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triangle shaped crossing called a "wyo" was created on the east side of Farmington Road.

"The Interurban turned into what would now be the parking lot for the Downtown Center," he said.

While trains had their stations, trolley cars had waiting

A local connection

Golden stresses these were not "street cars," which operate only

on city streets. The Interurban trolleys traveled from one town to another. They came to Farmington largely because two groups of competing businessmen wanted to obtain the franchise for a line from Detroit to Pontiac.

"It cost a million dollars to create a line, but it was so lucrative, they could get banks to back them," Golden said.

The group who lost out on the franchise found a trolley line, Grand River Electric Railway, owned by one man with whom they joined forces to form the Detroit-Northwestern line. They ran rail from Redford to Farmington, and the reason they did it was the line then went up Orchard Lake Road, through Bloomfield Township and Keego Harbor, ultimately into Pontiac.

"They wanted to find a route to Pontiac that wasn't Woodward," Golden explained. At the height of the trolley's popularity, there were 30 street rail companies in southeast Michigan, which were eventually unified under one umbrella: Detroit United Railway or DUR. Later bought out by Eastern Michigan Railway, DUR later became known as the Depart-

ment of Street Railway, Detroit's bus company.

Because the land between the rails was taxed, fare prices couldn't compete with bus travel. By 1930, the trolleys were completely gone, and the lines were removed.

Well, most of them.

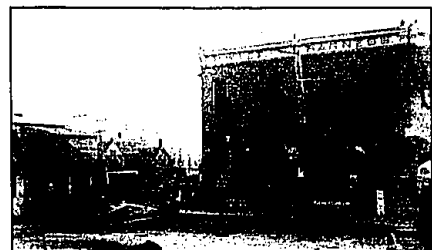
Golden believes the stretch found on Farmington Road was left because it had been buried. And at 140 pounds per foot, the guard rail is quite cumbersome to move.

He and other local historians hope there might be some way to

save a section of the rail.

"The only way a piece of this could be kept is if someone came in to cut it," he said.

Golden welcomes suggestions or help from anyone with the kind of equipment to do the job. He can be reached at (248) 701-8112.



Road find: This section of trolley track, visible in the lower left-hand corner of the photo, was located along Farmington Road, near where construction crews unearthed a section of track a few weeks ago. Trolley historian Brian Golden said most of the track, whose dual guard rails weighed 140 pounds per foot, was removed in the 1930s.

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