

the boys & on the evening you were here a number of us could come down to the hotel for dinner with you and an informal bull-session after ward. I would send out a post card notice to the members and quite a few would come down.

Now as to arrangements. I know how closely you watch the boys on these train-trips. They must get in early & time spent traipsing - then a plant on the day of a game might not add to their chances of winning - altho the day before should be OK. Now as to these plants. The Ford Rouge plant is the one really worth while seeing & I am not sure we could get in. Of course they are not making cars out there now but they are making P.O.W. aircraft motors & every thing - out there is laid out on such a grand scale that it is an inspiration to see it. ^{even from the outside} There is nothing else quite like it in the world. As to the bomber plant - the big feature there is to see it from the outside & if you come in on the Mid Central you go right past it. Willow Run is at Ypsilanti - about 25 miles from Detroit & it is quite a trip out there. Then there is the tank plant - about 12 ~~mi~~ miles north from downtown Detroit. I am sure that Gordon Bennett could get us passes - that would be simple but transportation may not be so simple if we have strict gas rationing by then. But we could take the bus to any of these points. I am writing Gordon Saunders this evening as to our getting into the Ford Rouge & Bomber plants. He is home now but I how well - I don't know. The biggest point of interest to visitors outside of the motor plants for those who are interested - is Greenfield village & that - I believe - is closed for the duration.

On buy it stacks up to this - a trip thru some of the war plants if it can be arranged in what ever regular transport is available and a meeting with some of the boys at the hotel in the evening. Some of the boys may have some further suggestions if you think you & the team could stop