Street Car Story

By ETHEL SIMMONS
Staff Writer

When the first street car came to Birmingham, a team of horses was sent out to meet them to pull them over the hill. After the power house was put into operation in August, 1907, the street cars' assistant was not nearly so colorful. Cows and chickens and an occasional horse and rig traveled down Woodward. Six cows being driven on pastor were killed when they were struck by one of the new electric street cars. People would take a trolley ride for each store—and connected them with a woven cord. They signaled in each other to come on the line by imitating a rooster's crow.

LATER, WHITEHEAD and Mitchell bought the store from the coming management of the telephone exchange. After several years as manager, Whitehead left it and turned the operation over to Austin R. Banks, another groove. Meanwhile, the New State Telephone Co., an independent operation not part of the original firm, organized with 12 stockholders. A day's work from held for lack of business. Sidney Nixey, a dry goods merchant, was the manager of the Birmingham exchange, followed by Mitchell, who moved it back to the old Maple Street that he and Whitehead had been to block off Woodward. In those days a telephone cost electrically 50 a year, and called to Detroit cost 25 cents.

1934

Many Scoff at Tale Of Local Mastodon

By BARBARA UNDERWOOD
Special Writer

Unofficially known as "Dinosaur Pond," the small basin at Charing Cross and Brookside roads, received its name soon after the bones of a young mastodon were found there in September, 1925. The pond was being deepened to form an artificial lake when the discovery was made.

Many residents of the nearby area, who have found the pond's favorite skating spot, apparently did not believe the tale that ancient bones actually were found there. The writers of a Cranbook Bulletin of Science bulletin, "The Bloomfield Hills Mastodon," wrote that because of Illinois absence, the mastodon fell to the ground and never rose. The bones were scattered by frost, decay, and电商ing against the time.

ONLY THE SKULL, with a few scattered bones, and some ribs identified. They are now in the University of Michigan museum. The mastodon was thought to be a young one since it still had some of its milk teeth and the tusks were no more than half as long as those of the average full-grown mastodon of the time.

The actual term dinosaur is in use in different forms of years ago, and the formation of the lake and the existence of this species goes back approximately 30,000 to 40,000 years ago.

During the thousands of years of glacial development of the immediate surrounding area, the fen-vegetation of the Great Lakes was born. The marshy conditions created a water basin, which was close to the Great Lakes. The low ground and the existence of this species goes back approximately 30,000 to 40,000 years ago.

GROWTH IN the next decade is born out by statistics, which show Birmingham today has more than 40,000 telephones, including about 18,000 stations, more than the total number of phones in 1933.

From 1893 when townspeople could use the telephone for a few cents, the service has improved until today Birmingham people can dial more than 10,000,000 telephones throughout the United States and Canada.

Growth of population and telephones were "tough" in early days, but the same story is being repeated now. The secretary of the Citizens' Railway, 46 miles an hour on the first half of the line, said he caught a trolley with Frank Springer, had charge of laying the tracks for the old Oakland line, and said the powerhouse is in Birmingham.

In the Dec. 1925 issue of The Ecentric it was reported, "It is said that if your real friends are 'red-headed over the fact that the power house of the new Oakland Railway is to be located in this place.'"

The first electric street car to go out in Pontiac was in 1867, and 10,000 Oakland County residents greeted it there. Thirty-five years of continuous trolley service from Detroit through Pontiac to Pontiac served the people of the line and the city and has become a Detroit line ready for your face from Birmingham to Royal Oak. It was 15 cents if you take it to the line in Detroit.

At the same time service was discontinued in April, 1931, the fare was 30 cents.

The first interurban ran one every hour, both ways, 19 hours, and their speed was 12 miles per hour. Originally known as the Oakland Railway, the line became the Detroit United Railway Nov. 1, 1909, when the Village of Pontiac acquired it that franchise. In 1925, the Eastern Michigan System took over the operation.

Almon M. Whitehead, founder of The Birmingham Ecentric, figured in the early history of the electric street cars. He was serving as village president at the time the company, in December, 1915, gave permission to the Oakland County officials to lay its line and run its wires through Birmingham.

WHAT LED TO the trolley's eventual scrapping in 1931 had begin in 1925 when the Detroit United Railway purchased all electric railway lines within the city and established a bus transfer system in and out of the system. The interurban Detroit United Railway continued by building terminals at the edge of the city and establishing a bus transfer system in and out of the system. The interurban Detroit United Railway continued by building terminals at the edge of the city and establishing a bus transfer system in and out of the system.

The Durth went into receivership in 1929—but under jurisdiction of the United States District Court, continued to expand routes, as the Star Motor Coach Line in 1925. By 1935, through additional acquisitions of the Durth had acquired a well-integrated system of interurban and bus service and had been consolidated into a single corporation.

Later becoming Eastern Michigan Bus Lines, the DUR continued its interurbans in 1931 and continued in operation until 1933, when the service was terminated.

SEVERAL reorganizations later, General Motors received control of the transport firm through an exchange of stock.

The exchange became effective in 1977, and the name was changed to Great Lakes Transportation Co.