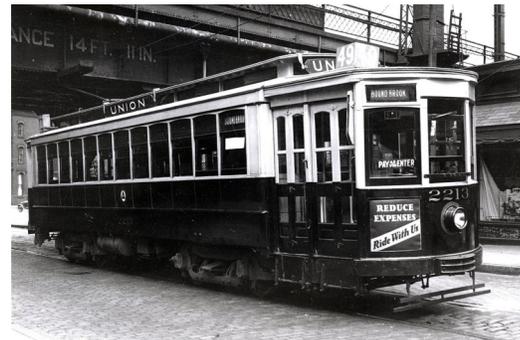


# The Bulletin



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## The Bulletin

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## This Month's Cover Photo:

Public Service 2213 on the  
49/Union route heading to  
Bound Brook, Broad Street  
at the DL&W station, New-  
ark, 8/25/1935. Photogra-  
pher unknown, Jeffrey Erlitz  
collection.

**In This Issue:**  
**The Genesis of  
Dashing Dan —  
A New Jamaica  
and the Main  
Line Complete  
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## A FARE INCREASE MEMORY by Henry Raudenbush

*This article was inspired by [an item that appeared in the New York Times on April 12, 2019 concerning the 1948 New York City transit fare increase.](#)*

A friend and I went down to our local station (169th St on the IND Queens Line, then the terminal) that night. He paid the last nickel fare, and I paid the first dime fare. We knew that there would be huge mob at Times Sq competing for the honor, but as we expected, we had no competition at 169 St. Right behind me, a guy came running down from a connecting bus, with his nickel ready, but he had to find a dime.

The turnstiles had been equipped with a dime slot parallel to the nickel slot, and there was a cap on the top with an off center slot, held in place by a couple of screws. That way, the Turnstile Maintainer only had to loosen the screws, turn the cap 180 degrees, and retighten the screws.

Most of the buses, both NYCTS and private operators, had had fare boxes that would take nickels (and some also dimes) but had no way to deal with pennies. Until new fare-boxes were put in, the pennies for the 7-cent or 6-cent fare had to be dropped in a cigar box. (Some of the private companies were only allowed 6 cents; I think they had to go to litigation to get to 7 cents).

The most interesting detail was the 12-cent combination fare for surface plus subway trips. This was a great breakthrough. The mechanics were complex, and required a lot of new or recycled facilities!

Starting on a bus, you paid the 7-cent fare in the farebox. Then, near the rear door, there was a small vending machine which took a nickel, and spit out a little card ticket. In our station (which had very heavy bus

to subway traffic), a row of the small three-bar turnstiles, removed from buses and PCCs were installed, and among them one of the old ticket chopper boxes used by the IRT before they went to turnstiles in the 1920s. You dropped the transfer ticket in the box, and were counted through one of those turnstiles. A platform man watched that you did use a ticket.

If you started on the subway, you paid your dime fare in the usual way. At a busy transfer station, inside the fare paid area, there was a small booth that had been installed. You paid the 2 cents to man there, and he punched out another small ticket, with a machine in the counter just like a movie box office. Boarding the bus, you handed that ticket to the driver.

What might be considered the longest-ever transfer walkover was set up between the subways and 3rd Ave "L" at South Ferry, and the bus terminal in St George – 5 miles on the ferry. The 12-cent combination fare was applied between Staten Island buses and the subway. The ferry had its own separate 5-cent fare.

When the South Ferry branch of the Third Ave "L" was abandoned, free transfers were provided between the "L" and M15 bus between Chatham Square and South Ferry. If you boarded the bus between Chatham Square and the ferry, there was a special transfer form sold on the bus.

A couple of years later, the bus fare was raised to 10 cents, and the combination fare to 15 cents. A little later, the combination fare was eliminated, and once again double fares were required to parts of the city not served by the subway – particularly eastern Queens and all of Staten Island.