

The

Globe

trotter

February 1961

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



The TRANSFER CONCEPT

(The fifth of several issues on this subject)

"DATING OF TRANSFERS"

GLOBE TICKET COMPANY

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

A Nation-Wide Service

DATING OF TRANSFERS

It may well be said that the most necessary feature in any transfer system is the limitation of the use of the transfer on the day during which it is issued. Without this feature our riding public would soon be educated to obtain a transfer on each and every ride taken, regardless of whether or not it is needed for the particular trip. The transfers not required for the continuance of the trip at the time of issuance could then be used at a later time or sold for such use to someone else. One result would be the establishment of surreptitious clearing houses for transfers, operated by boot blacks, newsboys, barber shops and other individuals and businesses. The result invariably would be a two-trips-for-one-fare situation.

Since common conception of transfer operation sees it as a means of identification, to accomplish a continuous trip from one point on the system to another, interrupted only by the change from the vehicle of one line to that of another, it follows that it should be so limited as to reasonably insure its use for that purpose and in that way. Time, consequently, becomes an important factor in the control to insure proper use of transfers, and part of that is established by the date.

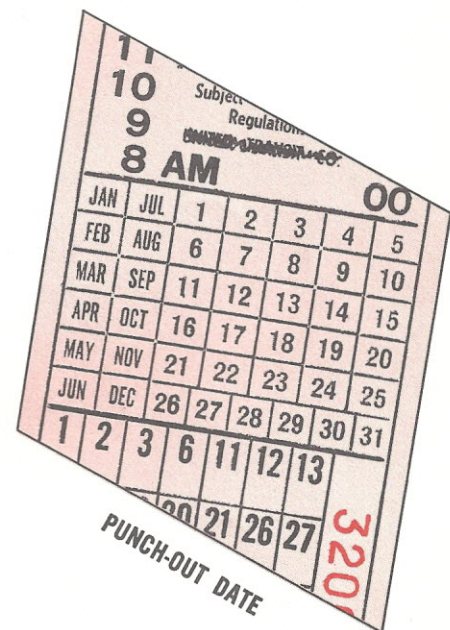
Since dating obviously is necessary, if reasonable protection against indiscriminate use of transfers is desired, it is just as obvious that the type of dating used and its application should be fully effective under present operating conditions.

Methods of dating that may have been adequate under general two-man operation need reappraisal in order to determine their performance under one-man operation.

Punch-Out Dating

Dating by punch-out shown in one of the illustrations employs a scale printed on the transfer, listing 31 dates of the month, and in most cases also the twelve months of the year. The date of issue is indicated by punching out the required day and month on this scale. This may be done at the point where the transfers are issued to drivers, or it may be done by the operators themselves.

This method of dating was common in the era of two-man operation, but has lost ground to the point where, essentially, it is employed on auxiliary or special forms, e.g. tripper and school transfer forms, used on vehicles that, during a day's operation, travel on several or many



different routes, often on short notice. Yet on such applications also there are now better means of dating, giving better safety. Nevertheless the method is still in use also on regular routes.

Usually it is left to the operator to put the punch hole to indicate month and day into an estimated number of transfers to carry him through a run or the day. It means that he must find time to do this, usually several times during the day. He may have over-estimated and have transfers left over which he may re-punch for the next day. Or he may under-estimate and run for a considerable time without any date on his transfers. Checks of transfers taken up commonly show all these irregularities. Because of the inaccuracy of estimating requirements, the entire process of punching in time deteriorates into a dilatory, slipshod indication of a signal that has a great deal of importance in our normal attempts to collect full and proper fares where they are due and to cut down infractions and abuse of the system to the minimum.

Again, as is well known, many new burdens have been put on operators since the time of two-men operated electric cars. The quick and sure recognition of several punch holes in a transfer, on some of which the pellets may have remained attached and swung back into the hole, is at best a tedious and uncertain task.

However the worst disadvantage which one can see in punch dating, except on special forms used in small quantities on special occasions, is that punch dated transfers issued to drivers freely, sometimes for days in advance, constitute so many blank checks so-to-speak for rides at any time in the future. Accidentally or otherwise they may find their way in smaller or larger quantities into the hands of passengers who can easily cut their own time limit and deprive the company of legitimate fares.

The point is brought up at times that, when using a punch dated transfer it is possible to issue transfers for days in advance, particularly to drivers who may not often appear at the company office. It is good to question whether that convenience is worth the most likely considerable number of fares lost through the illegitimate use of transfers put into the hands of passengers through other than normal issuance on a vehicle.

For proper protection transfers should be pre-dated at the company office or garage or before so that they are strictly limited for that one day before their issuance to the operators. And when this is done, it will be better to use a clear and easily read "Symbol" or "Daily" type of date. Many companies, in order to take care of practical distribution of daily dated or symbol dated supplies of transfers, including to those operators who may regularly start their shifts somewhere away from the office or garage, assign and issue transfers not to operators, but to vehicles. These supplies stay with the vehicle through the entire day of operation. As one operator is relieved by the next, he notes the number of the next remaining transfer minus one on his report sheet. The relieving operator in turn enters the next remaining number as the first starting transfer on his card, so that a proper and always to be recom-

Serially dated transfers are ordered for the numbers from 1 to 31. For practical printing, orders for each transfer form should be for equal quantities for all numbers from 1 to 30, and they should be in quantities of 1,000 or multiples of this figure for each number. For number 31, the quantity may be different from the quantities for the other numbers, but this quantity also should, if possible, be for 1,000 or for multiples of 1,000.

Symbol Dating

This method of dating has a certain advantage over "serial" dating previously described in that the appearance of a date symbol on any particular day cannot be predicted by the general public, as it can under serial dating.

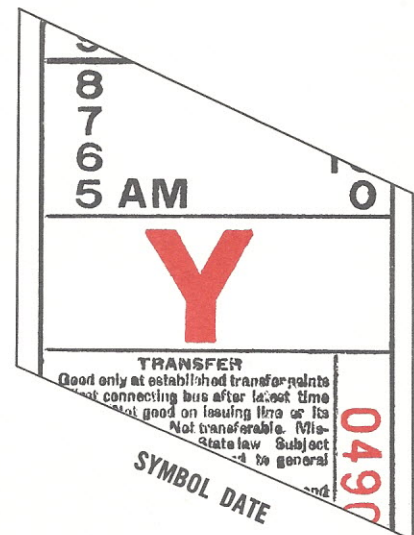
The two illustrations on this show that symbol dating uses a number of single or double letters and may also use numbers. The number of symbols used in most cases is 15 or 20, depending on the size of the transfer. Each day a different letter or number is used. The sequence of their use is out of alphabetical or numerical order, and the order usually is changed each time through the lot.

Under this method would-be users of transfers issued for a previous date must ascertain first what symbol letter or number is in use, and the old transfer must, of course bear the same symbol.

This date is more inconvenient to the would-be re-user than the serial date, and the transfer previously issued, to be passed off on a later day, must be correct not only with respect to its date symbol, but also with respect to the expiration time on the transfer.

As in the case of the serial dated transfer, the symbol date may stand in a blank field or it may be printed in its usual red ink, underlying other printing on the transfer.

In some cases, a double symbol letter is used. However, no particular benefit is derived from this, except perhaps that of confusing the would-be holder of transfers a bit more. If properly chosen, one single letter can be made as different from all other single letters of the selected group as two letters will be from any other two letters. A single letter can offer fully as much



17	18	19	20	21
25	26	27	28	29

Good for one continuous passage in zone one, only if presented on date issued and before latest time shown on next connecting bus from transfer point established by the Company. All other zones require additional fare. Not good for return trip on this or any parallel route. Not good for stop-over. Not transferable. Subject to Company regulations. In case of dispute, please see and report facts to the Company.

030000

BERDALE
TRANS, INC.

SYMBOL DATE
(under print)

distinction as two letters. On the other hand a single letter is more easily recognized than a double letter. A single, clear signal is better than a double or triple signal which may have confusing elements in it from a quick recognition standpoint.

For practical printing, symbol dated transfers should be ordered in quantities of 1,000 or multiples thereof for each symbol date and transfer form. The number of symbols that fit in best for proper printing are:

On 4½" transfers — 10 or 20 symbols

On 5½", 6½", or 7½" transfers — 10 or 15 symbols

On 8½" or 9½" transfers — 10 or 20 symbols

Daily Dating

Daily dating is the safest dating method on transfers. It uses current dates, printed in red, sometimes showing the day of the week, the month, the day of the month, and the year, sometimes showing month, day of the month and year, or month and day of the month only.

12	11 AM
10 AM	
9 AM	
5 AM TO 9 AM	
SATURDAY 30	
JUNE 1956	
TRANSFER ONLY TO	AT
OUTBOUND	
West Park View	Elm & Leckie
West Side	Effingham to Crawford on High
	Washington to Crawford on High
	County
FULL DAILY DATE	
SEE REVERSE SIDE	

It may be printed in a blank space on the transfer or as an underlying red tint. See illustrations.

Due to the necessity of providing for sufficient quantities for each day, a reasonable surplus of transfers must be ordered. Some companies keep this at a minimum, by putting into stock a small supply of symbol or even punch dated transfers for each transfer form as a safeguard against unusual and unforeseeable requirements such as circus days, etc. Where this is done the requirements of a regular daily dated transfer need only cover top requirements for normal days.

The quantities ordered may vary for the period from Monday to Friday inclusive, as against Saturday and Sunday. For proper printing, however, they should be uniform for each form throughout the order, for each day in each of the established portions of the week.

Although the use of daily dated transfers generally increases somewhat the number of transfers that must be ordered, this

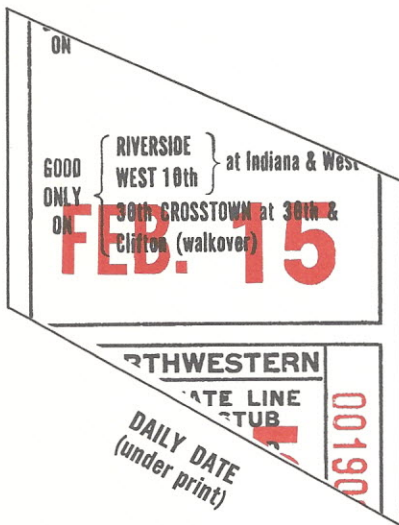
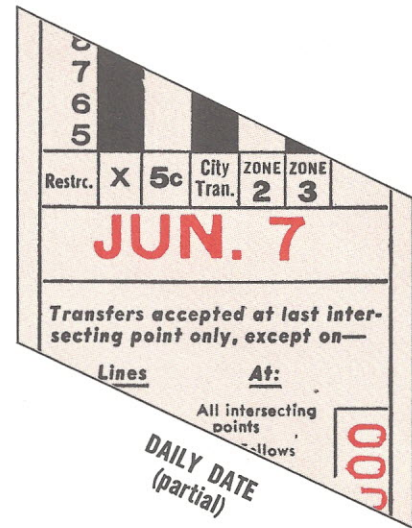
feature, in many cases is offset by the greater facility in stock keeping of daily dated transfers as compared with serial or symbol dated transfers.

Serial and symbol dated transfers must be kept in stock separated for individual forms and serials or symbols. From this stock various quantities are issued to operators and certain quantities, returned as left-overs, must be placed back into stock in proper segregation.

Daily dated transfers, on the other hand, are usually left in their original packages. They are stored so that first dates are available first. They are issued in that sequence. At the end of the day, supplies left over and those turned back by operators are destroyed.

Once again it should be pointed out that proper limitation of transfers to a specific date of validity is one of the most

needed features of a good transfer system. The method of dating selected should furnish a signal that effectively enforces this limitation through its clearness, its positive character and the facility which it provides for being quickly and positively read by operators under conditions of hustle and bustle of travel and in competition with the many demands put on the operators' skill and capacity. Anything short of normal effectiveness will invariably reflect in rides furnished and worked for by the transit company, for which the legitimate and proper fare cannot be collected.



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

Subject Regulation 00

11 10 9 8 AM

JAN	JUL	1	2	3	4	5
FEB	AUG	6	7	8	9	10
MAR	SEP	11	12	13	14	15
APR	OCT	16	17	18	19	20
MAY	NOV	21	22	23	24	25
JUN	DEC	26	27	28	29	30
		31				

1 2 3 6 11 12 13

320

8 7 6 5 AM

Y

TRANSFER

Good only at established transfer points

Not good on leaving line or its

Not transferable. Subject

State law

046

1961

JANUARY

FEBRUARY

MARCH

APRIL

MAY

JUNE

JULY

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER

0 7 6 5

Restrc. X 5c

CITY Trans. 2 3

JUN. 7

Transfers accepted at last inter-

secting point only, except on—

At:

All intersecting

points

follows

000

11 AM

10 AM

9 AM

5 AM TO 9 AM

SATURDAY

JUNE 30

1956

TRANSFER ONLY TO

OUTBOUND

West Park View

at

Elm & Leckie

Crawford to

Washington on High

Crawford on High

SEE REVERSE

0