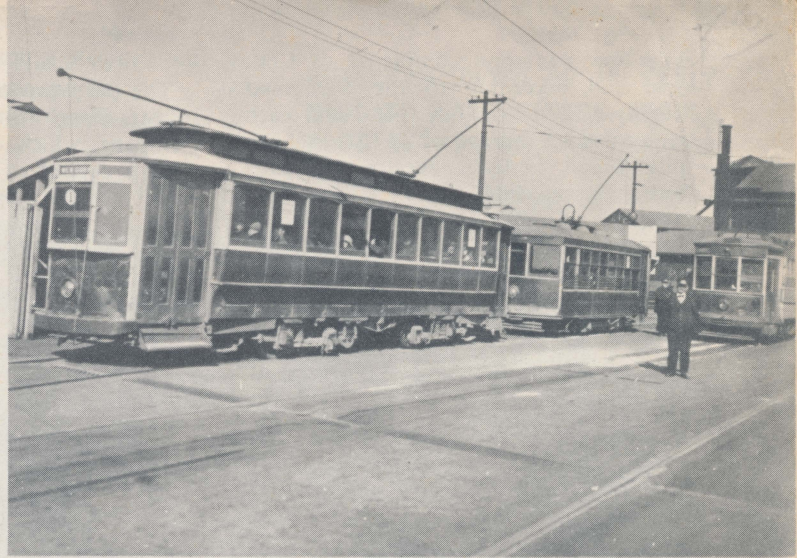




THE MIDLAND CARBARN AT CONCORD SHELTERED WORK CARS FOR ITSELF AND RICHMOND LIGHT & RR. CO. THIS VIEW WAS TAKEN IN NOVEMBER, 1920.



MIDLAND CAR 303, A BIRNEY AND RICHMOND RAILWAYS 332 WAIT FOR CROWDS OFF FERRY AT ST. GEORGE (from FRANCIS J. GOLDSMITH, Jr. Collection)

Electric Railroads

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FEATURE PUBLICATION OF THE



ELECTRIC RAILROADERS' ASSOCIATION

STATEN ISLAND MIDLAND RAILWAY SYSTEM

BY HERBERT B. REED

Besides the horse railroad which operated along the shore of Staten Island from Tompkinsville to Fort Wadsworth, and from Tompkinsville to the Causeway in West Brighton, there was another horse railroad system which also operated two branches, one from the foot of Broadway in West Brighton to Eckstein's Brewery above Castleton Corners, and the other from Stapleton to Concord, which was later extended to Foley's Grove. This organization, the Richmond County Railroad Company, was incorporated on March 10, 1885, with capital stock of \$150,000. The directors of the company were: John McDonald, Hiram R. Dixon, Clarence Delafield, Edward A. Moore, Monroe Eckstein, Robert Moore, and

Henry D. Leslie.

The officers were: Hiram R. Dixon, President; Monroe Eckstein, Treasurer; Henry D. Leslie, Secretary; Robert Moore, Superintendent.

The original route was planned to run from the foot of Broadway in West Brighton, up Broadway to Castleton Avenue, then to Columbia Street, to Manor Road, and up that street to Eckstein's Brewery, a distance of three miles. Work was begun at once, and on Saturday afternoon, June 13, 1885, trial runs were made over a portion of the road. Overcoming difficulties, including a strike of workmen on June 15, 1885, the line was completed, and the formal opening occurred on July 18, 1885. The street rails were laid on

heavy beams which rested on cross-ties, while the center of the road-bed was covered with crushed stone. The cars were built by John Stevenson of New York.

The company planned other routes through the interior of the Island. The Edgewater trustees denied the request of the company to build a line from Castleton Corners, along the Richmond Turnpike, Clove Road, and Richmond Road to Canal Street in Stapleton. On October 13, 1885, however, they granted a franchise for a horse-car route from the Stapleton ferry landing to Concord. The line began operation on June 10, 1886 (Sunday), and ran only from the ferry landing to Bechtel's Brewery on Richmond Road, carrying about three hundred passengers.

The line was soon completed to Concord and, according to the *Richmond County Gazette* of July 14, 1886, each car earned an average of \$37.50 each on July 4 and 5, 1886. Service was half-hourly on this line.

Permission of the local authorities was granted to the Richmond County Railroad Company to extend their line to Richmond, the county seat, but the extension was never built beyond Foley's Grove, which was an amusement and refreshment center about a half-mile beyond Concord. Fine car stables were built at Concord, with all "the necessary adjuncts" that were pertinent to a well-organized horse railroad.

The lines of the Company were reported as doing well financially; the only complaint was that the cars moved too slowly. During the winter months the company operated stages when snow covered the ground.

But whether it was because of decreased revenue, or, as some have stated, mismanagement, the company went into the hands of a receiver, Michael Cahill, according to the *Richmond County Standard* of June 9, 1888. Cars were kept operating on both branches of the line, but little money was spent for repairs or improvements. Deep gullies had been worn between the tracks, thus making it difficult for the horses to travel quickly over the routes. Cars did not follow any definite schedule, and ran only "semi-occasionally" or as suited the whims of the drivers. Indeed, it appeared at the time that the drivers were the managers of the road. The condition of the cars was very untidy. Public opinion was aroused, demanding that either the road be abandoned or put into a safe condition.

On Monday, December 24, 1888, the Richmond County Railroad ceased operations. All the cars of the Stapleton-Concord line were taken to the car stables at Concord, while those of the Manor Road line were stored in the stables on Manor Road. According to the *Richmond County Standard* of January 5, 1889, all the junk dealers of the island had their eyes on the equipment of the company. The gullies were filled in from the foot of Broadway in West Brighton to Castleton Corners by order of the Trustees of New Brighton, and by February 23, 1889, all the horses of the defunct concern had been sold. It was also remarked that several of the cars standing on the track at Concord would net the bondholders something if sold for kindling wood.

The Railroad was sold at foreclosure on Monday, July 7, 1890 to W. O. Ross of the firm of Hughes & Ross for \$8,000, subject to mortgages. The purchase included both branches, and was made in the interests of capitalists who planned to operate the road again. According to official records, the Union Trust Company of New York held the mortgages on

the company's property.

The purchaser of the road, represented by Mr. Ross, was the Midland Railroad Company, which decided to incorporate with a capital of \$150,000. The incorporators were: Joseph N. Tuffle, W. R. Van Bokkellen, Frederick J. Reville, Frank O. Ayres, Edward E. Britton, William O. Ross, Walter C. Low, and Henry B. Johnson.

Both branches of the railroad were put back in operation. The Stapleton-Concord line began operation on Sunday, August 10, 1890, Hiram Dixon, of West Brighton, managing it. Cars began running on the Manor Road line about the middle of August, 1890. It was the stated intention of the new company to operate its cars by electricity as soon as arrangements could be made.

Nathaniel Niles was elected president of the Midland Railroad Company. It was he who had invested a large sum of money in the company; in fact, he and his friends spent over \$80,000 to purchase the two branches, pay off its indebtedness, and make necessary improvements. According to the *Richmond County Standard* of September 10, 1892, the company had spent \$30,000 since the foreclosure sale, and operation of the lines was then costing them \$800 a month in excess of their receipts.

Mr. Niles was forced to repair roads at various places along the company's routes, the trustees of the villages threatening drastic action if not done at once. The railroad company was indeed operating under difficulties. Some repairs were not effected, Mr. Niles advising the trustees that tracks would be rebuilt when the line was electrified.

Permission was granted for the erection

of poles along the Manor Road line, and according to the *Standard* of September 10, 1892, the rebuilding of the Manor Road track was to cost between \$16,000 and \$18,000.

When it was impossible to operate the horsecars, the company planned to operate some of the old Prohibition Park stages, thus avoiding inconvenience to their patrons. When operating the cars, the driver would, when the track was in poor condition, drive his horses and car off the tracks and over the macadamized road until he reached a good section of the track. This was hard on the horses and unpleasant to the passengers, to put it mildly.

Horsecars were kept in operation on both lines of the company until early in 1896, when, because of laying new track and adapting old track for electric operation, the use of stages was resorted to until the new electric trolleys began operation. The first electric trolley to run on the Manor Road line made its trip on February 28, 1896, while on the Stapleton-Concord line the initial run occurred on Fourth of July of the same year.

Horse cars continued operating in New York City many years after they had been superceded by electric trolleys on Staten Island. The last horse car to run was the Bleecker Street line, which discontinued operation on July 26, 1917.

The average cost of horse car operation was about 20c per mile, an item of overhead which of course varied from time to time, and also varied according to the locality in which service was rendered. The average speed attained was about 5 miles per hour more or less, according to the type of terrain covered. The modern diesel-powered bus costs approximately the same for operation.



"The Trolleys Go Through"

In spite of trying weather conditions, the electrics rendered excellent service.

Experiments in electric transportation in the United States date back to 1835, when a vehicle was propelled by a crude motor attached to batteries. Later, power was generated at a central point and supplied to electric cars by means of two overhead wires, or one overhead wire with track return.

The word "trolley" was corrupted from "Troller" which was the name given to the car on Daft's short electric railway in Orange, New Jersey, during the year 1886, which vehicle received its motive power from two overhead wires. The term was subsequently applied to all street railway cars requiring a power supply outside the vehicle.

The earliest attempt to introduce this new method of transportation on Staten Island occurred during 1888-89, when the South Beach Railway Company, of which Captain Adolph King was the leading figure, applied to the Edgewater Village Trustees for permission to build and operate a one-mile electric railroad from the Rapid Transit Station at Arrochar to South Beach. After much wrangling, the franchise was granted on April 8, 1889, but because of the determined opposition of property owners along the proposed route the line was never built.

Another venture was a proposal by Erastus Wiman to build a line from Port Richmond Square, along Richmond Avenue to a point somewhere beyond Bull's Head. Permission was asked of the Port Richmond Trustees at their May 1892 meeting, and again in June, but the request died in committee.

The other companies were eager to build trolley lines on the Island: the Staten Island Interior Railroad Company, incorporated December 27, 1894, and the Staten Island Terminal Electric Railroad Company, incorporated January 17, 1895. The leading figure of both companies was the well-known Herman Bergholtz of Ithaca, New York, a successful railroad builder and brother-in-law of Elihu Thomson, head of the Thomson-Houston Electric System. Neither company built or operated electric railroads on the Island, and withdrew their requests during October 1895.

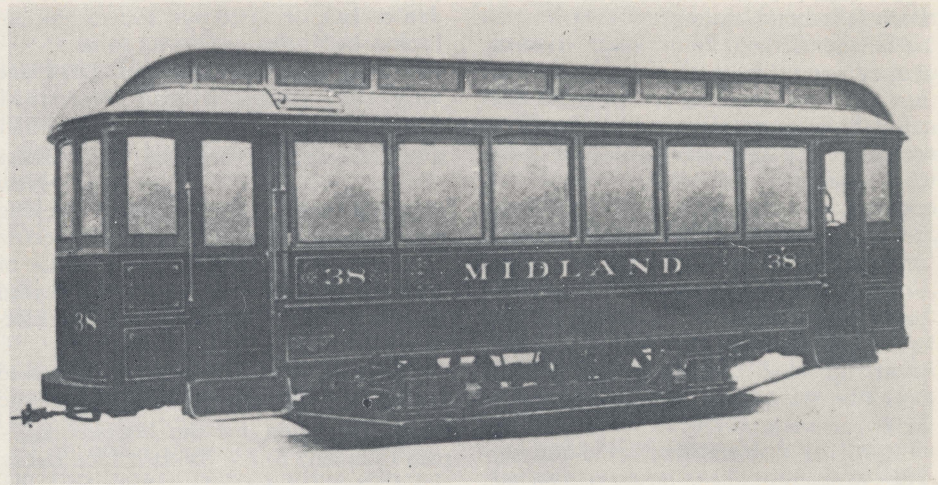
Later, the Princes Bay Railroad Company was incorporated on October 19, 1897, but the line was never built.

The Richmond Beach Railroad Company was incorporated March 5, 1901, and held great promise for transportation through the central portion of Staten Island, but, as with the other ventures of William S. Rockwell, it failed to materialize.

The route of the first electric trolley system to operate on Staten Island was from the Bergen Point Ferry entrance, along Richmond Terrace to Jewett Avenue, and up that thoroughfare to its terminus at the Boulevard in Prohibition Park (now Westerleigh).

Prohibition Park was a real estate development begun in 1889, and so named because no intoxicating beverages were

BUILDERS PHOTO OF AN EARLY MIDLAND CAR. LITTLE KNOWLEDGE EXISTS OF TRAILER CAR.



allowed to be sold on the property. A large auditorium was erected which seated 4,000 persons and was known as University Temple. Programs in the auditorium were varied, consisting of lectures, speeches, and sermons by prominent people in the fields of science, politics, and religion, as well as motion pictures and various exhibitions.

Because of inadequate transportation facilities and fare inequities the management of the Park decided to build and operate an electric trolley system from Port Richmond to the Association's property, and charge a reasonable fare. The decision was made public on September 19, 1891.

The Port Richmond & Prohibition Park Electric Railroad Company was incorporated on December 4, 1891, with capital of \$50,000, which was increased on April 27, 1892 to \$100,000. Franchises were granted by the trustees of the villages of Port Richmond and New Brighton, with the stipulation that the road be completed within a year, and extended to Richmond Turnpike (Victory Boulevard) within two years.

Construction of the line, which was to be single-tracked with several switches, was begun early in 1892, with completion date set for June 15 of that year. Due to unforeseen difficulties, such as delay in receiving material, opposition of some property owners, and the threats of the Rapid Transit Company to remove the Port Richmond railroad station, it was not until July 1, 1892 that the line was completed. Permission was granted by the courts for the company to use the old Belt Line tracks from Jewett Avenue to the Bergen Point Ferry entrance in Port Richmond.

The power plant, which was of brick construction, and the car barn of wood, were located upon the site which is now

Shaw Place and Jewett Avenue. The generating equipment consisted of two 100 KW dynamos, which were first tested on June 29, 1892.

On Thursday, June 30, 1892, twelve cars were received from the builders, the Stephenson Car Company, some of which were equipped with Edison Electric Company motors, while others were trailers. One car was drawn over the entire route by horses the same day. On Friday, July 1, 1892, installation of trolley wire was completed, and by late afternoon trolleys were first run over the line without regard for schedule. On Saturday, July 2, 1892, the cars were well patronized by the curious and those eager to be among the first riders on the new railroad.

Sunday, July 3, 1892, was a big day at the Auditorium, and large crowds gathered early at the Port Richmond terminus of the line, but the facilities were not adequate for all would-be patrons. Then too, there were delays on the switches, some cars "jumped the track", and a few power failures due to belt between engine and dynamo slipping off when the load became too heavy. Those who rode the cars were pleased with their appearance, neatly painted orange, and illuminated by incandescent lamps. Trailers were attached to all three-motored cars, thus taxing the capacity of the generating equipment when ascending the hill near the Park. In the evening a heavy thunder storm caused a burn-out of part of the electrical equipment, thus idling all cars on the line. Owners of horse-drawn vehicles and stages reaped a harvest by charging exorbitant fares.

On Monday, July 4, 1892, the line was taxed to capacity, each three-motored car towed two trailers. 5,000 persons were carried by the cars on the holiday, but the overflow were forced to use stages or other horse-drawn vehicles, all of which

collected exorbitant fares.

A short time later the Rapid Transit Company barred any further crossing of its tracks in Port Richmond; and cars were forced to terminate south of the Port Richmond railroad station instead of at the Bergen Point Ferry entrance. Resort was made to the courts, which at first rendered decisions favoring the electric railroad company, but these were reversed by a Supreme Court decision. Overhead wires were then cut at the crossing.

When cool weather approached, and the auditorium was closed for the season, patronage of the line fell off to only 300 passengers a day, not sufficient to pay operating expenses of the road. Losses piled up, and after fourteen months operation the average deficit amounted to \$200 per week.

Realizing that the line could not survive, many prominent business men met together in the Auditorium during September 1893, and decided to raise \$10,000 to extend the line to Castleton Corners, and later to Richmond and South Beach. However, by June 1894 the full amount had not yet been pledged, investors being reluctant to purchase the bonds because they were termed "second mortgage" securities. Operation of the line was continued during 1894, doing a good business during the summer months, but operating at a deficit during the off-season, when they operated hourly except during the rush hours.

Rumors were current at this time that consolidation with the Midland Electric Railroad Company was imminent. On March 11, 1895 the company was reorganized under the name of Staten Island Traction Company, which latter company was under the control of the Midland Company.

With generating equipment and rolling stock needing repairs, service was discontinued August 31, 1895, and replaced by horse-drawn trailers until restored on September 11, 1895. During this interval the fare was increased from five to ten cents, which brought protests from many sources and a threat by the New Brighton trustees to cancel the company's franchise. Service was discontinued a short time later because of insufficient funds to purchase coal for the power plant. Receivership was the result.

The Midland Electric Railroad Company, during November 1895, made a five-year agreement with the receivers of the line. Rate books were issued by the new company, which covered trolley, Rapid Transit, and ferry to New York for \$5.00 per month, and individual round-trip tickets covering these facilities for 25¢. Needless to say, patronage increased at once. On May 26, 1896, the Staten Island Midland Railroad Company purchased the Staten Island Traction Company at foreclosure sale.

The Midland Railroad Company, consisting of two horsecar lines, was owned principally by Nathaniel Niles. Mr. Niles had often promised to change the motive power of his railroad to electricity, but due to lack of patronage and insufficient capital had been unable to do so.

During the latter part of 1894 and early 1895 electric railroad fever struck Staten Island; a period during which several companies besieged the trustees of the villages of Edgewater, New Brighton and Port Richmond seeking franchises to build and operate electric railroads on the Island. In the midst of all the confusion a new word was coined by Cornelius G. Kolff: "Delirium Electricum".

In April 1895, Mr. Kolff appeared before the trustees of Edgewater and asked permission for the Midland Railroad Company to use the Belt Line tracks along Bay Street, thus allowing the Stapleton-Concord cars to reach Tompkinsville, and later the ferry at St. George.

The S. I. Electric Railroad Company purchased the property and franchises of the Belt Line Railroad on March 7, 1895, and included in that sale was the Port Richmond to Mariners Harbor extension over which horsecars had never run. The new owners believed it necessary to operate a car over these tracks to hold their franchise. Consequently the tracks were cleared and a large open car, which had formerly been used on the Belt Line, was put upon the track. A team of horses was attached to this car, and regular trips made between Port Richmond and Franklin Hall in Mariners Harbor, the first trip being made on October 1, 1895. As the weather became cooler, the company placed two closed cars upon the track, each drawn by one horse, and maintained regular twenty-minute service, the cars

meeting at a switch midway along the route.

The closed cars were too heavy for the light horses used to draw them and the interior of the vehicles were of a dingy appearance, with dirty floors, unwashed windows, and foul air. Because of irregularities in the track, which had sunk in places, the cars were in the habit of leaving the rails at times. Strange as it may seem, many people patronized this line, especially on Sundays, and were willing to pay a nickel for the transportation. The cars operated until the first snow, after which service was discontinued. When spring arrived, arrangement to rebuild the track and to electrify the North Shore division got under way.

A single horsecar was operated over the line which extended from Scott's Corner to the Point House in order to hold the franchise. This route was from the corner of Clove Road and Delafield Avenue (then Prospect Street) to the junction of Broadway and Clove Road (then Brook Avenue). Nothing can be found in the newspapers regarding this line; the only record available appears in *Staten Island and Its People* by Leng & Davis, pages 323 and 717. The horse, toiled up the grade slowly, after which it was allowed to rest as long as the driver thought necessary. The return trip was downhill, and was made at a more rapid rate of speed. After operating for some time, no fares were collected, and it was then that the children of the neighborhood became the road's most numerous customers.

Again no record can be found in the newspapers or in other records of a horse car line which operated from South Beach to Crabtree's during the year 1901. Crabtree's was a refreshment and bathing resort located midway between



309 OVERTURNED AT THE JUNCTION OF WATCHYOGHT RD.
JEWETT AVE. & VICTORY BLVD. ON APRIL 20, 1918
(from ROBERT L. PRESBREY Collection)

South and Midland Beaches. This information was found in *Staten Island and Its People* by Leng & Davis, page 717.

On March 11, 1895 the Prohibition Park & Port Richmond Railroad was reorganized, and incorporated as the Staten Island Traction Company. This new company was really a portion of the Midland Railroad Company, and was operated under its management.

At the July 1895 meeting of the New Brighton trustees Mr. Niles was given 30 days to repair roadways over which the Midland cars were operating, especially Columbia Street and Manor Road. Before the 30-day period had expired, Otto Ahlman, a co-owner of the Midland lines, arrived from Europe, and he and Mr. Niles were approached regarding a sale of their two horsecar lines. Needless to say, the sale was consummated during August 1895.

A reorganized company was formed, known as The Midland Electric Railroad Company, and had considerable financial backing headed by the Hinchliffe family of Paterson, N. J. Promises were made to electrify the lines at once, and to extend them to other portions of the Island. Temporary offices were set up in the store of Henry Brandt on Canal Street on August 29, 1895. Rails and other material were ordered and began arriving on the Island September 21, 1895.

Track-laying proceeded on Clove Road from Concord toward Richmond Turnpike during October 1895. The workmen met others from the S. I. Electric R. R. Co. laying track from the Turnpike toward Concord. A lively tussle ensued between the rival gangs, after which an injunction halted work by the latter company. In addition the 1500 foot stretch of tracks already laid west of the Turn-

pike toward West Brighton was ordered removed because permission had not been given by the trustees of New Brighton. Poles were erected along the Manor Road and Stapleton-Concord lines and tracks prepared for electric operation. Tracks were extended from Stapleton to Tompkinsville along Richmond Road and Van Duzer Street (now all Van Duzer Street)

Extensive alterations were made to the car barn on Jewett Avenue and new cars were stored there during December 1895 for the installation of motors and other equipment. A large plot of ground was purchased in Grasmere where during January 1896 construction was begun on a new power plant. The new cars were tried out on the Port Richmond-Prohibition Park route late in January 1896.

With power generated at the Prohibition Park power plant, the first electric trolley to run on the Manor Road line made its initial trip on February 28, 1896, and made the run from West Brighton to Eckstein's brewery and back in 49 minutes. Work was then begun on an extension of the Port Richmond-Prohibition Park line to Castleton Corners, and on May 31, 1896 the first car ran over the new extension, thus making a loop from Port Richmond Railroad station to the West Brighton station via Castleton Corners.

A franchise was granted to the Midland Company for an extension of their Concord line to the county seat at Richmond, and early in May 1896 work was begun on the project. The first electric trolleys operated on the Stapleton-Concord line on July 4, 1896, reaching Egbertville July 18, and Richmond July 26, 1896. A double-track line was built

from Richmond Road down Red Lane toward a new beach resort that was in course of construction to be known as Midland Beach.

During July 1896 property was purchased in Concord and work begun on a large carbarn; and in October 1896 an office was built near the entrance to the barn.

The little power house at Prohibition Park was taxed to capacity and often broke down under the load required of it. Then too, several burn-outs occurred because of lightning. After June 4, 1896, and until the new power plant at Grasmere went into operation on July 22, 1896, power was purchased from the S. I. Electric Railroad Company. With its three dynamos generating 1,300 H. P. in electrical energy the Midland had sufficient power for all its needs.

Tracks were extended from Castleton Corners to Clove Road during June 1896, and late in July 1896 cars were running from Port Richmond to Richmond. Work was then begun on double-tracking Richmond Road from Stapleton to Red Lane. This completed on September 5, 1896, cars began carrying the crowds coming to Midland Beach, which had officially opened on August 29, 1896. Special trolley parties were run to the new resort.

On October 28, 1896 construction work was begun on double-tracking Jewett Avenue, and on August 14, 1897 cars were using these tracks as far as Prohibition Park. It was not until April 1900 that the double tracks were extended from Prohibition Park to Castleton Corners.

The Midland Company had extended their tracks from Stapleton to Tompkinsville in the hope of connecting with the tracks of the S. I. Electric Railroad Company, and having common trackage with them to the ferry at St. George. This permission was not given, and the Midland built tracks on Montgomery Avenue, through the Denyse property and Tompkins Avenue to the top of Hyatt Street in St. George. Early in 1897 cars terminated at the top of Hyatt Street, and passengers were transferred to stages which brought them to the ferry entrance. During September 1897 tracks were laid down Hyatt Street but the company was unable to effect a means of bringing their cars to the ferry entrance. Several court actions were taken but all to no avail. Violent clashes of workmen occurred at this point because of the insistence of the Midland to give their patrons easy access to the ferry. Finally on September 18, 1898 the Midland cars were allowed to terminate at the South Street entrance to the ferry while the cars of the "Syndicate" crossed the viaduct to the second story entrance to the ferry house.

During 1897 the Midland Company placed several new double-track cars on



Midland Cars at Dongan Hills, 1905

its lines equipped with heavy-duty motors needed for hilly terrain.

The Midland Company was never successful financially, the Midland Beach traffic in the summer being offset by meagre revenue in off-season months. The lines carried about a half million passengers a month during the summer of 1898 but this was offset the following winter when snow removal and poor service cut the company's profit. All necessary expenses were cut to the bone to keep the company solvent. The Wetherill money came into the Midland Company early in 1898 as a loan to keep it from bankruptcy, which loan was later the basis of a suit during July 1899, when the Wetherills became the owners of the lines.

At first Midland Beach was supplied with electricity from the Midland power plant, but during May 1900 the resort put their own plant in service, which was

located on Red Lane (now Midland Avenue).

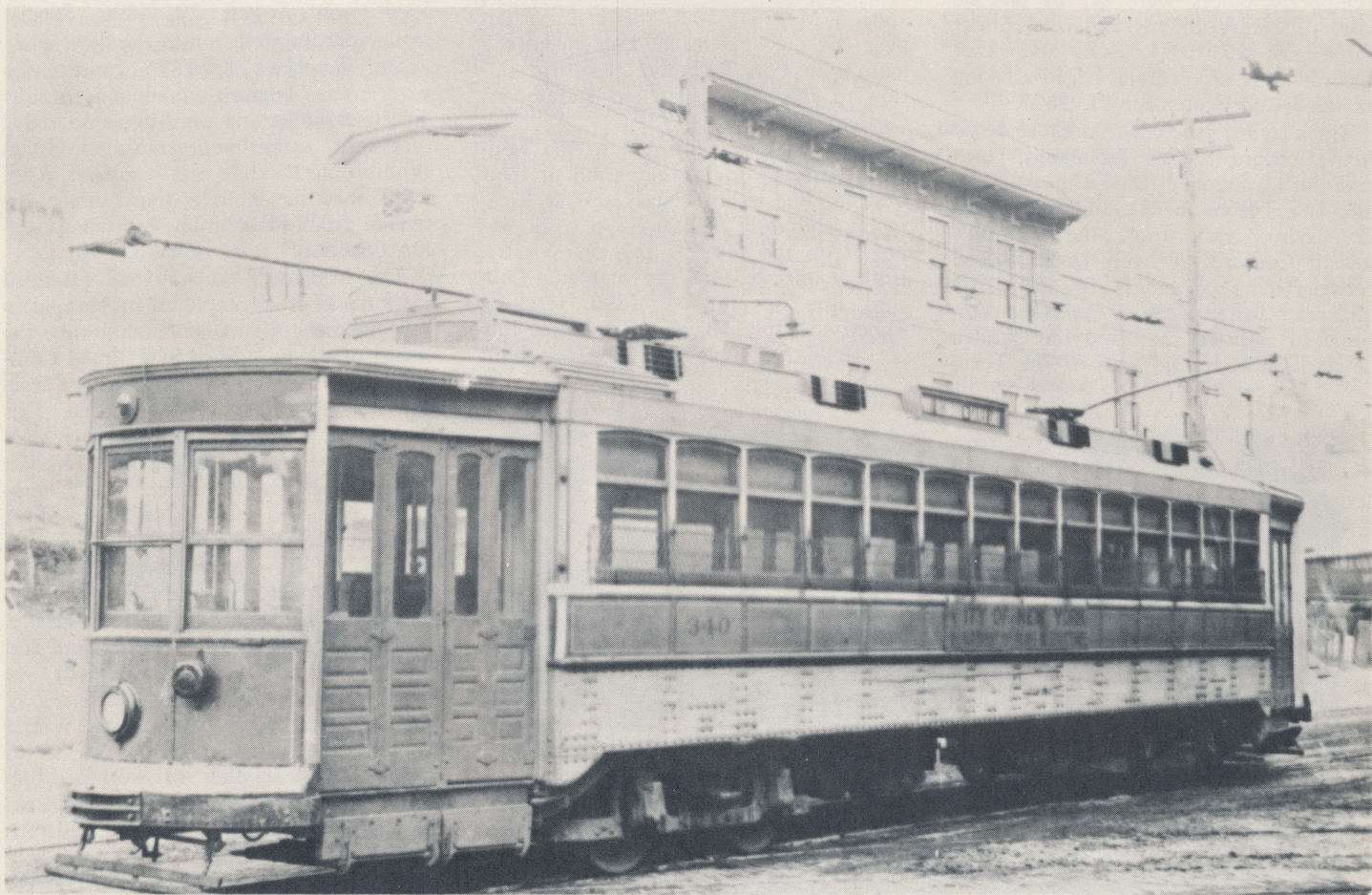
Trolley men were made happy during the Christmas season of 1900, when a plan which had been adopted in other cities was put into effect on Staten Island. Early in December of that year notices were posted in all Midland trolleys asking passengers to pay 1¢ in addition to their regular fare, which money was to be divided equally among all the men. Many passengers donated more than the 1¢ asked by the company, and according to newspaper reports "a handsome showing was made."

1901 was a banner year for trolley traffic on Staten Island; over 100,000 persons visited the Island on Sundays and holidays during that summer. All available rolling stock was pressed into service, even the closed cars were used at times and officers of the company gave their services as conductors and motor-

men.

The Midland cars terminated at the foot of South Street at St. George but after the change of management the Richmond Light & Railroad Company allowed the cars to use the viaduct and terminate at the second floor of the ferry terminal. The first Midland car to use the new terminus was trolley #31 on October 8, 1902.

The H. H. Rogers' interests being in both companies, there was an effort to unify all transportation on the Island. The Midland became a subsidiary of the R. L. & R. R. Co., but was operated as a separate unit. In 1906 the S. I. Midland R. R. Co. passed into the hands of receivers, and on January 3, 1907 was sold under sequestration proceedings. Reorganization was accomplished on January 17, 1907, and incorporated under the name Staten Island Midland Railway; the directors being the same as those of the



CAR 340 WAS ONE OF TWENTY CARS THAT WAS USED ON THE RICHMOND RAILWAY LINES AND THEN WERE ALSO LOANED TO THE MIDLAND SYSTEM FOR USE ON THE SILVER LAKE LINE TO CLOVE ROAD. THIS PHOTO WAS TAKEN WHILE THE CITY OF NEW YORK OPERATED THE MIDLAND ROUTES FROM 1920 TO 1926. (from the collection of ROBERT L. PRESBREY.)



DEPT. OF PLANT & STRUCTURES CAR 318 RATTLES ALONG RICHMOND TURNPIKE AT CLOVE ROAD IN JUNE, 1923. DERAILMENTS WERE FREQUENT ON THE MIDLAND SYSTEM DUE TO MAINTENANCE NEGLECT OF THE TRACKS. (from the collection of FRANCIS J. GOLDSMITH, Jr.)

R. L. & R. R. Co. Things went from bad to worse for the company, and on January 16, 1920 the City of New York obtained an injunction against the company. The R. L. & R. R. Co. seized 32 cars they claimed had been loaned to the Midland, thus leaving only five cars able to be operated, while the car barn at Concord was full of obsolete and unusable equipment. No cars were then operated by the Midland Company. The R. L. & R. R. Co. began operation on the Silver Lake route as far as Clove Road, a franchise which they had leased to the Midland many years previous. Fifty City of New York buses took over the routes of the Midland beginning January 19, 1920, when the power supply was discontinued by the R. L. & R. R. Co. The Grasmere power plant of the Midland Company had been dismantled in 1917. The R. L. & R. R. Co. was itself in the hands of a receiver at the time

of this turmoil.

Trolley service was again resumed under direction of the receiver between St. George and Concord on May 21, 1920 with a 5¢ fare, using four cars, three of which were claimed and taken by the R. L. & R. R. Co., after which service was again discontinued. After the receiver, Jacob Brenner, had obtained a court order the three cars were returned, and service resumed on May 24, 1920.

The Dept. of Plant & Structures of the City of New York then took over the entire Midland system, overhauled some cars, repaired tracks, and purchased some cars from the Brill Company, and former 2nd Avenue, New York cars, and then the twenty Shipping Board cars which the R. L. & R. R. Co. had used on their lines. All cars were painted red and were nicknamed "Red Mikes". Service was inaugurated on December 1, 1920, the first car in charge of Mayor Hylan.

Cars operated over all the Midland routes at a 5¢ fare. Municipal operation of the Midland lines ceased at 3 A. M. August 1, 1927, when the Staten Island Edison Corporation refused to give any further electric service because of unpaid electric bills amounting to \$175,000. Bus franchises were awarded to the Tompkins Bus Company on July 28, 1927, and eighteen routes were assigned. Over 100 buses went into operation on August 1, 1927 covering all routes of the old Midland system, with a 10¢ fare and no transfer privileges, although transfers were later issued between lines.

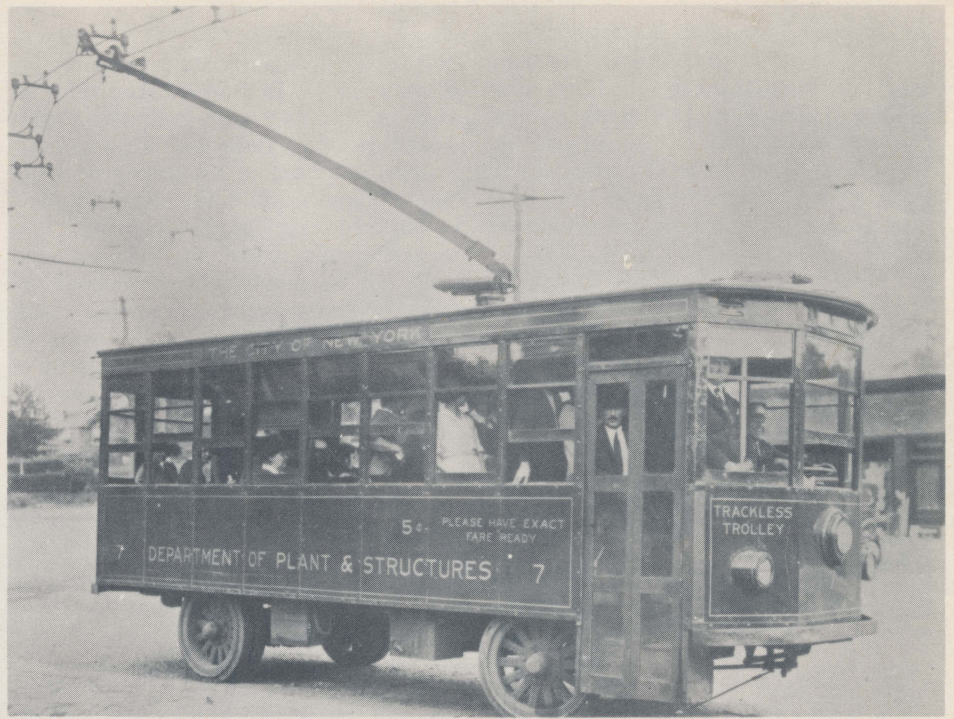
To give better transportation service to residents of the interior of Staten Island, the City of New York through the Department of Plant & Structures purchased seven trackless trolleys from the Atlas Company, which they intended to use on two new routes; one from Meier's Corners to Sea View Hospital,

and the other from Meier's Corners to Linoleumville (now Travis).

Service was inaugurated on the Sea View Line and on the Travis Line as far as Bull's Head on October 8, 1921. The Travis Line was extended from Bull's Head to the Carteret Ferry at Travis within a few days. *The Staten Island Advance* of October 20, 1921, in an editorial stated that "Linoleumville is on the map"; and in its October 24th edition reported that "at last after nearly twenty-five years of waiting Linoleumville has transportation."

The new vehicles, known as "trollibuses", were 23 feet in length, 7 feet 2 inches wide, with 140 inch wheel-base, 36-inch cushioned solid rubber tires, and weighed 11,500 pounds. There were 6 cross seats, 2 lengthwise, and one circular in the rear, all covered with genuine leather cushions of green color. The seating capacity of each vehicle was 30, with accommodations for 15 standees. Each vehicle was equipped with two 25 H.P. 600 volt motors arranged for series-parallel control. The overhead lines were fed 550 volts through feeder cable; power was generated at Sea View Hospital where additional equipment had been installed to care for the additional load. Each car cost \$8,000.

Trackless trolleys had been decided upon by the City of New York because of their economy, both in construction of the line and operation of the vehicles. Single-track construction cost from \$37,000 to \$60,000 per mile according to the terrain; trackless trolley construction was only \$400 per mile. Then there was the



#7 WAS OPERATED ON ONE OF THE EARLIEST TROLLEY-COACH ROUTES IN THE U.S. BEING OPERATED BY THE CITY OF NEW YORK, IT WAS A FORERUNNER OF EVENTUAL CITY-WIDE BUS OPERATIONS THAT EXIST TODAY. (from GEORGE V. ARNOUX)

efficiency of operation:

Standard Safety Trolley	24.3¢ per mile
Gasoline Bus	29.55¢ per mile
Trackless Trolley	20.95¢ per mile

The line from Meier's Corners to Sea View Hospital was 2.6 miles; from Meier's Corners to Carteret Ferry in Travis 4.4 miles.

City and county officials occupied the first cars to operate over the two lines, including Mayor Hylan and Grover Whalen. The first accident occurred a few days later, when Grover Whalen, while teaching a new operator how to drive the vehicle, lost control of the car which crashed into a pole just west of Willowbrook Road on the Victory Boulevard, injuring several passengers. Generally these two lines were satisfactory, and gave residents and visitors to the Island quick and dependable service, with a 5¢ fare.

To give transportation facilities to some of the most neglected portions of the Island, the City of New York built another trackless trolley line from Richmond to Tottenville; which line was officially opened on November 4, 1922, prominent officials riding in the first cars as on previous occasions. Vehicles used on this new line were an improvement over those on the other two lines, and were built by the Brockway Company. Fare from Richmond to Tottenville was 5¢.

Shortly after the discontinuance of the Midland trolleys on August 1, 1927, the Sea View and Travis Lines were discontinued and replaced by "School Buses", much to the disgust of the riding public. On October 17, 1927 the last trackless trolley run was made on the Richmond-Tottenville line, and irregular and intermittent bus service substituted, with a 10¢ fare. — END —

Next: THE STEINWAY TUNNELS



BROCKWAY-BUILT, #304 RAN THE LENGTH OF THE ISLAND TO TOTTEVILLE FOR ONLY 5¢. (from GEORGE V. ARNOUX)

STATEN ISLAND MIDLAND RAILWAY CO.

CAR ROSTER - 1908 to 1920

No.	TYPE	BUILDER	DATE	LENGTH	SEATS	DISPOSITION-NOTES
150	ST Closed	Brill	1901	29' 7"	*30	Retired in ?
151	ST "	St. Louis	1896	28' 8"	24	Retired 1919
152	" "	" "	1896	28' 8"	24	" 1919
153	" "	" "	1896	28' 8"	24	" 1919
154	" "	Brill	1901	29' 7"	*30	Sold 1917 to ?
155	" "	"	"	" "	*30	" " "
156-	" "	St. Louis	1896	28' 8"	24	Retired 1919
163						
164	" "	Brill	1901	29' 7"	*30	Sold 1917 to ?
165	" "	St. Louis	1896	28' 8"	24	Retired 1919
166-	DT Semi-Convertibles	J. G. Brill	1906	38' 6"	**40	Acquired 1913
-169	(See Note 1)					
200-	ST 10 Bench Open	St. Louis	1897	30' 10"	50	Retired 1919
-239						
240-	ST 8 Bench Open	Stephenson	1892	23' 8"	40	Retired 1913
-244						
300-	DT Steel Closed	Osgood Bradley	1914	41' 4"	***43	Seized by the Richmond Light & RR. Co. 1920.
-331						Acquired by R. L. & RR. Co. 1920
A-1	ST Snow Plow	Taunton	1903	26' 7½"		Retired ?
A-6	ST Sprinkler	McGuire Mfg. Co.	1896	25' 6"		Leased to DP & S 1920-27 as No. 99
A-8	ST Snow Sweeper	McGuire-Cummings	1901	28' 7"		Leased to DP & S 1920 as No. 93
A-9	ST Construction	Taunton	1904	21'		Acquired by RL & RR. Co. 1920
A-11	ST Sand	Stephenson	?	23' 3"		Retired 1917
A-12	ST Emergency	Stephenson	?	24'		Retired ?
A-15	ST Express	S.I. Midland Ry.	?	24' 9"		Retired ?
A-16	ST Work	St. Louis	1896	23' 10"		Retired ?
A-17	ST Flat Trailer	Ramapo Iron Wks.	1896	30' 5"		Acquired by R. L. & RR. Co. 1920.
A-19	DT Snow Plow	Grothe	1910	39' 4"		Leased to DP & S 1920-27 as No. 100
?	ST Sand	St. Louis	1896	23' 10"		Retired ?
?	ST Flat	St. Louis	1896	23' 10"		Retired ?
?	ST Emergency	St. Louis	1896	23' 10"		Retired ?
?	ST Freight	Taunton	1896	24' 4"		Retired ?

* * * * *
 * Rebuilt in 1917 to 26 Seats ** Rebuilt in 1917 to 36 seats
 *** Rebuilt in 1917 to 40 Seats

Note 1. These cars were acquired in 1913 from Philadelphia Rapid Transit Co. and in 1920, three were leased to the Dept. of Plant & Structures. Disposal of fourth car unknown.

Further history of cars acquired by Richmond Light & Railroad Co. will be found in equipment roster of that company accompanying ELECTRIC RAILROADS #26.

CITY OF NEW YORK
 ,DEPT. OF PLANT & STRUCTURES
STATEN ISLAND MIDLAND RAILWAY DIVISION

CAR ROSTER - 1920 to 1927

<u>No.</u>	<u>TYPE</u>	<u>BUILDER</u>	<u>DATE</u>	<u>LENGTH</u>	<u>SEATS</u>	<u>DISPOSITION-NOTES</u>
91	ST Sand	J. G. Brill	?	26' 0"		No information
92	ST Work	J. G. Brill	?	26' 0"		No information
93	ST Flat	Taunton	1904	21' 0"		Formerly SIM A-9
96	DT Semi-Convertible	J. G. Brill	1906	38' 9"	36	Formerly SIM 166 Retired 1922
97	DT Semi-Convertible	J. G. Brill	1906	38' 9"	36	Formerly SIM 167 Retired 1922
98	DT Semi-Convertible	J. G. Brill	1906	38' 9"	36	Formerly SIM 167 (Was rebuilt in 1922 into an Emergency Car with same number)Retired 1924
99	ST Snow Sweeper	McGuire-Cummings	1901	28' 7"		Formerly SIM A-8
100	DT Snow Plow	Grothe	1910	39' 4"		Formerly SIM A-19
101- 128	ST Birney	J. G. Brill	1920	27' 8"	32	See Note 1 below.
129- 138	ST Birney	J. G. Brill	1921	27' 8"	24	See Note 2 below.
301- 340	DT Wood Closed	J. G. Brill	1898	39' 1"	36	See Note 3 below.
332- 351	DT Steel Closed	Cincinnati	1918	50'10"	52	See Note 4 below.
* * * * *						

- Note 1 - These cars were sold at auction to Transit Equipment Co. on Dec. 5, 1927 and according to the purchaser, were sent to Tulsa, Oklahoma.
- Note 2 - These cars were delivered to the Williamsburg Bridge car yards of the D.P & S. in Brooklyn, then transferred to Staten Island. They were reported as having been sent to Tulsa, Okla. after auction sale on Dec. 5, 1927
- Note 3 - These cars were acquired in 1921 from the former 2nd Avenue Railroad in Manhattan where they were numbered #7, 10, 11, 17, 22, 23, 28, 31, 34, 40, 43, 44, 50, 51, 52, 60, 79, 83, 84, 88, 91, 92, 94, 95, 97, 104, 106, 110, 111, 113, 122, 124, 130, 141, 142, 144, plus four other cars whose numbers are unknown. On June 15, 1921, they were loaded on a railroad car float at Harlem River & 2nd Avenue and landed at St. George, Staten Island the next day. During the intervening years, cars were transferred between the Midland and Williamsburg Bridge Division which, at that time was also operated by the D.P. & S. This transferring was accomplished by use of the City ferry-boats to Broadway (Brooklyn) Ferry Landing. In 1927, 25 cars were sent to Williamsburg Bridge and the other 15 were scrapped by Transit Equipment Co.
- Note 4 - Thirteen cars in this series, owned by the Richmond Light & Railroad Co. were leased to the D.P. & S. for use on the Silver Lake Line. According to Transit Equipment Co. These cars were sold to Petersburg-Hopewell St. Ry. Co., Hopewell, Va.

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