

The

Globe

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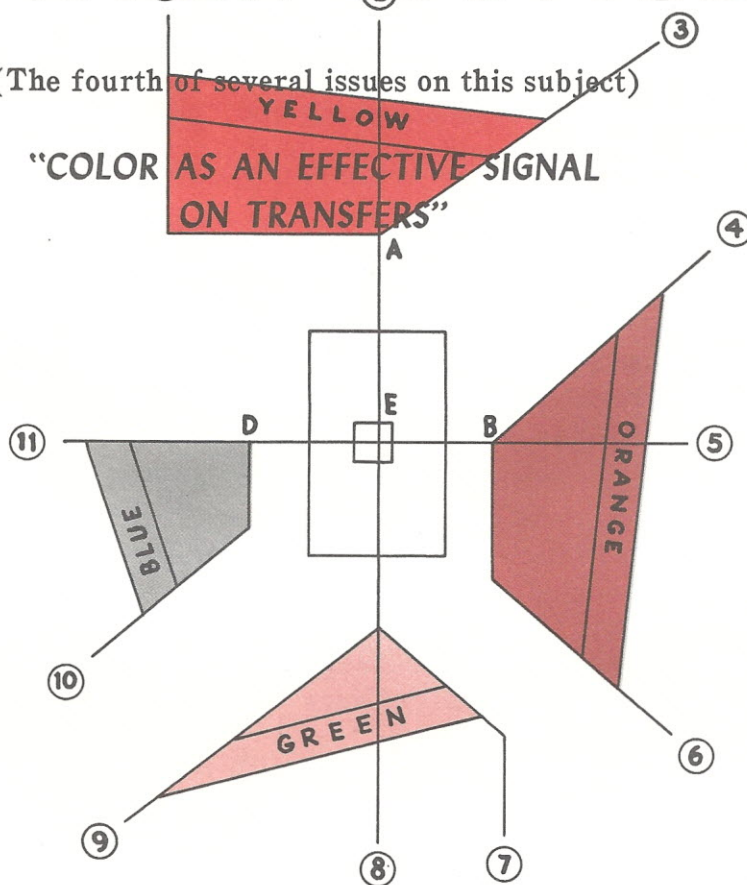
ISSUED BY THE GLOBE TICKET COMPANY IN THE INTEREST OF THE
ELECTRIC RAILWAYS AND BUS TRANSPORTATION INDUSTRIES

The TRANSFER CONCEPT



(The fourth of several issues on this subject)

"COLOR AS AN EFFECTIVE SIGNAL
ON TRANSFERS"



GLOBE TICKET COMPANY

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

A Nation-Wide Service

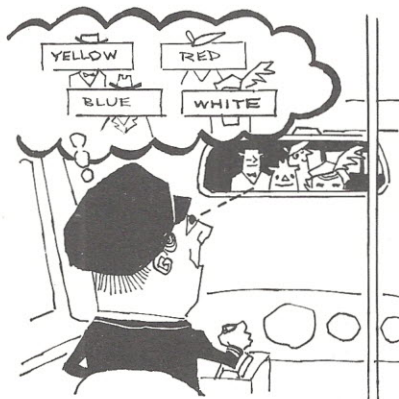
COLOR

as an Effective Signal on Transfers

Color to emphasize line indication

In the use of line transfers the tendency has prevailed in former years of giving a different color to each line and, where the numbers of colors proved insufficient to take care of the total number of routes, one or two red bars might be added in order to differentiate between repeating colors.

On properties with a substantial number of routes which, for the purpose of good control, might have to be identified for each direction of travel, a large number of colors or color and bar combinations would have to be used which would become quite confusing and, because of the large number of signals, would surely detract from clear and quick recognition of origin on the part of the operator.



In recent years a substantial improvement has been developed in the use of color by its use as an indicator of areas of origin.

The use of color to signal origin areas

In most transportation layouts, several lines either originate in common sections or traverse certain common areas, while proceeding toward the central city area. These lines may follow a common trunk route for part of the distance, or they may diverge from a route commonly followed and later reconverge.

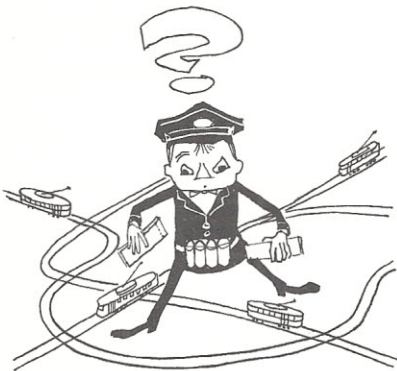
The simplified diagrams No. 36 and 37 show such groups of lines, and the sketches have been made to show a clear sectional grouping of lines.

Naturally there will be certain restrictions with respect to transfer between the lines of each group. For instance, transfers from route 3 inbound on diagram 36 should be accepted on route 2 outbound only at point A. It is natural for most transit systems that safeguards to prevent round tripping are necessary among groups of lines originating in or travelling through common areas.

Consequently, in counteracting abuse it is of great help if transfers issued in such common areas can be easily and speedily recognized by a common color.

Although the indication on the transfer of the line of origin will clearly show the issuing route, color can reinforce this signal greatly and at the same time simplify recognition and acceptance of transfers, by eliminating from the necessity of origin checking all lines that do not happen to conflict with the issuing line, and on which, therefore, no special restrictions need enforcement.

Referring to diagram 37, the operator on route 3 northbound from the central area may accept downtown all white, yellow or rose transfers, because they were issued by lines 4 to 13 incl., and these lines cover areas removed from the section into which our operator on route 3 is returning.



Green transfers, on the other hand, are issued by lines that proceed through a part of our operator's area, and certain safeguards must be observed.

In this case he accepts no green transfers at all in the downtown area. Only at junction point A will he be permitted to accept green transfers from route 1, and at point B will he accept green transfers from route 2.

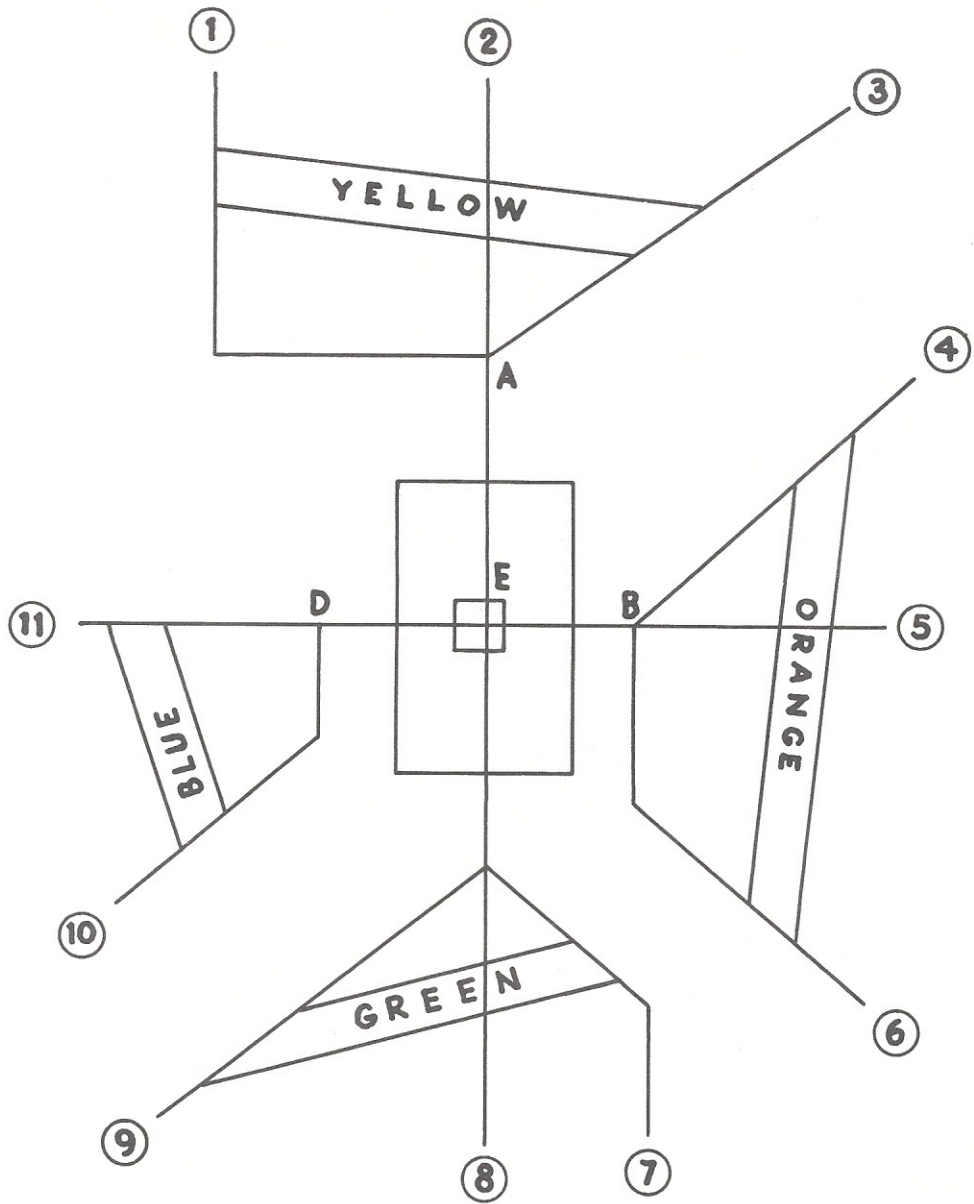
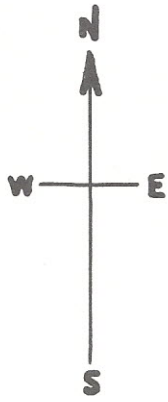
Our operator on route 3 himself, while inbound, issued green transfers. Since operators naturally never accept transfers from their own line in the opposite direction, green is a color which enters the consciousness of our operator as a danger signal, bringing him to watchful attention.

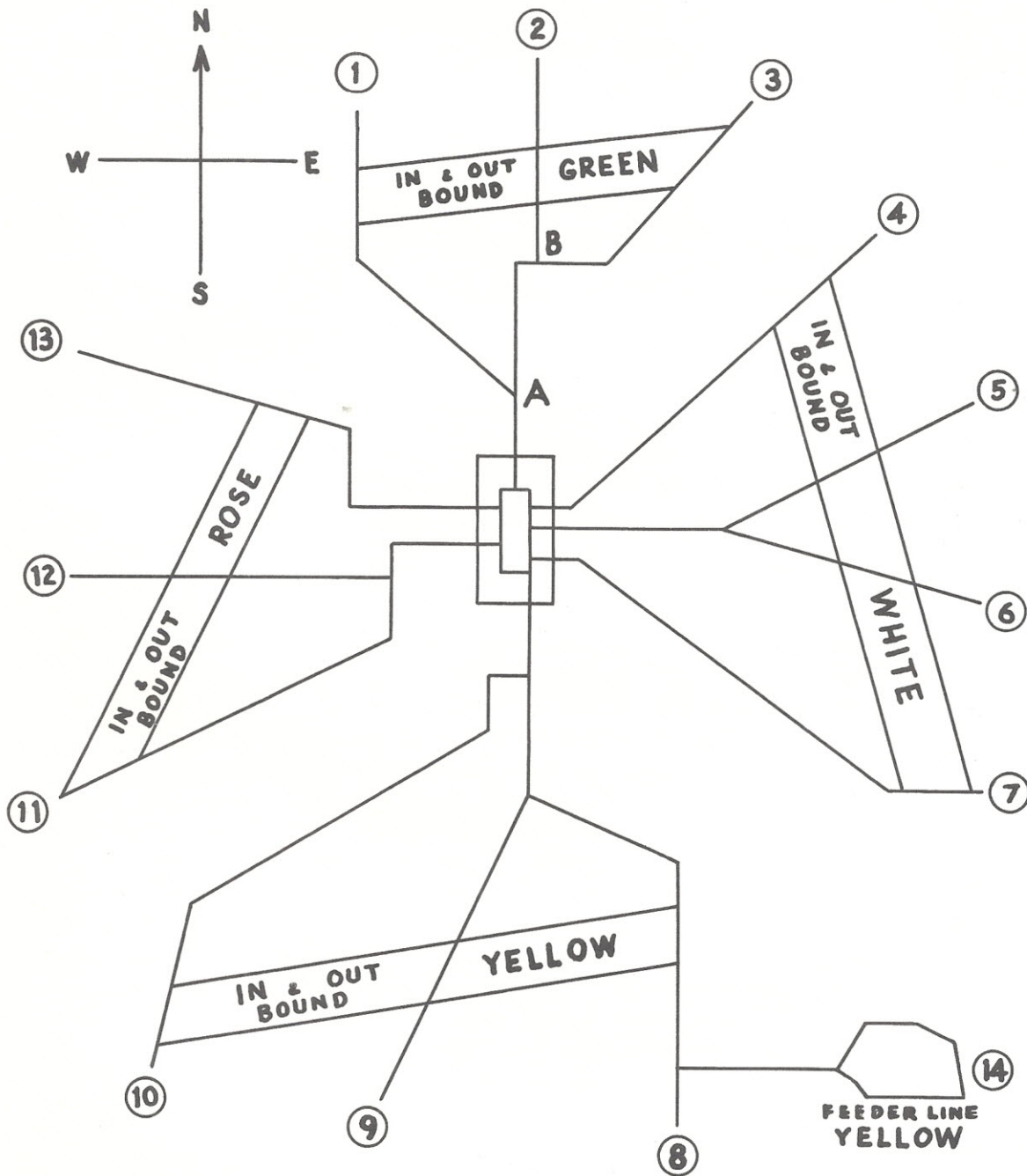
Green, used for transfers from corresponding lines from the same area, therefore, acts as a danger signal, putting our driver on his guard and alerting him to the application of such restrictions as may have been established.

Depending on the type of transfer used, the color scheme described may be applied in varying fashion.

Where a universal transfer is used, showing all lines on one transfer form, to be notched out or punched out for the issuing line, color can be employed to indicate areas of origin. Assuming that a universal transfer would be found practical for a system like the one illustrated in diagram 36, this transfer would then show all lines from 1 to 11. The issuing line in each case would be indicated by notching or punching. In purchasing the required supplies of transfers, they would be purchased in four different colors. A certain quantity, enough for the requirements of lines 1, 2, and 3 would be bought in yellow color. The requirements for routes 4, 5, and 6 would be met in orange color and so forth.

Transfers issued by lines coming from these separate sections are then readily recognizable as to area, even though the form of the transfer itself is the same for all lines, except for the notch or punch mark to show the issuing line.



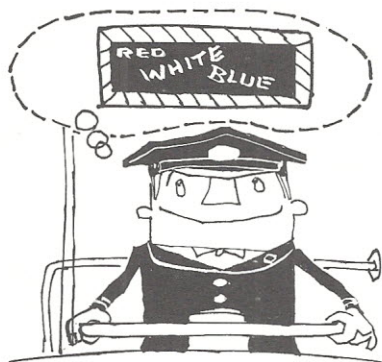


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If it should be found preferable, instead of employing a universal transfer form for all lines, to adopt several forms, each carrying several lines that originate or proceed through one and the same section, the color arrangement will naturally adapt itself to this scheme, by furnishing a distinctive color for each transfer form and thereby for each group of lines. On this basis lines 1, 2, and 3 would show on one form, printed on yellow stock. Lines 4, 5, and 6 would appear on the second form, to be printed on orange stock, etc.

Where a line transfer is used, with a separate form existing for each line, mostly for each line in each direction, the grouping of lines into what we may call color areas is the same. Several lines will then carry one and the same color. Operators on lines 1, 2, and 3 on diagram 37, on that basis will all carry green transfers. Lines 4, 5, 6, and 7 will carry white transfers and so forth.

Naturally, on through lines running into the central area, through it and on into opposite outlying districts, each direction will be considered a separate line, since each direction will be subject to different transfer restrictions.



A color plan of the type described will require only a limited number of colors. It is simple, because it requires operators to remember only a few colors. It is effective because it signals the necessity for attention to line restrictions only with respect to the lines on which it is required, and eliminates all other lines from special attention with regard to transfer restrictions.

The use of color to identify zone

Under present conditions there is an ever increasing tendency toward zoning of lines.

In most cases when it is possible to establish zoned lines, the transfer privilege must be maintained in some form. Consequently the transfer may be called upon to furnish identification not only with respect to a fare paid, but also with respect to the zone into which the fare has been paid, provided the method adopted permits the payment of a through fare, regardless of the necessity to change route on the way

Color may then be called upon to indicate into which zone the fare has been paid, so that the receiving operator on the zone line onto which transfer is made is in a position to honor the transfer for travel into that zone. On a system operating over three zones, each operator would simultaneously carry transfers in three colors. He will issue in each case a transfer of the color equivalent to the zone into which the fare has been paid.

Color to limit multiple transfer

On properties on which one or several crosstown lines are in operation and on which the layout of the routes assumes more or less the pattern of a gridiron, it is in most cases necessary

to permit the use of more than two routes as part of the transfer privilege. This brings with it the problem of abuse through travel over more lines than required to reach a single destination.

This is countered in some instances by the use of a transfer with coupons attached. The transfer in these cases is carried from route to route, but on each intermediate route a coupon is surrendered.

However, for a number of reasons the transit company may prefer to issue a transfer on a transfer, meaning that the passenger, when boarding the vehicle of an intermediate route, surrenders the transfer which he has received on his first vehicle and asks for and receives a new transfer, to be accepted on the next route he must use.

This method, by taking up a transfer on each vehicle boarded, furnishes proper evidence for each ride, but, on the other hand, the new transfer issued on a transfer in each case carries its own issuing line marking and its own time limit signal. Indication of the area of origin therefore becomes lost, and the time limit is extended with the issuance of each new transfer. Where double and triple transferring must be allowed as a general procedure some safeguards are in order, and color offers one way in which abuse from this source can be held down.



On lines which are included in a plan that permits double and perhaps triple transferring, transfers may be carried in two or three colors.

On a three color basis color No. 1 indicates that against this transfer on the next line, a transfer of color No. 2 or color No. 3 may be issued. Against a transfer of color 2 only one of color 3 can be issued. Again, against a transfer of color 3 no additional transfer can be issued.

In most cases this plan demands that passengers announce their destination when boarding their first vehicle, and the operator on that vehicle will issue a transfer of color 1, 2 or 3, depending on whether the passenger's destination can be reached by transferring once, twice or three times.

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

