

The

Globe

trotter

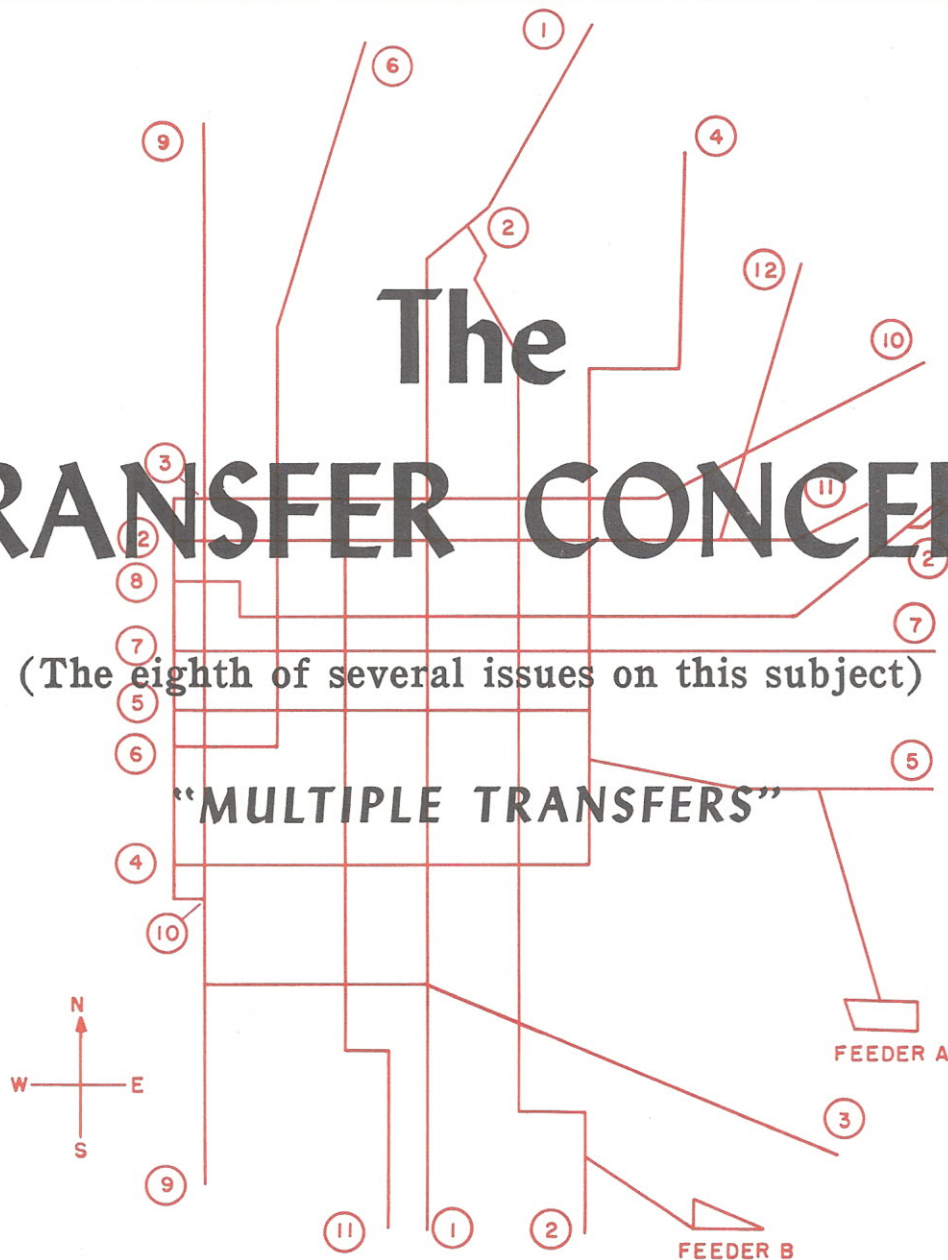
May 1961

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

The TRANSFER CONCEPT

(The eighth of several issues on this subject)

"MULTIPLE TRANSFERS"



GLOBE TICKET COMPANY

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

A Nation-Wide Service

MULTIPLE TRANSFER

There are relatively few properties on which there is not at least some necessity for double or multiple transfer, meaning the use of three vehicles or more in order to complete a trip. Then again there are many lay-outs that include crosstown lines, possibly supplemented by feeder or outside connecting routes and also properties on which the route map takes the form of a gridiron, with lines running at right angles to each other, not only in the central city area, but in the outer portions of the system.

Where double or triple transferring must be permitted, it becomes necessary to adopt a practical, workable method of identification and control of this extended transfer privilege, so that it does not become the source of undue abuse.

To be sure, return riding on a transfer becomes easier when double transferring is permitted, so that there is good reason for giving the problem careful attention.

The transfer-on-a-transfer method

Where double transferring occurs only in connection with travel from and to outside feeder lines, there is no great problem. The simple method of issuing a transfer on a transfer can be used, if the feeders simply carry passengers to an outside terminal or other contact point with a regular route. On the feeder line, transfers so marked are issued to passengers on request. Upon transferring to the regular route this transfer can then be taken up and, if needed by the passenger, a new transfer, identifying the regular line, can then be issued, showing the issuing line and the normal time limit established for the specific trip.

On a run that ends up on a feeder route again, a transfer can be issued on the connecting regular route to enable the passenger to make the transfer at the outside connecting point to the feeder route. This transfer may be issued when the passenger boards the regular route, say in the downtown area, against a cash or token fare or against a transfer from another regular route from which the passenger came. Or a regular or special "To Feeder" transfer may be issued at the connecting point with the feeder line to passengers leaving the regular route and indicating their desire to continue on the feeder route.

This method works out well when transfer, by the nature of the area and the connecting route, can take place only to a specific route away from any other regular line, with abuse ruled out for that reason. It does not work so well when regular radial and crosstown lines are involved, or routes operating generally at right angles to each other on a gridiron type of lay-out. Theoretically, if not safeguarded under the double transfer privilege, passengers for instance, coming from point A on route 6 (in diagram) might go to B and transfer at that point to route 3, in order to travel into the central district. While entering a bus of route 3 at B they would indicate their desire to transfer again and, under the transfer on a transfer method, receive a new transfer identifying line 3 as the issuing line and giving a new time limit, that of route 3. After shopping, our passengers might then board route 2 downtown and

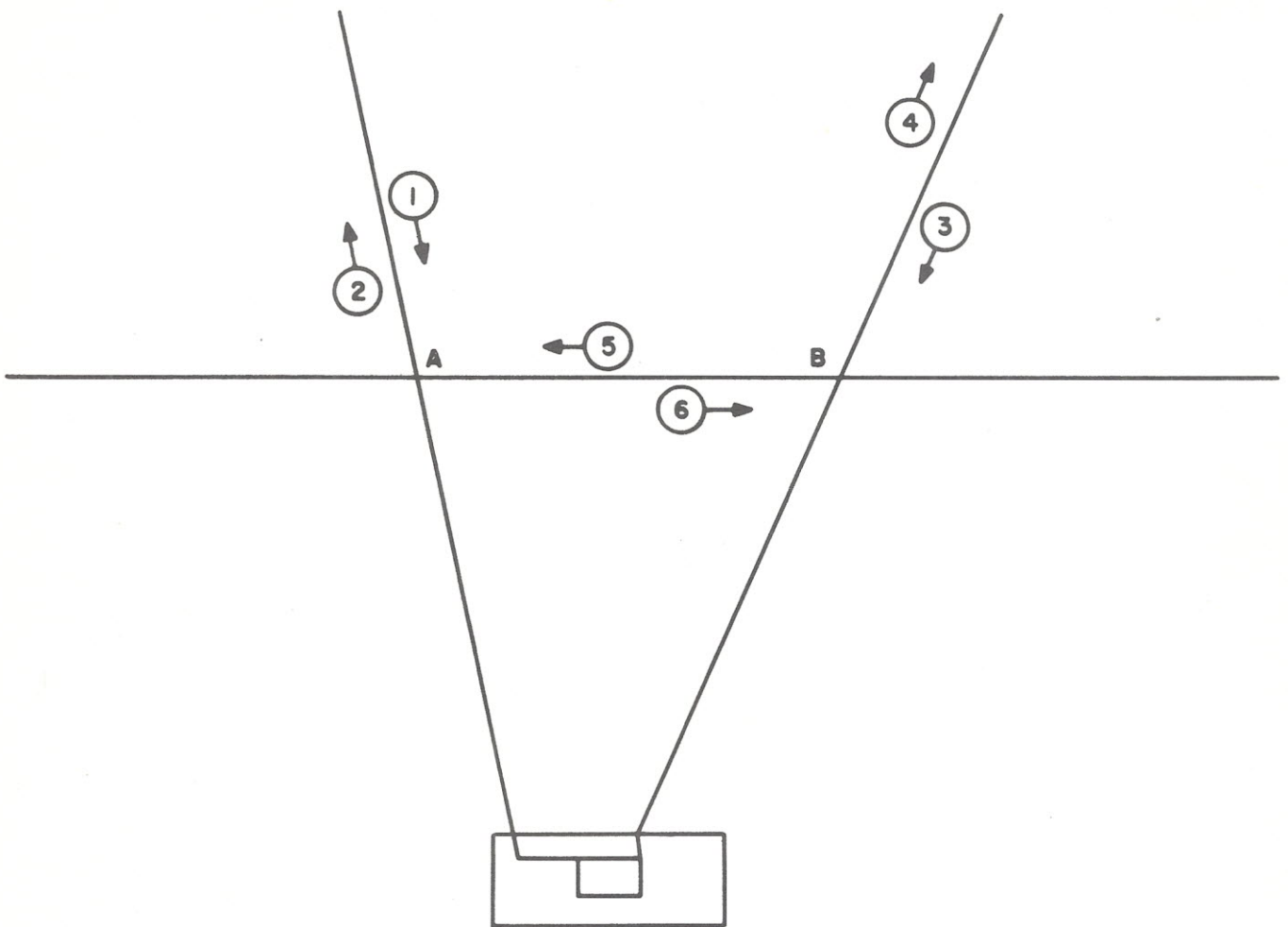


DIAGRAM I

each transfer issued, a new and later time limit is also granted the passenger. Abuse with transfers is issued against transfers on systems requiring double and perhaps triple transferring on regular routes sometimes has been found to amount to all-day travel on a single fare by money collectors, skip tracers, insurance adjusters and others, continuously asking for and receiving a new transfer, but always remaining within the time limits, continuously extended by this new issuance.

In other cases a transfer issued against a transfer would be punched to indicate that it constituted a re-issue against one submitted, so that on the next line transferred to the operator would issue no new transfer against it but take it up.

These safeguards against unlimited instances of use however provide no help against the eventual return of riders to or near their starting point, because of the loss of identification of the starting route and direction which could give information on the starting area.

The carry-transfer method

The second method offers better protection, both against return-riding and against unlimited transferring. In this case the transfer originally issued to the passenger is retained by him. If properly designed it identifies the starting line and the direction of travel. It can, if so designed, identify in addition the area of the route where the passenger's trip started. This may be done by punch signal, notching or red bar signal. Furthermore it carries a specific time limit, determined on the original line boarded, so that it will become invalid at a time in proper relation to the time limit setting at the time of boarding the first vehicle.

In practice, the passenger who has received a transfer on the first vehicle boarded will tender his transfer when boarding the intermediate line. He will make known to the operator that he wishes to transfer a second time. The driver is then expected to take the transfer into his hands, check it for validity and return it to the passenger for use on the vehicle next to be used by him.

But in this procedure there is a certain danger. Operators may become lax and not properly check the transfers wanted to be retained by passengers. They may not take them into their hands, not check them properly, but simply wave re-transfer passengers through.

To counteract this, several methods are being used. One is to make the operator punch each and every transfer presented for re-transfer,

3		NOTCH PERFORATION		81	
EMERGENCY					
10 PM TO 3 AM					
9 PM	30				
8	00				
7	40				
6	20				
5	00				
4					
3	40				
2	20				
1 PM	00				
12 Noon					
11 AM	40				
10	20				
9	00				
8 AM					
3 TO 7 AM					
33/48 SOUTH		021200			
MAY 25		1961			
SEE OTHER SIDE					
TRANSFER COUPON 2					
33/48	MAY 25	1961			
SOUTH					
NOT GOOD IF DETACHED					
TRANSFER COUPON 1					
33/48	MAY 25	1961			
SOUTH					
NOT GOOD IF DETACHED					

3
NOTCH PERFORATION
61

EMERGENCY
8 p.m. TO 4 a.m.

8 p.m.	45
7 p.m.	30
6 p.m.	15
5 p.m.	0
4 p.m.	45
3 p.m.	30
2 p.m.	15
1 p.m.	0
12 noon	45
11 a.m.	30
10 a.m.	15
9 a.m.	0
8 a.m.	

12TH STREET NORTH
DIRECT TRANSFER
To any direct intersecting line
DOUBLE TRANSFER
Via any intersecting line EastB
To any intersecting line NorthB and EastB
Via any intersecting line WestB
To any intersecting line NorthB and WestB
Via Oak or Broadway to
Any intersecting line SouthB
000400

12TH STREET NORTH
INTERMEDIATE LINE
TRANSFER STUB
To be detached by operator
on intermediate line. In case
of double transfer keep main
stub. Void if detached.
000400

3
NOTCH PERFORATION
61

EMERGENCY
8 p.m. TO 4 a.m.

8 p.m.	30
7 p.m.	0
6 p.m.	30
5 p.m.	0
4 p.m.	30
3 p.m.	0
2 p.m.	30
1 p.m.	0
12 noon	30
11 a.m.	0
10 a.m.	30
9 a.m.	0
8 a.m.	30
4 a.m.	0

9 W. 10TH
THIS TRANSFER GOOD FOR CONTINUING TRIP AS SPECIFIED BELOW AND ON OTHER SIDE.
NOT GOOD ON THIS LINE PROSPECT
GOOD ONLY ON RIVERSIDE at Indiana & TOLK
N. WESTERN at Indiana & West
001250

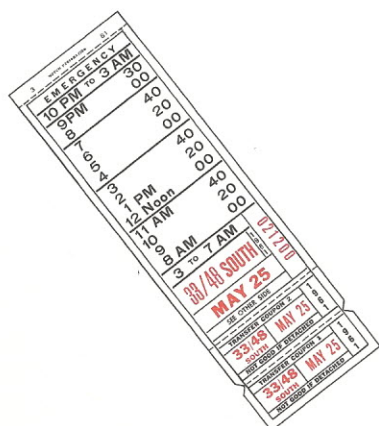
9 W. 10TH
INTERMEDIATE LINE
TRANSFER STUB
VOID IF DETACHED
TO BE COLLECTED BY OPERATOR OF INTERMEDIATE LINE IN CASE OF DOUBLE TRANSFER.
001250

so that he must take it into his hands and presumably better check it. Also, under this method, the punch mark can be made to indicate several bits of information, all designed for better control. The punch mark may be made to indicate the direction of travel of the intermediate line, designed to counteract possible attempts at eventual return to or near the passenger's starting point, or it may indicate second or third transfer, so that, at a point determined by the specific system, the transfer may be taken up and no further transferring granted.

Another method uses coupons who form part of the original transfer, but are easily removed from its body by tear-off along a perforation (see illustrations). On each intermediate line a coupon is removed by the operator who must take the transfer into his hands or at least deal with it closely, in order to do so. This method retains use of the cardinal principle of sound fare collection, namely that, for each ride granted, something capable of being audited must be taken up from the passenger, may this be a cash fare or token dropped by him into the fare box, or a ticket, transfer or transfer coupon, retrieved by the operator.

Part of the safeguards described of course are the instructions given to the operator, so that the signals be made to have a practical usefulness. In one way that time limits are intelligently set and enforced, under reasonable allowances for travel time on intermediate routes, then that the signals limiting the number of transfers are imparted, read and enforced, and finally that the route and area identification carried by the transfer be made subject to practical and enforceable restrictions designed to prevent flagrant round tripping.

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



WAX-24
100750
057100
IN A HUSTLE IN HOURS & DAYS

6 p.m.		5 p.m.		4 p.m.		3 p.m.		2 p.m.		1 p.m.		12 noon		11 a.m.		10 a.m.		9 a.m.		8 a.m.		7 a.m.		6 a.m.			
10	00	10	15	10	30	10	45	11	00	11	15	11	30	11	45	12	00	12	15	12	30	12	45	1	00	1	15
11	00	11	15	11	30	11	45	12	00	12	15	12	30	12	45	1	00	1	15	1	30	1	45	2	00	2	15
12	00	12	15	12	30	12	45	1	00	1	15	1	30	1	45	2	00	2	15	2	30	2	45	3	00	3	15
1	00	1	15	1	30	1	45	2	00	2	15	2	30	2	45	3	00	3	15	3	30	3	45	4	00	4	15
2	00	2	15	2	30	2	45	3	00	3	15	3	30	3	45	4	00	4	15	4	30	4	45	5	00	5	15
3	00	3	15	3	30	3	45	4	00	4	15	4	30	4	45	5	00	5	15	5	30	5	45	6	00	6	15
4	00	4	15	4	30	4	45	5	00	5	15	5	30	5	45	6	00	6	15	6	30	6	45	7	00	7	15
5	00	5	15	5	30	5	45	6	00	6	15	6	30	6	45	7	00	7	15	7	30	7	45	8	00	8	15
6	00	6	15	6	30	6	45	7	00	7	15	7	30	7	45	8	00	8	15	8	30	8	45	9	00	9	15
7	00	7	15	7	30	7	45	8	00	8	15	8	30	8	45	9	00	9	15	9	30	9	45	10	00	10	15
8	00	8	15	8	30	8	45	9	00	9	15	9	30	9	45	10	00	10	15	10	30	10	45	11	00	11	15
9	00	9	15	9	30	9	45	10	00	10	15	10	30	10	45	11	00	11	15	11	30	11	45	12	00	12	15
10	00	10	15	10	30	10	45	11	00	11	15	11	30	11	45	12	00	12	15	12	30	12	45	1	00	1	15
11	00	11	15	11	30	11	45	12	00	12	15	12	30	12	45	1	00	1	15	1	30	1	45	2	00	2	15
12	00	12	15	12	30	12	45	1	00	1	15	1	30	1	45	2	00	2	15	2	30	2	45	3	00	3	15
1	00	1	15	1	30	1	45	2	00	2	15	2	30	2	45	3	00	3	15	3	30	3	45	4	00	4	15
2	00	2	15	2	30	2	45	3	00	3	15	3	30	3	45	4	00	4	15	4	30	4	45	5	00	5	15
3	00	3	15	3	30	3	45	4	00	4	15	4	30	4	45	5	00	5	15	5	30	5	45	6	00	6	15
4	00	4	15	4	3																						