

Citizen activist throws hat into district race

Doug Ross, former executive director of Common Cause and co-director of the Michigan Citizen Lobby, has announced his candidacy for the 15th District State Senate seat.

Ross, 36, will compete in the Democratic primary against incumbent Sen. Daniel Cooper (D-Oak Park).

The senatorial hopeful told a gathering of supporters this weekend he will seek to utilize the citizen commitment and participation in government that has worked for voluntary agencies outside of government.

"It's an ambitious undertaking. It is our only real hope for making government in Michigan work better," said Ross, who also is an Oak Park resident.

The 15th Senate District covers Southfield, Farmington, Farmington Hills, Lathrup Village and Oak Park.

Citing what he terms as the frequent failure of state government to solve "even simple" problems in a sensible and efficient way, Ross pointed to broad citizen participation as the best antidote for "the arrogance of politicians and bureaucrats who come to believe that they alone know what is best for the people of Michigan, for all of us."

"I've seen it happen over and over again in Lansing. Elected officials gather behind closed doors and concoct public programs for our use. The result of this 'we know best' approach is all too predictable; programs that don't work, problems unsolved, tax money down the drain," he said.

Ross is the author of "Robert F. Kennedy: Apostle of Change," and %

and "Management of State Political Parties."

A graduate of the University of Michigan, he received a master's degree in public affairs from the Woodrow Wilson School of Public Affairs, Princeton University.

He has served as a legislative aid to U.S. Senator Joe Tiedings (D-Maryland) and as a speechwriter for Sol Linowitz, former chairman of the National Urban Coalition. He has served as a legislative aid to both U.S. Rep. John Dingell and Neil Stabler.



DOUG ROSS

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the Carol Duvall Craft Clinic

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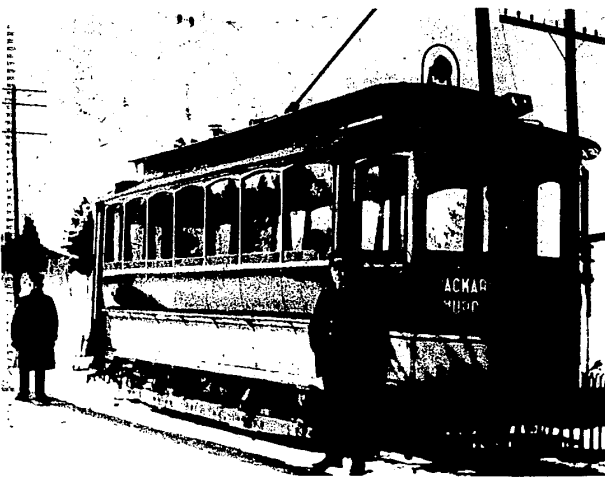
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Conductor Marion Darling (left) worked on trolley cars in Ann Arbor for almost 30 years. He is pictured with Steve Doris, who drove the car in

the picture. Marion's son, Leon, recalls those days when trolleys were seen on city streets.

Once trolleys clanged through the city streets

By TERESA BANAS

There was once a time, in a place not too far away, where city streets were alive with the clanging of the trolley.

Brightly painted cars would ramble along narrow pathways, bulging with the weight of amused passengers. The ride might not have been the fastest way to get where you were going, but it was fun.

Leon Darling, 65, of Redford, recalls his youth in Ann Arbor with a tinge of nostalgia. His father, Marion Darling, was a conductor and later motorman of Ann Arbor trolleys in the early 1900s. With a twinkle in his eye, Leon Darling remembers those days when trolleys ran through the city.

"Street cars were fantastic," he says. "They made you think of big circus wagons—all decorated up."

Darling says before a big football game, street cars would arrive from places like Indiana, Ohio and Illinois packed with enthusiastic fans.

"When the game got out, the streets were filled with them, bumper to bumper."

"It was a sight to see—all different colors—reds, oranges, light blues, dark greens."



Leon Darling's father, Marion, was a street car operator for almost 30 years. Leon Darling has fond memories of the days his father conducted a trolley on the streets of Ann Arbor.

"STUDENTS USED TO rock them off their tracks after a big football game."

Marion Darling worked the rails for almost 30 years before his death in 1951. The last six months of his life were spent working the great Interurban Railroad line which connected Ann Arbor with Ypsilanti, Jackson, Kalamazoo, Detroit, and as far east as Buffalo and New York.

The Detroit Urban Railways Company ran both the trolley and Interurban systems. Trolley tracks were first laid in Ann Arbor in 1890 and ran until 1925.

Leon Darling remembers those days when he would bring his father lunch and listen to the playful exchange between Marion and his co-worker, James Love.

"They were both well-known and popular characters in the city and had a favorite dialogue that they would call out. 'All set, darling?' 'Yes, let's go, love.'"

Leon Darling says the trolleys were disconnected in Ann Arbor after a fire destroyed the car barn in 1925. All the cars but one were destroyed. He recalls the night his father returned home after viewing the disaster:

"I remember my dad comin' home that night. His coat was all scorched and burnt, and his hat was burnt too. After that he cried and I think he cried more because people thought the fire was deliberately set."

LEON DARLING also remembers people gathering around the coal-fired pot-bellied stoves in the center of those cars, trying to keep warm in the winter's cold.

He remembers when one-man operated cars replaced two-man operated cars and the day his father became a motorman. The motorman was responsible for driving the car.

"My dad never jerked people off their feet," he remembers. "He always stopped it smooth."

He recalls a humorous incident that caused his mother, Glenna, to chew her husband out one evening after work.

"My dad used to chew tobacco and one day he hit a woman in the chest when he spit it out. She was driving along side him in an open bug. So she picked up her whip and hit him for blocks."

Darling recalls the time buses began replacing trolleys, and it brings a sour note to his voice.

"Buses—you can't depend on them."

Trolleys—you could have always depended on them, in snow or whatever. Bus service was not good. Buses—we used to call them stink buggies."

"People that rode trolleys were more compatible, more friendly. On a bus they grump and growl and then a package hits you on the head."

One of Darling's fondest memories about that bygone era is when he and his twin brother, Lester, played on the trolley cars not in use.

"WHEN MY TWIN and I used to play on them, we used to make believe we were running them," he says. "But one day one kid spoiled it for us. He ran the street car off the track and that was it. We never went back there any more."

Darling remembers the day the trolleys left the city.

"It was dull. Like the life blood went out of the city. I still don't know to this day why they never kept one for a museum piece."



Leon Darling relaxes in his home while flipping through a magazine that contains several articles about the history of Ann Arbor. The articles are about the trolley car line that ran through the city in the early 1900s. It's one of Darling's favorite topics. (Staff photo by Art Emanuel)

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CLEAN WATER: HOW DO YOU MANAGE THAT?

Come To a Town Hall Meeting and Find Out

The Southeast Michigan Council of Governments will sponsor a series of Town Hall Meetings throughout Southeast Michigan to introduce citizens to the final three chapters of a water quality management plan for Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw and Wayne counties. The plan is being developed to meet requirements of Section 208 of the federal Water Pollution Control Act.

The plan covers four basic areas of water pollution control; the development of an areawide water quality management system; municipal wastewater treatment facilities; nonpoint sources management; and residuals management. Following a brief description of these four areas, citizens will be able to attend individual discussion sessions on each subject.

FIND OUT

- Who will be responsible for water pollution control programs.
- What should be done to reduce pollution from stormwater runoff.
- Why water pollution control is important to every resident of Southeast Michigan.

WHEN AND WHERE

ANN ARBOR
Tuesday, Feb. 28
Ballroom
Campus Inn
615 E. Huron at State St.

MOUNT CLEMENS
Monday, March 6
LaFave Auditorium C
Macomb Intermediate School District
44001 Garfield Rd.

All Meetings will be from 8 - 10 p.m.

SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS
800 Book Building, Detroit, Michigan 48226
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MONROE
Wednesday, March 1
Cafeteria
Monroe County
Community College
1555 S. Raisinville Rd.

SOUTHFIELD
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