very disappointed, when we were informed this past Tuesday A.M. that even though we were low bidders on two of the units, we were to receive only one order."

Aush said further that if "your commission still feels it is fair to make the awards to anyone but the low bidder, then I feel the only fair that I be given the opportunity to withdraw my quotation on all units dated Oct. 23, 1962."

RALPH O. Moore of the GMC Truck & Coach Division asked for an explanation of the commission's "judgment" in not accepting its low bid on one item.

"I am very much interested in seeing the competitive system work and believe that business people should be encouraged to compete vigorously."

"Furthermore, when a business house meets the requirements and bids, it is particularly true when the product offered is commercially acceptable, and of all the products (See FIRMS, 4-A)

Chief Moxley Issues Appeal To Motorists

Traffic injuries in Birmingham are running 20 per cent higher this year than during the same period a year ago according to Police Chief Ralph W. Moxley.

Moxley has issued an urgent appeal to drivers and pedestrians to exercise the greatest caution.

He pointed out that we are entering into the most hazardous driving period of the year.

"TRAFFIC HAZARDS always increase during the fall and winter months because of longer nights, encroaching twilight hours and treacherous weather conditions all add up to sharply reduced visibility," said Moxley.

"Accidents increase for the simple reason that drivers and pedestrians cannot see one another as well as during periods of bright daylight."

"Let's drive and walk carefully so we can enjoy the holidays," Moxley said.

All makes of heavy spring maintenance. (See TRUCKING, 11 2-4)

more than 25 years of service. He manages to fly and photograph at the same time by using a specially modified camera and airplane.

Coale says he plans to write and direct most of the films he will produce. The cinematography, he says, will be handled by a corps of experts he has lined up in this area and in key cities across the country.

BESIDES FLYING and photography, Coale has done some SCUBA diving and is an ardent skier.

Coale, his wife and their four children live in a home he calls "The Coale Bin" on the Middlebelt side of Pine Lake.

Included in the aerial pictures will be several of the outstanding churches in the area, country clubs, homes, business establishments and subdivisions.

COALE, who first started flying at the University of Kentucky in 1941 and saw service in both the Royal Canadian and U.S. air forces, says he will do most of the aerial work himself.

He is an avid photographer of

include such popular favorites as corn, cranberry sauce and pumpkin and raisin pie.

Moms and dads will have a chance to sleep in but the snafu will be up bright and early to watch their favorite fairy-tale characters come alive in the Thanksgiving parades.

ALMOST all churches in the area will hold special services in conjunction with the Thanksgiving Day celebration.

EXCEPT FOR a few gas stations and drugstores, merchants in the area will close their doors.

At hundreds of family gatherings the traditional turkey will be the featured food. Along with the turkey other traditional foods will

AREA COMMUNITIES had all signed an agreement that they expected would meet with approval in Detroit. But when signing time came around, Detroit wanted a sewer capable of greater capacity than what was needed to serve this area.

Some officials stated openly that they felt someone in the Oakland County government was responsible for the change in affairs and should be made to answer.

ADMINISTRATIVE officials from the participating communities accepted a proposal for the larger interceptor at a joint meeting in Troy last Thursday night.

Their legislative bodies must pass resolutions this week and next to make the agreement binding. Also, the county board of supervisors must adopt a resolution to implement the new agreement.

If they do, they can apparently meet the Jan. 1 deadline to qualify for the Federal money.

THE ORIGINAL plan was for the communities to benefit from the \$1.3 million to reduce the cost of a smaller sewer. Now, it will go for the entire project.

Present plans call for sale of the excess capacity of the larger sewer to communities not now included in the sewage district. Thus, the (See COMMUNITIES, 6-A)

Library Board President Arthur Underwood has termed false a report that Birmingham's Baldwin Library has stopped issuing borrower's cards to residents of neighboring communities.

Cards will be issued on individual family basis until July 1, 1964 according to Underwood.

The board adopted a policy over a year ago offering neighboring communities library services for all residents by a contractual agreement.

Underwood SAID he hoped by the 1964 date all contracts with area communities would be signed.

At the present time Baldwin sends services to more than 950 families outside of the Birmingham city limits. In addition 650 families are using Baldwin services in Beverly Hills through the first contract.

IN THIS ISSUE
Fire Destroys Inn, 3-A
Hans Make News, 1-C
Sleazak Slays 'Em, 1-D
Pick All-Area Team, 1-E



Still a Winner in Her Own Hometown

Miriam (Mrs. Ray) Jacobs, 32071 Auburn, Beverly Hills, Birmingham's choice for Suburban Homemaker of the Year, did not win the national contest in Chicago Nov. 15 but she did win the hearts of all who met her, including national judges Dr. Janet Wessel (from left), MSU Department of Health, Physical Education and Recrea-

tion and Dr. Marie Pfeiffer, a home economic major (as is Miriam) and chairman of the Women's State Committee of Ohio for Public Welfare, Health and Education. Miriam, along with national winner Mrs. Robert V. Haverkamp of Park Forest, Ill., was among the top 10 contestants out of 50. Points were based on the entry letters alone.

Manager Denies He Struck Village Clerk in Beverly

By KAY SMITH
Special Writer

BEVERLY HILLS—In a statement made at the regular council meeting Monday, Village Manager Robert E. Murphy denied that he struck Village Clerk Betty J. Chinn as she had charged in a statement made to the council Nov. 13.

Murphy's statement came as the result of a request by Councilman Edward M. (Ted) Shurtluff that Murphy "have an opportunity to confirm or deny the charges made

or to directly speak the words, 'No comment.'"

In reference to an article on the front page of last Thursday's Eccentric, Shurtluff said, "I do not dispute the right of the paper to print the story, but Murphy's silence in the news story carried an implication of guilt."

SHURTLEFF STATED that Murphy had left the meeting shortly after having apologized to Mrs. Chinn for having pre-empted her right to send out notice of the special meeting last week and that Murphy was not contacted by the paper and given an opportunity to configure deny the story.

Shurtluff then asked Mrs. Chinn if, as she had stated, Murphy "grabbed her wrist in a manner so as to cause pain, slapped or hit her resolutely on the back and clapped his hand over her mouth in such a way as to silence her."

MRS. CHINN reaffirmed her original charges, stating that Murphy did grab her wrist and hit her on the back. She denied saying that Murphy had clapped his hand over her mouth.

Shurtluff then asked Murphy, "Did you grab Mrs. Chinn by the wrist?"

"No, sir—unequivocally," Murphy replied.

"Did you slap or hit her on the back?"

Murphy: "No, sir."

"Did you place your hand over her mouth so as to stop her from speaking?"

"No, sir!"

SHURTLEFF THEN asked Murphy if Mrs. Chinn had telephoned him immediately after the news story had appeared.

Murphy stated that she had telephoned him to say that she was "awfully sorry that her statements had been misconstrued in the paper." Murphy further stated that she then asked Mrs. Chinn, "Did I hit you?"

He alleges that Mrs. Chinn replied "No, of course not."

"No, of course not," she replied, "I telephoned Murphy to say that I was sorry that I had involved the village, myself and Murphy in this type of publicity, and I felt that all of us who were involved should agree on a course of action."

According to Mrs. Chinn, Mr. Murphy said, "Just forget it. I said I was sorry at the time and I say it again."

SHURTLEFF NEXT asked Mrs. Chinn if she was aware that Murphy had had Lt. William (Bill) (See CLERK, 2-A)

hard, chairman of the committee. From all parts of the audience, all of the resolution, as written, would place the clerk under the direction of the village manager.

Shepard replied that it would be a matter of time before the village attorney would place the issue before the voters.

The resolution as prepared by Village Attorney Thomas J. Dillon was laid on the table for 30 days. At that time it will be acted on by the councilmen, if they decide to take the steps necessary to place it on the ballot, March 11.

MANY PERSONS in an audience, which was heavier in size than most council meetings, rose to question committee members on the reasons why the amendment had been introduced in the first place.

Council President Marvin B. Cline opened the discussion by asking Councilman Claude A. Shepard.

Drack, a planning commission member, pointed out that it was felt at that time that an elected clerk would provide a system of checks and balances, being independent.

Drack asked, "Why has this committee been there? There must be some underlying reason."

THE COUNCIL indicated that its reasons for wanting the clerk's position to be appointive (See CITIZENS, 8-A)

Behind Our Front Page

- | | | | |
|---------------------|-------|-------------------|-----------|
| Amusements | 6-7 A | Homecoming | 5-D |
| Arts of Living Page | 1-D | Nature | 4-B |
| Obituaries | 2-D | Obituaries | 1-B |
| Business News | E | Once Over Lightly | 2-D |
| Church | 6-B | Potpourri | 1-B |
| City Beat | 1-B | Real Estate | 4-B |
| Classified Ads | 4-E | Schools | 2, 3, 4-B |
| College News | 7-C | Society | 1-E |
| Crossword Puzzle | 3-D | Sports | 3-A |
| Down to Earth | 1-B | Theater | 7-A |
| Eccentricities | 1-B | Yearly Happenings | 1-B |
| Editorials | 1-B | | |

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