

# Court case testing county taxing policies

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nan proposed a "test lawsuit" to get a court ruling on the proposal. The school board balked at the idea.

Estates, Inc. filed the suit against the Hills as the collecting agency.

School attorney Robert Kelly asked to intervene in the case. In his brief asking for the intervention, he questioned whether Brennan could put up a defense, since Brennan has represented Estates, Inc. regularly in the past.

Attorney Harold Larson is representing the real estate developer in the case.

BRENNAN DEFENDED himself in a letter to the Hills council recently, saying, "In the present suit, I do not believe a conflict of interest exists."

"We told the city council last

summer that we believed the school district's levy was unconstitutional."

"The case involves the confrontation which the council instructed

us to seek, and the defense of the school district levy is in the capable hands of its own attorney."

The council did not consider Brennan's offer to withdraw from

the case, taking the position it was late in the case at this point. Mayor Robert McConnell said the city would "take another look" if the case goes to appeal.

## How the old trolley line sped through the rural countryside

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"Every Saturday on a special 6:30 a.m. trolley, a bunch of farmers would head for the Western Market in Detroit with baskets of produce, rabbits, chickens and even eggs," said Mrs. Isabelle Taylor, a Plymouth resident all her life. "We lived about a mile from the Newburgh stop and could go into Plymouth for a nickel."

GEORGE BURR, remembered that it cost 15 cents to go from Plymouth to Wayne and 10 cents from Plymouth to Northville.

He too seemed to enjoy the memory of those trips to the Western Market. "Sometimes the cars were so loaded, you couldn't make your way from one end to the other."

He added: "My father raised chickens and would tell me to go down to market and sell the eggs. Luckily there wasn't much breakage. I enjoyed the trip. It was a real family occasion."

Mrs. Mary Fillmore also recalled with enthusiasm the trips to market. "They were fun," she said.

She also rode the trolley into the Plymouth school which at that time educated what teachers today call K through 12—all in the same building.

The area between Plymouth and Wayne was mostly farm country. "There were no apartments or condominiums then," she laughed.

"At about Newburgh and Cherry Hill there was a swamp," said Burr. "Certain times of the year it was wet and slippery under the tracks and the car had to go slow."

YOUNG BOYS SECRETLY admired the motorman and conductor of the trolleys, much the same way boys admire car racers and football heroes today.

"They wore uniforms and looked pretty grand to us," said Burr. The conductor who made the greatest impression on all of those who remember the old trolley was Charley

Thume, who later became a police officer in Plymouth.

"I remember when the early morning car was so packed with customers and their baskets that Charley Thume had to make his way to the back of the car by walking over the seats," said Burr.

"Charlie would stop the car and wait if someone who was usually at a certain spot wasn't there," said Mrs. Tritton. "Sometimes he would stop and go buy some eggs. Other times he would stop when he saw someone he knew out in a field and go over and talk with him."

"People moved much slower in those days," she said.

BUT THE JOB was not always easy. Frank Henderson, who has lived in Plymouth since 1901 and is still in the plating business, said there was plenty for the conductor to do passing through Plymouth.

"At three places where the trolley had to cross railroad tracks, the conductor had to get out, go to the tracks and throw some levers on the switches to put up a signal to warn the train that the trolley was crossing," said Henderson.

"Then after the trolley went over the tracks, he had to take down the signal," Henderson continued, "and run and catch up with the trolley. On snowy days he would wrap newspapers around his legs so his pants wouldn't get wet."

It took about 15 minutes to get from Plymouth to Northville by trolley or less time than it takes a five gallon can of ice cream to melt.

The Amblers Ice Cream Company in Northville used to ship down five gallon wooden tubs of ice cream to Henry Murray's ice cream store, where I worked," Henderson said, "and it never melted even though it was not packed in ice."

The first trolley cars Henderson remembers were small ones with

enough room for 15-20 people. "We called them the grasshoppers," he said, "and they used to turn around in Northville for the return trip."

LATER CAME old '76 and '77 with a motor in each end and reversible seats so that the car didn't have to turn around.

"After this came the larger cars we called the Interurban," he added.

The cars were divided into smoking and non-smoking areas. But the division did not always work. "Even though not sitting in the front with the smokers I used to get sick," said Henderson. "Then I'd go out and stand on the little rear platform to get some fresh air."

Both Henderson and Burr recalled that the service was hourly. For the most part it was reliable although Mrs. Taylor remembers that in the ice storm of 1922 the overhead electrical lines became frozen and help had to be summoned.

Burr remembered seeing a car stalled all night on the curve a half mile east of Haggerty because of winter weather.

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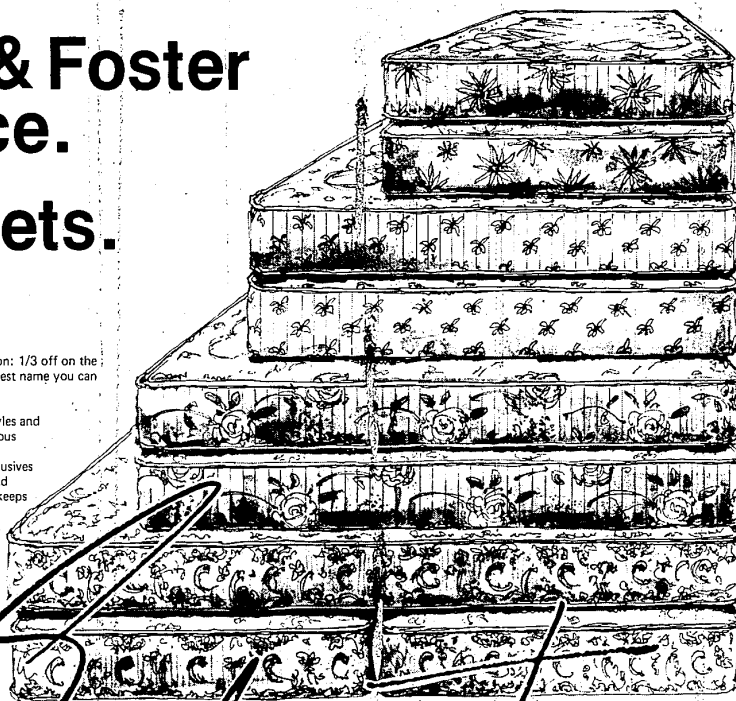
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