

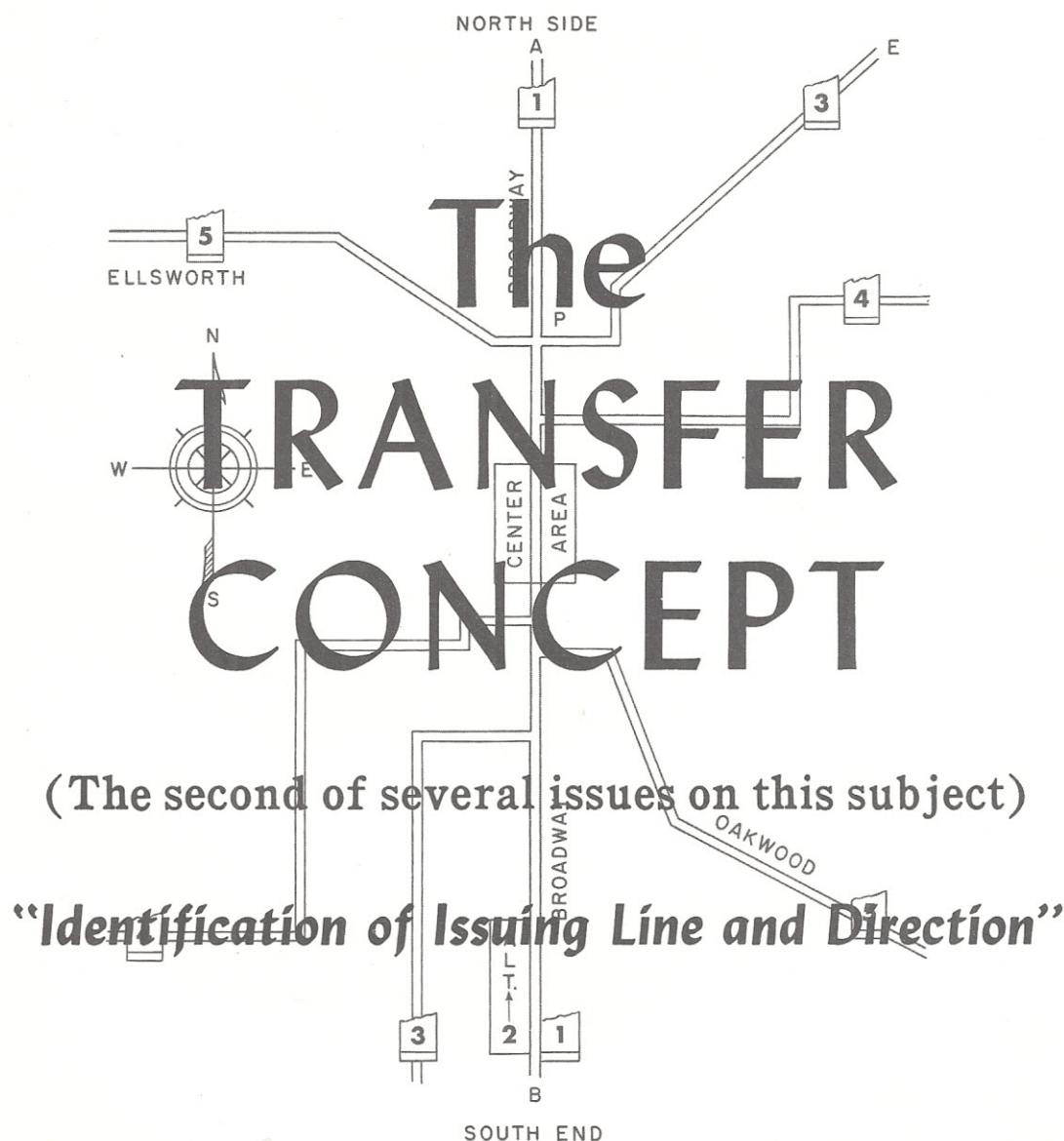
The

Globe

trotter

October 1960

ISSUED BY THE GLOBE TICKET COMPANY IN THE INTEREST OF THE
ELECTRIC RAILWAYS AND BUS TRANSPORTATION INDUSTRIES



GLOBE TICKET COMPANY

112 N. 12th STREET, PHILADELPHIA 7, PA.

A Nation-Wide Service

IDENTIFICATION OF ISSUING LINE AND DIRECTION

We have established the fact that those passengers whom we cannot carry to their destination by direct route should be identified as having paid their full fare, possibly including a transfer charge, on the vehicle of the line on which their trip started. That identification is furnished in the form of our "transfer." For practical reasons it has long been considered undesirable to obtain from the passenger detailed information on where he desires to go, by what line and where he intends to transfer, in order to impart this information into the identification transfer slip. Instead, the transfer has been made valid in a more general way on connecting lines going in the right direction and at proper and permissible transfer points. Hence it became possible to issue it quickly upon demand.

But this manner of identifying certain passengers with the least delay requires on one side clear and quickly read indication on the transfer of the issuing route plus in most instances its direction of travel at the time of issuance, on the other unmistakable general rules and specific regulations applying to individual lines, setting down the routes onto which transfer from the issuing line and direction is permissible and at what transfer points.

In urban transit, subject to the necessity of having passengers transfer from one route to another, we deal essentially with four different types of routes:

Through lines which run from an outside point into the central city area and continue through it to an outside point.

In-and-out lines, running from an outside point into the central area, but returning from there by the same or essentially the same route to that same point.

Crosstown lines which run from one outside point to another for the essential purpose of connecting a number of radial or parallel routes.

Finally, Feeder lines which connect an outside area with an outside point on a shuttle basis.

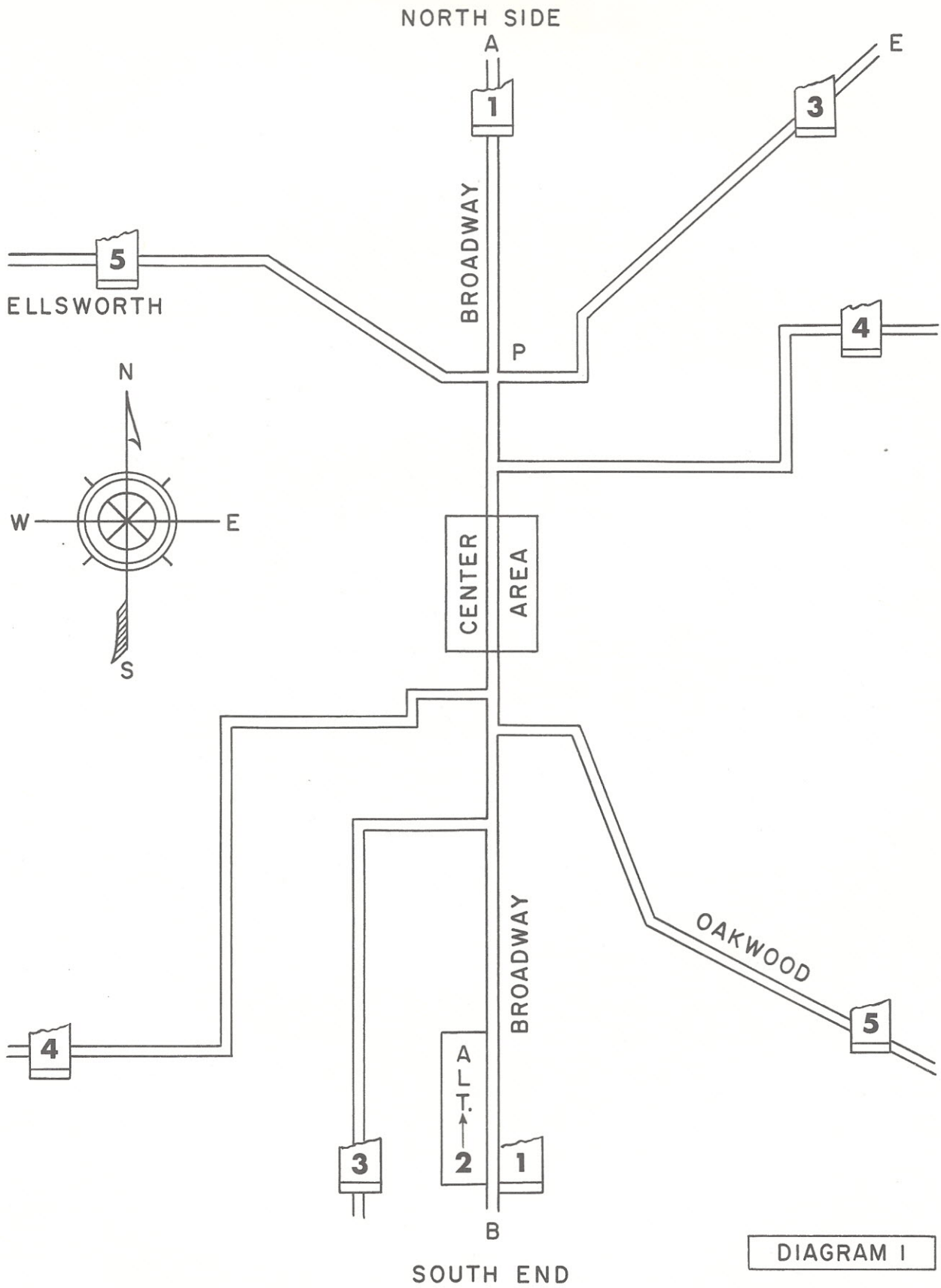
Each of these categories requires its own approach in the determination of the means of route identification most effective for it.

The diagram on page 3 shows several "Through" lines. It becomes obvious right away that, because of the lines branching off the main trunk route, different regulations with respect to transfer points should exist, depending on whether the transfer is issued while the vehicle for instance is traveling from its starting point on the north side southbound toward the central area or whether it is issued while northbound toward the center from its terminal in the south end.

Take line 1, starting at point A in the north and ending at point B in the south, returning by the same route. Obviously passengers starting southbound and wishing to go for instance to point E on route 3, northbound, should transfer at the first junction point with route 3, which is point P. If they were allowed to transfer in the center area, we would create round tripping from point P into the center on route 1, southbound, and return on route 3, northbound, on a transfer. On the other hand, transfer from route 1, northbound, from point B for instance to route 3, northbound, should normally be allowed in the central area, as a matter of convenience to passengers.

It is clear therefore that the regulations with respect to safe transfer points should differ for route 1, northbound, as against route 1, southbound. In fact, for purposes of effective transfer control each direction of a "Through" route should be considered and treated as a separate route. It should be identified clearly.

On "In-and-Out" lines, the question whether or not a separation or designation is required with respect to whether a transfer was issued while inbound or while outbound depends on whether any transferring from an outbound vehicle takes place at all, whether therefore



transfers are issued on such a trip. It depends also on whether, outbound, strict control is called for in the light of possible chances for abuse and possible incentives for such abuse.

On "Crosstown" lines it is generally desirable to separate each direction in order to furnish means of controlling round tripping abuse usually through the double transfer privilege commonly necessary where "Crosstown" lines exist.

"Feeder" lines as a rule create no necessity for separation, since transferring generally takes place only at the feed-in point to a regular route.

How then can lines best be identified? The clearest and best separated identification is that which uses a separate form for each direction. The sketches 2, 3, 4 and 5 for instance show separate identification for our route 1 on diagram 1 for each direction. The sketches 2 & 3 differentiate by showing "N" for northbound and "S" for southbound, using the same route number in both directions. The sketches 4 and 5 indicate the terminal areas instead of the direction of travel, and in this case the route number has been varied, depending on direction. This is an excellent principle because it emphasizes each direction as in fact a different route, requiring its individual considerations. Note that the area "From" which the vehicle issuing the particular transfer comes is indicated and there is good reason for this.

It is true that the vehicle itself, as it travels toward its terminal, of necessity does not show on its marker where it comes from, but where it goes, since that is what the passenger not fully acquainted with the route wants to know. At times, and in order to avoid inconsistency transfers issued while traveling toward "ELLSWORTH" for instance have been made to show that indication, in order to establish its direction of travel when issued.

In practice however this method has not been generally adopted but is in the minority. The thinking of those favoring the opposite method emphasizes the fact that, in the control of transfer abuse our receiving driver is interested to know not only the line but also the area from which the passenger originated, in order that he may judge whether or not the pas-

senger is attempting to return into that area on a transfer. He is interested therefore in a designation which gives him that information as directly as possible. To repeat, the vast majority of companies who designate lines by terminal points or areas now designate on the transfer the point or area from which the vehicle started when issuing this particular directional transfer. The indication may be "From Ellsworth," southbound, in this case, or "From Oakwood," northbound, or simply "Ellsworth" and "Oakwood" respectively, as long as the understanding is clear that the point shown indicates the origin point of the run. Sketches 6 and 7 exemplify route 5 directionally separated through indication of origin area.

The complete separation of the "Through" route transfer requires that two separate forms of the face of the transfer be established for each "Through" route. It results in an unmistakable identification of route and direction of issuance, more so if re-inforced by a practical color scheme, designed to make recognition of transfers as easy and rapid as possible. A following issue will deal with this helpful use of color.

A complete separation of the two directions of travel on a "Through" transfer is unavoidable, of course, where it is desired to show on the transfer the restrictions in transfer points and other conditions of use that apply to the specific route involved, and these will naturally be different for each direction of travel, as they will deal largely with connecting routes encountered between the starting point at the outside terminal and the central area.

Where such specific restrictions and privileges are not intended to be shown on the transfer itself, there is a possibility to reduce the number of forms by using one basic form for both directions but make provision to indicate direction at the point of issuance. Sketch 8 shows how this is done at times. Our line "Broadway" (no route number shown) is identified here as such, with northbound (N) and southbound (S) to be indicated by punch mark on the part of the operator. The details of doing this can be varied in many ways and are being varied a great deal in practice. The N, S, E & W may appear in different parts of the transfer, and, for that matter, so may the line name itself. We might mention at this point that, for the sake



of illustrating our discourse we have placed the line designation at the bottom end of the form. It's a good spot, but it need not necessarily be there. There are other good locations too, for instance directly under the time scale.

You no doubt discovered that the use of a single form, with direction indicated by punch mark, is a "second best." It is not as clean-cut and effective as complete separation. Also it loses considerably in effectiveness, unless it is properly tied in with a practical and helpful color scheme. We have mentioned this before and will come back to this in a following issue. A good color arrangement is a necessary adjunct and support to line and area identification; it is of great help to the operator.

To be effective therefore this single form (see #8) should be printed in two colors, a quantity to be used in one direction in one color, the remaining quantity for the opposite direction in an opposing color.

Sketch 9 makes the better form then, because it accomplishes what #8 does, without the necessity of applying a punch mark. The form is the same for both directions. Part of the quantity required, the part needed for northbound travel in our example, is printed on green paper, the part needed for southbound travel on orange paper. The operator carries pads of both colors and, as he reaches each outside terminal, he inserts the pad bearing the color appropriate to his new direction of travel.

(This is the second of several issues of our Globe Trotter on THE TRANSFER CONCEPT. The third issue will follow in about a month. The issues will be useful for reference, if kept in a binder.)

