

The

Globe

trotter

JUNE 1961

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

**NON TRANSFERABLE
AN OFFENSE**

The sale, barter, gift or transfer of these tickets or their presentation for fare by anyone other than the person to whom issued, constitutes an offense under the laws of the State of Pennsylvania punishable by fine or imprisonment or both.

This transfer is issued to enable you to complete a single trip, where it is necessary to ride more than one line, or for returning to or near where you started your trip.

**IN CASE OF MISUNDERSTANDING, PLEASE
PAY FARE AND REPORT FACTS TO COMPANY.**

Your cooperation in observing these transfer conditions will enable us to give you better service.

TRANSFER REGULATIONS

ISSUED ONLY AT TIME OF PAYING
REQUIRED FARE.

NOT GOOD FOR STOPOVER.
NOT TRANSFERABLE.

Good only on lines and subject to restrictions indicated on face, at intersection with issuing line, or with intermediate line if used as double transfer, for one continuous ride substantially in one direction, if presented on date of issue, before latest time indicated.

Free transfer to Fender Line will be issued upon request from lines allowed for DOUBLE TRANSFER, in junction with fender only.

and port fare, pay fare, retain transfer in Company office.

Final fare, pay fare, retain transfer in Company office.

Final fare, pay fare, retain transfer in Company office.

Transfers are issued upon request at time of paying fare only.

Good only for passenger to whom originally issued, if presented at transfer point established by Company, on date of issue and on first vehicle leaving transfer point after passenger's arrival.

Good for continuous trip. No stopover. Not good for return trip.

Upon request the operator will advise you of established transfer points.

In case of misunderstanding please pay fare, retain transfer and contact Company's office.

TRANSFERS

(The ninth of several issues on this subject)

"CONDITIONS AND RESTRICTIONS"

USE OF TRANSFERS

1. This transfer is issued for use on a single trip between any two points on one line. It is not good for more than one line.
2. This transfer is good only for your own use. A transfer issued to someone else cannot be accepted.
3. You may use this transfer at regular transfer points, on the same day it was issued to you. It is good only on the first vehicle leaving the transfer point after your arrival. The time out on the transfer is for the information of the receiving operator, and it is not its expiration time.
4. Please ask the operator for your transfer when you pay your fare, and tell him your final destination so you will receive the proper transfer.
5. In case of misunderstanding, please pay fare and report facts to the Company.
6. The operator will be glad to give you any further information you may desire. Your cooperation in observing these transfer conditions will be sincerely appreciated, and will enable us to give you better service.

This transfer is for the convenience of passengers, to continue a single trip where it is necessary to use more than one line.

IT IS GOOD ONLY FOR YOUR OWN USE AND ON FIRST CONNECTING BUS AFTER ARRIVING AT TRANSFER POINT.

It is good only on date of issue and at transfer points established by Company.

This transfer is issued and accepted subject to Company regulations. Ask for your transfer at time of paying fare.

NOTICE

This transfer is good only for use to passenger to whom issued on date punched in margin issued first bus leaving transfer point indicated by Time Limit.

Transfer is void if passenger boards bus at a point other than the point of nearest transfer.

PASSENGER

Demand transfer upon entering bus.

To avoid misunderstanding please see that transfer is correctly issued for date, direction and time before leaving bus.

Mutilated transfers will not be accepted.

In case of disputed transfer, passengers are requested to pay fare and refer transfer to Superintendent for adjustment.

GLOBE TICKET COMPANY

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

A Nation-Wide Service

CONDITIONS AND RESTRICTIONS

The transfer privilege generally granted is based on the fact that, although a transit system may be very well laid out, it is nevertheless economically impossible to provide transportation by direct route for all passengers from their point of origin to their destination. To many of them we have to say: "Sorry, we cannot furnish you transportation to your destination direct, but, if you don't mind the inconvenience, we can let you travel part way on one route and have you transfer from that route to one that will take you to your destination." We may make this arrangement with our passengers on a single fare basis, or we may make a small surcharge for the privilege of using two or more routes to reach a given destination, on the theory that, in the average, the transfer rider travels a greater distance than the non-transfer passenger.

It is true also that the transfer passenger requires more service. We have to stop for him more than once, we have to let him board and let him off more than once. On the other hand we believe that it is good to keep in mind that passengers would generally much prefer to be carried direct rather than be put to the inconvenience of getting off one vehicle, waiting for one of a connecting route and getting on again. So, what we call the transfer privilege is in reality for most passengers not so much a privilege than a necessary evil, except in the case of that minority, always with us, that finds some devious way of abusing the system for its individual benefit. This of course if we operate under the principle that our urban transit concept calls for transportation of passengers from any point on the system to any other point, on one fare, may this be a single fare or one supplemented by a zone charge.

At any rate the practical application of the transfer principle calls for passengers to pay their fare only once, commonly when boarding the first vehicle. So we must identify them, in order to indicate to subsequent operators that they have paid their fare and are entitled to continue their trip on connecting lines.

In previous issues we have covered the form of the identification "transfer" and the various signals which are commonly used to insure proper use of the transfer and to prevent abuse of the privilege. But it is generally considered advisable to also state on the transfer the conditions under which it may be used and such other information as may be useful for proper operation of the system and good public relations.

General Conditions

The specimens of general transfer condition clauses on page 2 have been taken from transfers that are now or have been in use in recent years. Generally such clauses cover in more or less detail the following points:

What the transfer is for, for instance to enable the passenger to continue a single trip, where it is necessary to use more than one line (see No. 3).

NON TRANSFERABLE AN OFFENSE

The sale, barter, gift or transfer of these tickets or their presentation for fare by anyone other than the person to whom issued, constitutes an offense under the laws of the State of Pennsylvania punishable by fine or imprisonment or both. Act approved September 28, 1951, P. L. 1555

This transfer is issued to enable you to continue a single trip, where it is necessary to ride more than one line. It is not good for returning to or near where you started your trip.

You may use this transfer at established transfer points, on the same day it was issued to you, before latest time shown on the first vehicle leaving your transfer point. Upon request the operator will advise you of established transfer points. Please ask operator for transfer when paying your fare.

IN CASE OF MISUNDERSTANDING, PLEASE PAY FARE AND REPORT FACTS TO COMPANY.

Your cooperation in observing these transfer conditions will enable us to give you better service.

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TRANSFER REGULATIONS

ISSUED ONLY AT TIME OF PAYING REQUIRED FARE.

NOT GOOD FOR STOPOVER.

NOT TRANSFERABLE.

Good only on lines and subject to restrictions indicated on face, at intersection with issuing line, or with intermediate line if used as double transfer, for one continuous ride substantially in one direction, if presented on date of issue, before latest time indicated.

Free transfer to Feeder Line will be issued upon request from lines allowed for DOUBLE TRANSFER, at Junction with feeder only.

In case of dispute, pay fare, retain transfer and report facts to Company Office.

Fine \$5.00 to \$50.00 for unlawfully accepting, selling, exchanging or giving away this transfer.

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Subject to Company
Regulations

1

Good only for continuous passage on first connecting Car or Bus from transfer point in ten cent zones.

This transfer is not transferable

2

USE OF TRANSFERS

1. This transfer is issued to enable you to continue a single trip between any two points where it is necessary to ride more than one line. It is not good for the purpose of returning to where you started your trip.
2. This transfer is good only for your own use. A transfer issued to someone else cannot be accepted.
3. You may use this transfer at regular transfer points, on the same day it was issued to you. It is good only on the first vehicle leaving the transfer point after your arrival. The time cut on the transfer is for the information of the receiving operator, and is not its expiration time.
4. Please ask the operator for your transfer when you pay your fare, and tell him your final destination so you will receive the proper transfer.
5. Torn or mutilated transfers cannot be accepted.
6. In case of misunderstanding, please pay fare and report facts to the Company.

The operator will be glad to give you any further information you may desire. Your cooperation in observing these transfer conditions will be sincerely appreciated, and will enable us to give you better service.

6

This transfer is for the convenience of passengers, to continue a single trip where it is necessary to use more than one line.

IT IS GOOD ONLY FOR YOUR OWN USE AND ON FIRST CONNECTING BUS AFTER ARRIVING AT TRANSFER POINT.

It is good only on date of issue and at transfer points established by Company.

This transfer is issued and accepted subject to Company regulations. Ask for your transfer at time of paying fare.

7

NOTICE

This transfer is good only for use to passenger to whom issued on date punched in margin on first bus leaving transfer point indicated by Time Limit.

Transfer is void if passenger boards bus at a point other than the point of nearest transfer.

PASSENGER

Demand transfer upon entering bus.

To avoid misunderstanding please see that transfer is correctly issued for date, direction and time before leaving bus.

Mutilated transfers will not be accepted.

In case of disputed transfer, passengers are requested to pay fare and refer transfer to Superintendent for adjustment.

8

Transfers are issued upon request at time of paying fare only. Good only for passenger to whom originally issued, if presented at transfer point established by Company, on date of issue and on first vehicle leaving transfer point after passenger's arrival.

Good for continuous trip. No stopover. Not good for return trip.

Upon request the operator will advise you of established transfer points.

In case of misunderstanding please pay fare, retain transfer and contact Company's office.

5

Who may legally use it, meaning the passenger, to whom it was originally issued. This is an important point because of the danger that transfers which are perhaps not properly dated and time cut, may be passed along to others. Where reference is made to possible criminal action under a suitable ordinance it generally covers the points of the sale, barter or giving away of transfers or their presentation for fare by anyone other than the person to whom issued. This restriction was previously often expressed as "not transferable" and it still is. But doubt has arisen in recent years on how clear and understandable this designation is, with the result that the wording "Good only for passenger to whom originally issued" finds some preference.

That the transfer is not good for stop-over and that it may not be used for return to or near the starting point. "Stop-over" again is a concept not always understood by those most apt to regularly use public transit. So, in many cases it is expressed as, "not good on line of issue or its reverse direction."

It is made clear that the transfer may be used only at transfer points established by the company. As we will see later, these transfer points may be listed on the transfer for each different line and possibly direction, or they may be listed separately on "take-one" leaflets, on car cards or on other publications. Again, outside of being properly posted at the company offices, information with respect to them may be left for the operator to transmit to passengers. Hence the wording now quite common: "Upon request the operator will advise you of established transfer points" (see No. 5).

That the transfer is good only on the date of issue. It was more common previously than now to add to this, "before latest time shown," or "on first vehicle reaching transfer point, before latest time shown." In later forms the reference to a definite time is often left off, the restriction being simply that transfer must be made to the first vehicle of the connecting line that reaches the transfer point. Reasons for this lie in the vast difference in headways that exist nowadays which make it necessary to either indicate time very broadly, keyed to the line having the longest headway, or to have receiving operators on certain lines with unusually long headways make special time allowances beyond the time shown. Also in the case of double transferring and transferring from outbound legs of through lines, where time for good protection is usually set for the center city area, time allowances must be made by receiving operators, so that the time indicated on the transfer no longer can serve as a limit signal to the passenger but becomes a signal only for the receiving operator, on the basis of which he judges whether or not transfer is being made on the first vehicle. The specimens numbered 5, 6, 7 and 8 for instance omit mention of time. In No. 6 special reference is made to the fact that the time indicated on the transfer is not necessarily the expiration time but serves for the information of the receiving operator.

Usually transfers are to be issued only at the time the fare on the first vehicle boarded by the passenger is paid, and this is commonly expressed in the conditions clause.

Finally suitable paragraphs are usually included to make clear that the use of the transfer privilege is subject to company regulations, and that, in case of dispute, the passenger should

WHERE YOU MAY TRANSFER

- At first junction point to another line going in a different direction.
- At the last junction point where two lines branch off.
- At the terminus point of a line to another line going in the same direction.
- Via intermediate transfer at points established for intermediate lines as indicated above.

Use of transfer subject to regulations on file with Commissioner of Public Service.

9

TRANSFER POINTS

To intersecting or diverging lines at first connecting or special transfer point.
To other lines in downtown section or at intersecting or converging points beyond.

TRANSFER VALID ONLY ON DATE OF ISSUE, BEFORE LATEST TIME INDICATED OR ON FIRST VEHICLE REACHING TRANSFER POINT. SUBJECT TO COMPANY REGULATIONS. IN CASE OF MIS-UNDERSTANDING PLEASE PAY FARE AND CONTACT COMPANY OFFICE.

13

GROVE-SALISBURY transfers not accepted on lines northbound via Grove or Salisbury.

LINCOLN transfers not accepted on lines northbound via Lincoln.

RESTRICTIONS:

Transfers issued north of Randolph not good on 16-19-30.

Transfers issued east of Boylston St. not good on Lincoln Street Bridge Line.

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DIRECT TRANSFER

To any intersecting line

DOUBLE TRANSFER

Via any direct intersecting line EastB
To any intersecting line SouthB or EastB

Via any direct intersecting line WestB
To any intersecting line SouthB or WestB

11

ACCEPTED ON:	AT:
Southside	Along Main St., Mishawaka Also, Jefferson Blvd. (if not restricted) Also, L. W. E. (walkover) at Sample Washington St. (if not restricted)
Fellows St.	Washington St.
Portage-Michigan	Along Main St.— Mishawaka
Sample	Also, all connecting points in So. Bend
Madison	Along Main St. Mishawaka Hill St.
Belleville, outbound	Main St. at Court House
Notre Dame- Corby	Michigan St.
O'Brien- Rum Village	Main St. at Court House
L'Way, West- Miami	Along Main St. —Mishawaka
Bendix-Angela	Also, Washington St.
St. Mary's	

12

Issued subject to City ordinance and Company regulations. Good only before latest time shown or on first connecting bus thereafter, on date issued, at established transfer points, on any line except line of issue or line returning to same area. Transfer issued only at time of paying fare. If any dispute, please pay fare and refer matter to Company.

This transfer is not good eastbound on Church Hill Lines of 21st St.

14

This transfer is issued under the Provisions of City Ordinance No. 12887 and is not good for stop-over or for returning to same vicinity from which transfer was issued. It will be accepted on the following lines only at the points named.

OAKWOOD ST. RLWY.
SOUTH BOUND
Brown & Irving Ave.
DAYTON XENIA RLWY.
SOUTH BOUND
Main and Wyoming Sts.

On other lines at designated transfer points.

This Transfer may **LAWFULLY** be used **ONLY** for making a continuous trip to a destination on another route, when presented by the person to whom issued on the next connecting coach, or within 15 minutes after last time shown. Upon reason to believe that this transfer is being **UNLAWFULLY** used, the receiving operator may retain it and shall collect the regular fare.

15

In case of dispute please pay fare and report the facts to the company.
Good for one continuous trip requested at time of payment of each fare.
Issued and accepted subject to Company rules.

Good only at first transfer point where lines touch or most nearly approach, on date issued and not later than time shown. **NOT TRANSFERABLE** and not a **STOPOVER** check.
Not good for return trip on this or parallel lines.

Passenger accepting it does so subject to these conditions and agrees to board bus at transfer points. **OTHERWISE THIS TRANSFER IS VOID.**

16

pay his fare and report the facts to the company. One might say that, in fact, a statement that the use of transfers is subject to company regulations would in itself encompass all the statements previously made and therefore might be used in exclusion of everything else. Specimen No. 1 is based on that thinking. No. 2 also confines itself to a minimum of stated conditions.

In looking over a fairly large number of conditions clauses one point stands out. Over the years it seems that a good many properties have come to the realization that good public relations are essential to the sale of transportation. That has reflected on the wording of conditions clauses too. Where previously statements might have been normally of a negative character, speaking of restrictions and prohibitions in abrupt fashion, now often the statement is made wherever possible in a positive, less cold but a more friendly tone, and that is all to the good. Several of the forms copied reflect this, No. 6 particularly.

Specific Restrictions

A good many years ago, before exploding automobile traffic brought with it constant changes in the direction of traffic flow in urban areas, and before expressways and super highways began to cut their furrows through cities and towns alike, it was common, wherever possible, to show the transfer points for each route on the face of the transfer, separately for each route and direction. The frequent changes necessary in routing and therefore transfer points brought about by traffic changes however made this difficult. Often the points had barely been established and transfers printed that showed them when changes occurred and new copy as well as new plates had to be made to take care of them, usually unavoidably delayed, so that the points, for much of the time, were not entirely accurate. Many companies, therefore, in order to avoid these difficulties with their adherent cost, gave up listing the points on the transfer, in favor of publishing them in some other form, or leaving it essentially to the operators to inform passengers on these points.

However where line transfers are used, meaning a separate form for each line and in some cases also direction, and where changes are relatively infrequent it is still an excellent idea to list the transfer points on the face of the transfer. Form No. 12 on page 4 for instance is one with a complete and detailed listing for a single line. Detailed listings of this type appear best on the face of the transfer, not the back. Since they are of course practical only where line transfers are used and since the copy for the transfer points naturally changes for each line, a single set of printing plates takes care of this. On the other hand, if the line name is on the face, as it must be, but the transfer points tied in with that line name are listed on the back, it means two sets of plates for each line and thereby extra cost. Specific transfer point listings of this type of course go hand in hand with a general condition clause which is properly put on the back. Since it remains the same for all lines, regardless of their name and transfer points, one set of printing plates therefore serves for the back printing of all lines.

The forms shown under Nos. 9, 11, 13 and 16 strike a compromise, in that they list transfer points in a generalized fashion, not conducive to change, because of changes in individual points.

Incidentally several of the specimens on page 4 combine general conditions with individual or generalized restrictions on transfer points. All of these normally would be printed on the face of the transfer.

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

WHERE YOU MAY TRANSFER

- At first junction point to another line going in a different direction.
- At the last junction point where two lines branch off.
- At the terminus point of a line to another line going in the same direction.
- Via intermediate transfer at points established for intermediate lines as indicated above.

Use of transfer subject to regulations on file with Commissioner of Public Service.

GROVE-SALISBURY transfers not accepted on lines northbound via Grove or Salisbury.
LINCOLN transfers not accepted on lines northbound via Lincoln.

RESTRICTIONS:
Transfers issued north of Randolph St. not good on 16-19-30.
Transfers issued east of Boylston St. not good on Lincoln Street Bridge Line.

DIRECT TRANSFER

To any intersecting line

DOUBLE TRANSFER

Via any direct intersecting line EastB

To any intersecting line SouthB or EastB

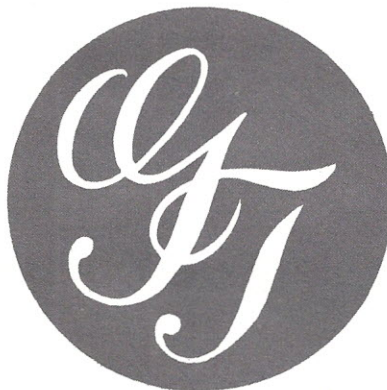
Via any direct intersecting line WestB

To any intersecting line SouthB or WestB

TRANSFER POINTS

To intersecting or diverging lines at first connecting or special transfer point.
To other lines in downtown section or at intersecting or converging points beyond.

TRANSFER VALID ONLY ON DATE OF ISSUE, BEFORE LATEST TIME INDICATED OR ON FIRST TIME REACHING TRANSFER VEHICLE REACHING COMPANY REGULATIONS. IN CASE OF MISUNDERSTANDING PLEASE PAY FARE AND CONTACT COMPANY OFFICE.



Issued subject to City ordinance and Company regulations. Good only before latest time shown or on first connecting bus thereafter, on date issued, at established transfer points, on any line except line of issue or line returning to same area. Transfer issued only at time of paying fare. If any dispute, please pay fare and refer matter to Company.

This transfer is not good eastbound on Church Hill Lines of 21st St.

ACCEPTED ON:	AT:
Southside	Along Main St., Mishawaka Also, Jefferson Blvd. (If not restricted) Also, L. W. E. (walkover) at Sample
Fellows St.	Washington St. (If not restricted)
Portage-Michigan	Washington St.
Sample	Along Main St.— Mishawaka Also, all connecting points in So. Bend
Madison	Along Main St. Mishawaka Hill St.
Belleville, outbound	Main St. at Court House
Notre Dame- Corby	Michigan St.
O'Brien- Rum Village	Main St. at Court House
L'Way, West- Miami	Along Main St. —Mishawaka Also, Washington St.
Bendix-Angela St. Mary's	

This transfer is issued under the Provisions of City Ordinance No. 12887 and is not good for stopover or for returning to same vicinity from which transfer was issued. It will be accepted on the following lines only at the points named.

OAKWOOD ST. RLWY. SOUTH BOUND
Brown & Irving Ave.
DAYTON XENIA RLWY. SOUTH BOUND
Main and Wyoming Sts.

On other lines at designated transfer points.

This Transfer may LAWFULLY be used ONLY for making a continuous trip to a destination on another route, when presented by the person to whom issued on the next connecting coach, or within 15 minutes after last time shown. Upon reason to believe that this transfer is being UNLAWFULLY used, the receiving operator may retain it and shall collect the regular fare.

In case of dispute please pay fare and report the facts to the company.
Good for one continuous trip requested at time of payment of each fare. Issued and accepted subject to Company rules.
Good only at first transfer point where lines touch or most nearly approach, on date issued and not later than time shown. NOT TRANSFERABLE and not a STOPOVER check.
Not good for return trip on this or parallel lines.
Passenger accepting it does so subject to these conditions and agrees to board bus at transfer points. OTHERWISE THIS TRANSFER IS VOID.