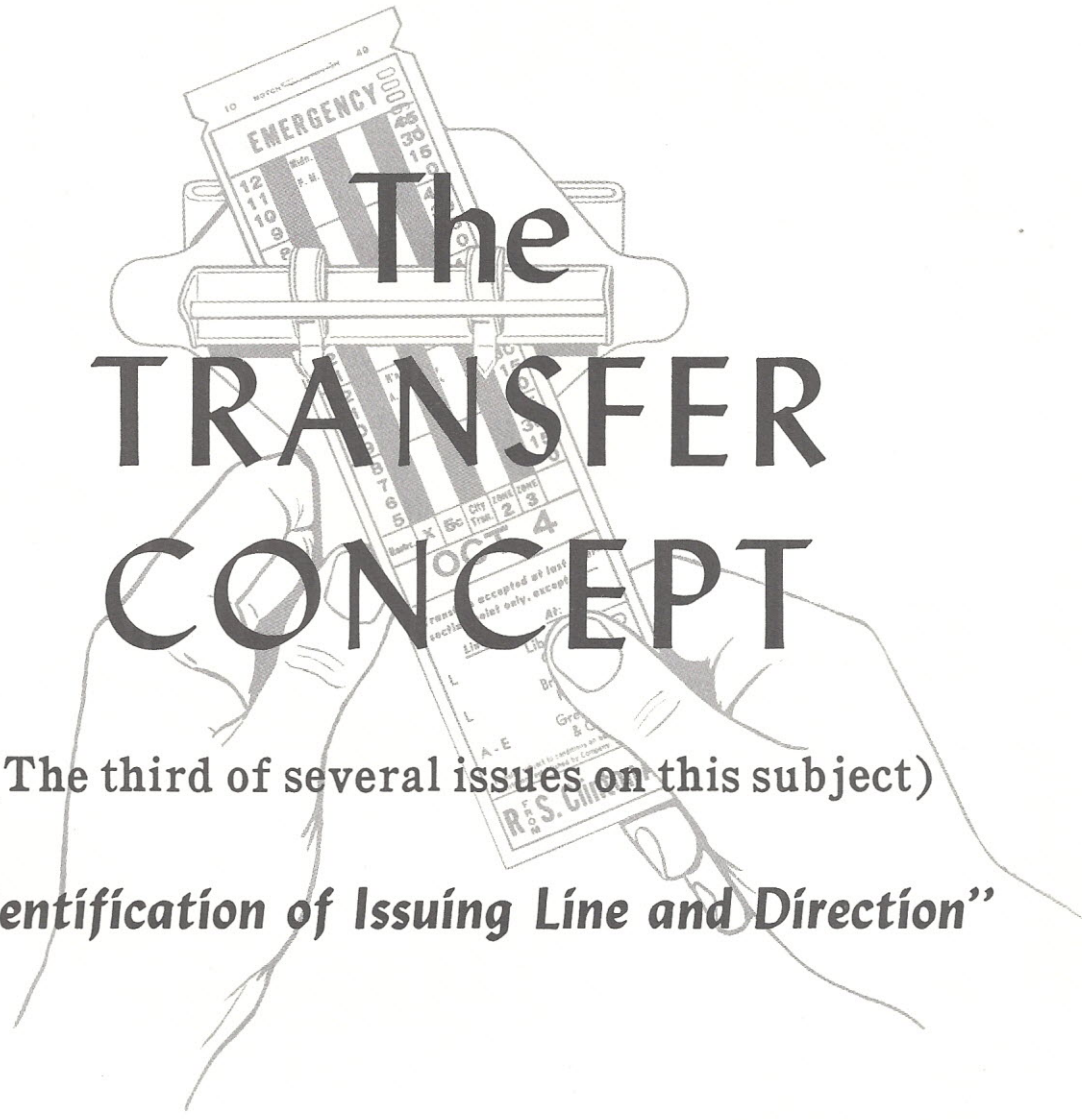


The Globe trotter

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



The TRANSFER CONCEPT

(The third of several issues on this subject)

"Identification of Issuing Line and Direction"

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A Nation-Wide Service

IDENTIFICATION OF ISSUING LINE AND DIRECTION

The previous issue dealt with identification of issuing line and direction by means of what has become known as a "Line Transfer", meaning a transfer form where each form identifies one line only, separated again by direction or with provision, such as by color differentiation, for bi-directional use.

On many medium sized and smaller properties it has become customary to operate a number of vehicles on a tripper basis. Such vehicles may follow certain rush routes in the morning, then switch to certain school routes, pick up school routes again in the early afternoon and again take care of afternoon rush traffic on other routes. One vehicle and its driver may in this way service five or six lines in a day's work. Normally, on each different route, the operator would issue the specific line transfer for that route, and it would be necessary for him to carry transfer pads for each one of these in both directions.

In order to avoid this, it has become fairly common practice on such properties to design a "Universal Transfer" form, intended for use on the type of tripper runs just described. A universal transfer form is one, on which all lines of a property are indicated, the individual line of use at the moment to be identified by a signal such as a punch hole or a notch. Likewise, under certain conditions, only a partial number of the routes operated may be included in one transfer form, several of such forms then, each showing several lines, making up the entire system. We refer to these as "Semi-Universal" forms.

Again, on smaller properties, in attempts to reduce the number of forms such "Universal" or "Semi-Universal" forms may be used on normal operation. In this issue we are showing several forms of this type that are in use.

One should realize clearly however that a transfer form showing a number of routes which, individually, are to be identified by a certain signal is not as clean-cut, as clear and as safe for use than the "Line Transfer" that unmistakably identifies one single line and direction. In this part of the transfer system again it is possible to defeat the purpose of the entire system and its effectiveness by following considerations of convenience and economy without due regard to the fares which will without question be sacrificed, if the system, because of improper design, cannot fulfill its purpose.

In the design of a "Universal" or "Semi-Universal" transfer, therefore, great care should be taken to pattern the design as closely as possible to the features which make the "Line Transfer" effective. Primarily this means that, whichever method is used to identify the individual route among the several or many routes listed on the transfer, it should establish that identity as strongly and clearly as possible. At the same time, direction, an equally important part in the identification of the issuing line, should be indicated unmistakably and effectively, if possible reenforced by color.

There is another point that should not be overlooked. Misuse of transfers is the more possible the more signals are intended to be imparted into the transfer by the operator. Imagine for a moment a form, on which all essential signals are to be imparted into the transfer by the operator and let us assume that this would be done by punch marks. When issued to the operator it is nothing less than a universal pass which can fall into illicit hands by accident or design in large or small quantities, and which can be validated by anyone with a punch for use on any line of the company, at any time. With respect to all essential features of the transfer, and we shall speak of each one as we go along, the more of the required signals can be imparted to the transfer before issuance to the operators, the safer the form becomes and, incidentally, the less we burden the operator.

		N		E	
		W		S	
1	2	5	6	7	11
14	19	20	21	23	27
29	31	32	33	34	39
40	41	43	44	45	46
51	54	55	57	58	SP

Illustration 1 shows one type of "Universal" form. It is intended to show all routes, with direction to be indicated by points of the compass. With the relatively large number of lines involved it can be imagined to serve its purpose in a fashion, if used only on tripper operation. For general, normal route operation it has its natural limitations. To make it reasonably safe, the issuing route should be indicated by drilling at the garage, but that is hardly ever done nowadays.

So, commonly the driver will punch route and point of compass. He must punch two holes on often a great many transfers. The receiving operator has the tougher job of picking out the punch marks and to interpret them quickly. Obviously it is not the best solution, and we have found that, as soon as the giving and the reading of the signals, required for the operators to do their jobs

as intended, becomes muddled, laxity sets in, and not much can be done about it because of the greater difficulties created by that type of tool.

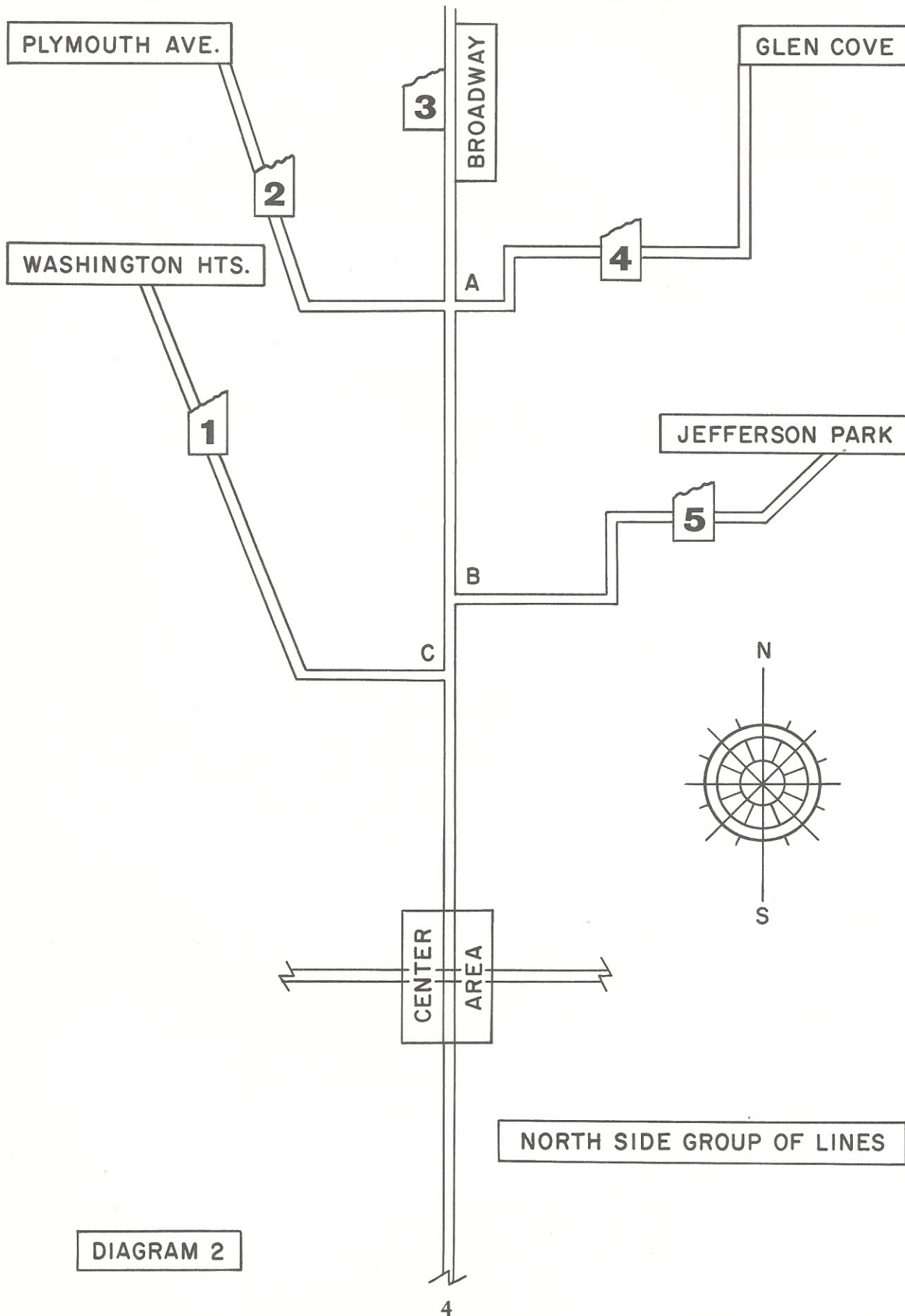
It is all but impossible on a "Universal" form, unless for a very small company, to support recognition of direction or area of origin by the skillful use of color in the transfer stock. To forgo the advantage furnished by this makes it difficult to operate a form of this type with the reasonable safeguards which should be part of any system that controls the collection of fares or fees.

Note on the form shown that the space for the location of the punch hole is separated from each line number, so that this number need not be obliterated. There are few properties, on which the route numbers can be maintained over a long period of time in strictly numerical order. If they were, it would not do too much harm to obliterate one number by a punch mark, since its character can be guessed quickly from the preceding and following number. Where strict numerical sequence cannot be maintained it is better not to obliterate the route number to be indicated, in order to avoid error and speed recognition, particularly by rookie operators who are always with us.

On "Semi-Universal" forms, meaning forms each covering only a portion of the total number of routes of a system, it is possible to furnish a somewhat more effective indication of the issuing line. Furthermore this can now be reenforced by arranging the grouping in such a way that certain issuing areas are clearly separated, so that they can also be flagged by color, to facilitate the operator's work. Rather than go into more detail on such color use here we are leaving the treatment of this feature to the next issue, where it will be covered fully and in detail.

Diagram 2 shows five routes, feeding into the center area through a common trunk. It is a grouping readily found on many properties. The obvious regulations of transfer use would apply. From No. 3 inbound to Numbers 2 and 4 outbound transfer would be at point A only, from 3 inbound to 5 outbound at B and from 3 inbound to 1 outbound at C.

The illustrations 3, 4 and 7 show semi-universal transfer forms set up in different ways for these five lines. The essential feature of this grouping is that a transfer made up in one of these ways and issued inbound on any one of these lines will never be accepted in the center area on any one of these lines northbound, but only at points A, B or C, depending on whether the one or the other of these five lines is indicated as the issuing line. Such grouping facilitates things and it will do this more if the form made up for such groups, to be issued when in an inbound direction, carries its distinctive color, different from that used by other routes, here not indicated, approaching the central area from the East, South or West.



WASHINGTON	HIGH	PLUM	BROADWAY	COVE	GLENN	JEFFERS	PARK

3

SOUTH BOUND				
1	2	3	4	5

4

FROM			
WATER		BROADWAY	
HARDING FIELD		MAIN	
JEFFERSON HEIGHTS		RIVERSIDE	
NICHOLS		COLLEGE PARK	
HARTLAND		MYRTLE AVE.	
INDIAN HILL		HULL	
SYLVAN		MUNCIE JUNCT.	
BELLEVUE		BEECH GROVE	

5

FROM			
NORTH BLVD.		BROADWAY	
CAPITAL AVE.		MAIN	
GOODWOOD		MARS HILL	
JESSUP AVE.		SPEEDWAY	
SHELTON		SHELBY	
STATE LINE		AIRPORT	
PROGRESS RD.		COLUMBIA	
SUMTER PARK		MADISON	

6

The forms 3 and 4 are intended to be completed by punch mark which, as indicated previously should, if at all possible, be pre-drilled before issuance of the transfer supplies to the operators. On form 7 the indication of the issuing line can only be made by the operator, at the time of issuing the transfer by tear-off to indicate the time limit. This requires the use of a notching device on the transfer cutter. It must be remembered however that, under this method, only 16 transfers can be notched without resetting, because of the accumulation of paper under the notching finger. If only that many or less are normally issued on each run in one direction it is acceptable, if more, particularly if many more are issued, the operator may find it irksome to clear the notcher from time to time.

It is obvious also that the number of lines for which notching can be provided under this method is limited, because of the limitation in the width of the transfer and in the size of notch that can be cut clearly and, what is more, recognized quickly.

Forms 5 and 6 show a variation in the arrangement of route names which are intended to indicate the areas of origin of each, with pre-printed indication of direction.

Here again separate spaces are assigned for the punch marks, in order to avoid obliteration of the line names.

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

EMERGENCY		
TO	MINUTES	
9P	30	
8	15	
7	0	
6	45	
	30	
	15	
	0	
2	45	
1P	30	
12N	15	
11A	0	
10	45	
9	30	
5A	15	
	0	
9A		

ROUTE NAMES: JEFFERSON PARK, GLEN COVE, BROADWAY SOUTH B., AVE., PLYMOUTH HEIGHTS, WASHINGTON HEIGHTS

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