

The

Globe

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November 1962 No. 632

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



The
METROPOLITAN WASHINGTON AREA
JOINT FARE
TRANSIT PLAN

GLOBE TICKET COMPANY

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

A Nation-Wide Service

THE METROPOLITAN WASHINGTON AREA JOINT FARE TRANSIT PLAN

One year has passed now since the joint fare area transit plan went into effect on November 1, 1961 in Washington, D. C. and adjoining areas of Virginia and Maryland. Voluntarily adopted by the four carriers involved, at the request of the then newly formed Metropolitan Area Transit Commission it has from its beginning appeared as a logical first step in the development of an integrated, coordinated transit system for the Washington metropolitan urban area.

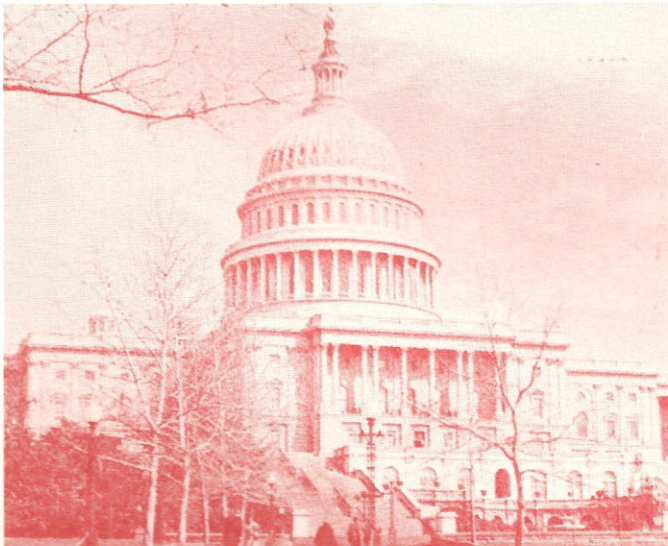
Besides the District of Columbia this area takes in substantial commuter areas in several adjoining Virginia and Maryland counties, areas that have quite naturally developed as regions of residence and business, suburban to Washington, fully interdependent with that city.

The total area, it may quite properly be called the Metropolitan Washington Area, is served collectively by the following four carriers:

D.C. Transit System, operating in the city of Washington and adjoining Counties of Maryland,

W.M.A. Transit Co., operating principally between Prince George County, Maryland and Washington, D. C. and serving locally portions of South East Washington.

Alexandria, Barcroft & Washington Transit Co. (A.B. & W.), operating lines in Alexandria, Va. and the Virginia counties of Arlington and Fairfax, as well as between these counties and Washington, D. C.



The United States Capitol

Washington, Virginia and Maryland Coach Co. (W.V. & M. Arnold Lines), operating in Arlington and Fairfax counties of Virginia and between these counties and Washington, D. C.

Previous to the adoption of the plan, it was necessary for most commuters from the counties surrounding Washington and using the service of one of the carriers in these areas, to pay two fares, in order to reach points in the city of Washington which were beyond the routes of the suburban carriers. Special joint fares were in effect between the

city of Washington and the Defense Installations in Virginia, including the Pentagon Building, Arlington Navy Annex and the National Airport, with the total fare in special joint commuter book tickets of the three carriers involved coming to 30.6 cents per ride. For these specific riders, the plan meant an increase to 35 cents per ride.

The plan set a joint fare between the District of Columbia and the first fare zones of the three carriers surrounding the District of 35 cents. Surcharges for additional zones travelled on these lines remained unchanged. As an example, the fare for trips originating on vehicles of D.C. Transit System or W.M.A. Transit, using the Interline Joint Ride Ticket and transferring onto lines of A.B. & W. was as follows:

- Zone 1 (Government Installations) 35 cents Interline Ticket
- Zone 2 35 cents Interline Ticket plus 5 cents zone charge
- Zone 3 35 cents Interline Ticket plus 10 cents zone charge and so forth.

Each of the four participating companies had special Interline Joint Fare Tickets printed, at first a double one, eventually coming to a single ticket, good only on the day of issuance, non-transferable and not good for stop-over. In order to make it possible to settle among the four carriers, each one uses tickets of different color. Each company separates the tickets by color and participates in clearing settlement once a month.

All four companies use fare boxes, each has adopted its own manner in which to sell, receive and audit Interline tickets.

D. C. Transit System

Distribution to Drivers

Tickets are put up in bundles of 25 and 100.

Each driver except those on express routes receives 25 tickets and is charged for these. Express drivers do not sell tickets.

At the end of the driver's shift his ticket count is brought up to 25, and he pays for those which he receives as replacement.

The driver reports on his day sheet the number of tickets received and the number sold.



Latest D.C. Transit System Air Conditioned Bus

Sale to Passengers

When boarding the bus the passenger requests a Joint Fare Ticket and pays the operator 35 cents. This money is not dropped in the fare box.

Ticket Use

Joint Fare Tickets are accepted on the vehicles of D.C. Transit System from all other three participating carriers. They are deposited in the fare box by the passenger. The passenger is entitled to a transfer if he must use a second D.C. Transit line.

D.C. Transit System and W.M.A. Transit Co. both operate in the District of Columbia, and, for a distance of approximately two miles, each company may pick up and discharge passengers (South of the Anacostia River as far as the D.C. boundary). Within this area, W.M.A. does not sell Joint Fare Tickets for use on D.C. Transit System buses but issues a free transfer to D.C. connecting lines. This transfer is good only at three points within the area mentioned.

Passengers who board a W.M.A. bus in Maryland however may purchase Joint Fare Tickets, for use on D.C. Transit vehicles at any point in the city.

Audit

As noted, Joint Fare Tickets from participating companies are dropped into the fare box on D.C. vehicles by the passenger. Any of the four colors used by the participating properties, except the one issued by D.C. Transit, is honored.

The D.C. Transit System fare box, a drop-box type, has the usual locked vault. At the end of the day "Fare Box Pullers" remove the vault from the fare box and substitute an empty one for the next day's business.

The vault is placed into the Fare Box Room at the depot and, on the following day, "Fare Box Dumpers" transfer the contents of the vault to a canvas bag which then goes into a sealed pouch. The pouches are transferred by armored car to the treasurer's office.

The pouches contain Tokens, Coins, Joint Fare Tickets and School Tickets. At first the tickets are separated from the tokens and coin by means of a blower.

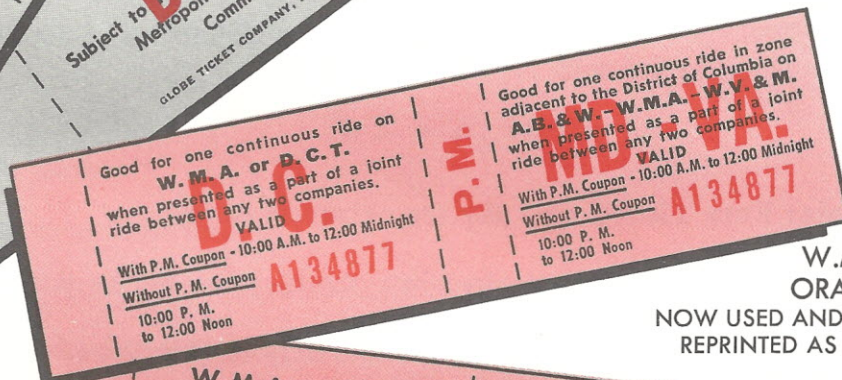
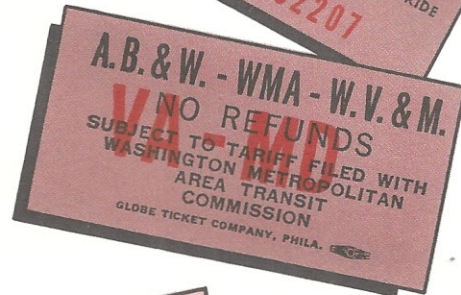
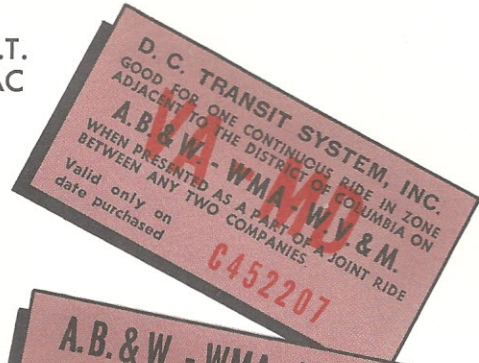


The White House

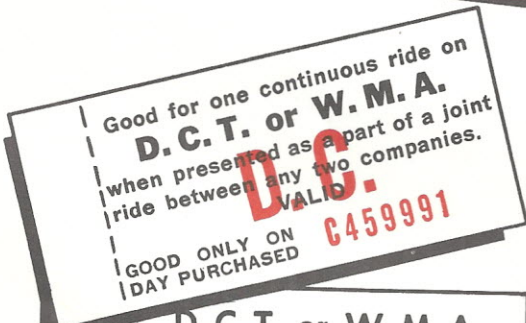
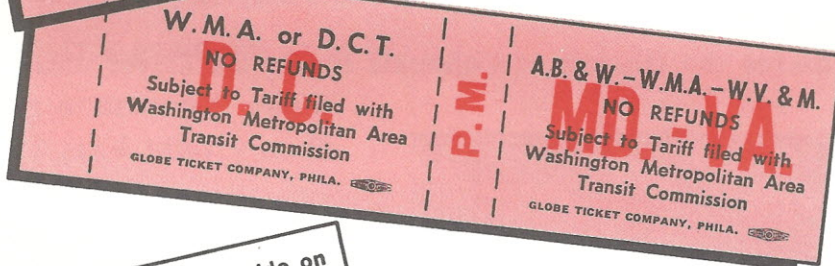
W.V. & M.
YELLOW



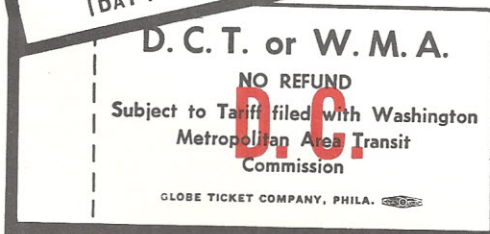
D.C.T.
LILAC



W.M.A.
ORANGE
NOW USED AND INTENDED TO BE REPRINTED AS SINGLE TICKET



A.B. & W.
WHITE



The tokens and coin are put through automatic coin sorters.

The tickets are, at present, hand-separated into School Tickets and Joint Fare Tickets.

Joint Fare Tickets are separated by color, to identify the issuing companies.

Each lot is then put through Tickometer counters to establish the count of tickets from each participating company. A daily record is kept for each company, and settlement is made monthly.

W. M. A. Transit Co.

Distribution to Drivers

Tickets are put up in pads of 25.

50 tickets are issued to each driver. He is expected to buy at the end of each day a number of tickets equal to those which he has sold.

Sale to Passengers

Passengers request Joint Fare Tickets and pay the driver 35 cents.

If additional zone charge is due this is deposited into the fare box by the passenger.

Joint Fare Tickets for use on D.C. Transit lines are sold only in Maryland.

After the bus has entered the District of Columbia limits, the driver must ask passengers where they wish to go, before selling them a Joint Fare Ticket.



New Air Conditioned Buses of W.M.A. Transit Co.
From left to right: Joseph Sardinia (P.S.C. of Maryland), Woodrow W. Miller
(Pres. of W.M.A. Transit Co.), Mrs. Miller, T. Millard Tawes (Governor of Maryland).

If the destination is a point within the District the driver issues a free transfer, and the passenger must transfer at one of three designated points.

If the passenger's destination is Virginia, the driver will sell him a Joint Fare Ticket.

Ticket Use

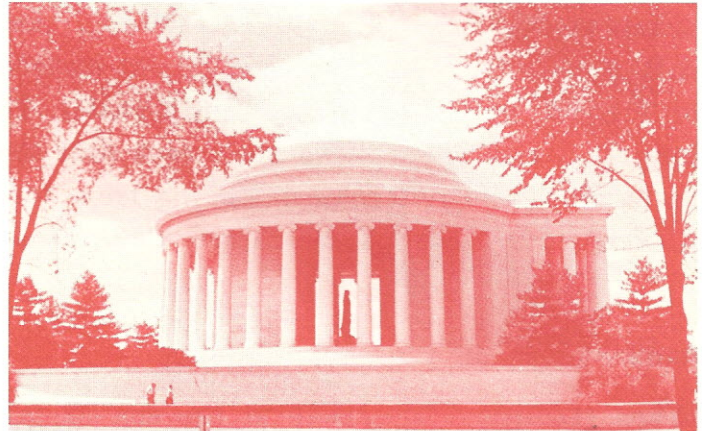
Joint Fare Tickets are accepted from all other three participating companies.

The rider deposits the ticket into the fare box. If an additional zone charge is due, this is also deposited into the box.

Audit

Tickets are hand separated from tokens and cash. They are then separated by color, to identify the issuing company.

A numerical count is then made of each batch and settlement made with each issuing company monthly.



The Jefferson Memorial

A. B. & W. Transit Co.

Distribution to Drivers

Tickets come in pads of ten.

50 Joint Fare Tickets are issued to drivers.

At the end of the day they pay for the tickets sold. Partial pads are destroyed.

The driver's supply is again put up to 50.



Latest Air Conditioned Vehicle of A.B. & W. Transit Co.

Ticket Sale

The passenger buys Joint Fare Tickets from the driver and pays him. If an additional zone charge is due, this is deposited into the fare box by the passenger.

The tickets sold by A.B. & W. are for use on lines of D.C. Transit or W.M.A. only.

Ticket Use

Joint Fare Tickets from D.C. Transit and W.M.A. only are accepted on A.B. & W. lines.

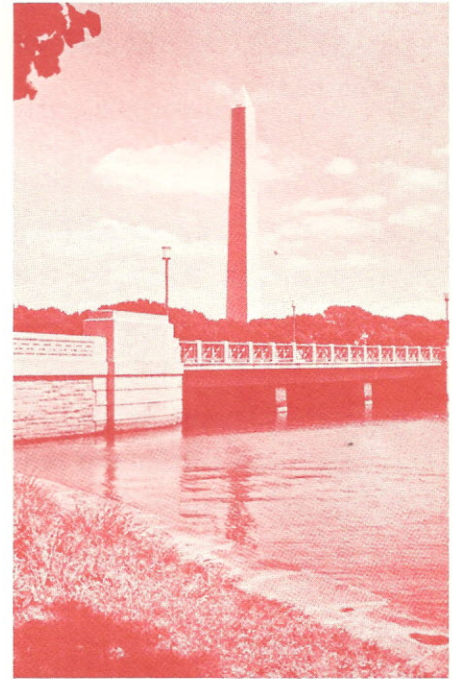
When received, the Joint Fare Ticket is handed to the driver who deposits it in a separate box. Other fare tickets used by this company are handled the same way. A.B. & W. and W.V. & M. have a joint transfer used in Virginia only. This is a 5 cent transfer. The two properties also operate two buses each over the same route, on a regular schedule, running from downtown Alexandria to the Arlington County Court House.

Audit

When the driver checks in at the end of his shift, money, tokens and tickets are accounted for.

The tickets which were kept separate from cash and tokens are separated by kind and color (participating companies).

They are counted on Tickometer machines and charges recorded, for monthly settlement.



The Washington Monument

W. V. & M. Coach Co.



Modern Air Conditioned Bus of W.V. & M. Coach Co.

Distribution to Drivers

The tickets used are in pads of 10.

50 Joint Fare Tickets are issued to each driver. The road supervisor also carries a supply, for operators that might need additional tickets. The tickets are charged to the operator.

The operator, at the end of his shift, pays for the tickets sold and receives replacement in order to bring his supply back up to 50.

Broken pads are always returned and are destroyed.

The driver notes on his day report the tickets sold and the number returned.

Ticket Sale

The passenger requests a Joint Fare Ticket and pays 35 cents to the operator.

If an additional zone charge is called for this is deposited into the fare box by the passenger.



The Lincoln Memorial

Ticket Use

W.V. & M. Coach Co. accepts Joint Fare Tickets only from D.C. Transit System and W.M.A.

When a passenger who holds a valid Joint Fare Ticket boards the bus, he hands the ticket to the driver who deposits it into a separate box. Other fare tickets used by this company are handled the same way.

A joint transfer is used between W.V. & M. and A.B. & W., valid in Virginia only. These two properties also operate two buses each over the same route. This route runs from downtown Alexandria to Arlington County Court House, a distance of 12.31 miles.

Audit

The tickets which are separate from tokens and coin are separated by hand in the auditing office for type and issuing company.



Mr. Vernon

The Joint Fare Tickets of each color (issuing company) are then counted by Tickometer machine and recorded for monthly settlement.

In this case the number of tickets sold is greater than the number collected, due to the fact that regularly more people are carried from the Pentagon into downtown Washington than vice versa.

EARLY PATTERN OF SALES AND COLLECTIONS

The figures that follow, kindly furnished by the participating companies, show the pattern of sales of Joint Fare Tickets and their acceptance for a few months after inauguration of the plan:

INTERLINE JOINT FARE TICKETS SOLD AND COLLECTED

MONTH	BY	SOLD NUMBER	COLLECTED FROM				TOTAL COLLECTED
			D.C.T.S.	W.M.A.	A.B. & W.	W.V. & M.	
November 1961	D.C.T.S.	94,984		3,465	70,923	28,515	102,903
December 1961	D.C.T.S.	152,312		5,807	111,053	46,143	163,003
January 1962	D.C.T.S.	133,952		6,902	95,046	39,463	141,411
February 1962	D.C.T.S.	143,735		5,668	98,154	46,381	150,203
March 1962	D.C.T.S.	194,826		7,243	129,935	73,217	210,395
November 1961	W.M.A.	4,576	3,733		909	318	4,960
December 1961	W.M.A.	6,593	4,235		925	295	5,455
January 1962	W.M.A.	6,882	5,235		1,055	314	6,604
February 1962	W.M.A.	7,136	5,301		1,005	430	6,736
March 1962	W.M.A.	9,497	5,924		1,180	448	7,552
November 1961	A.B. & W.	92,181	85,284	1,203		No Interline	86,487
December 1961	A.B. & W.	94,974	92,537	1,204		Joint Fare	93,741
January 1962	A.B. & W.	111,286	105,957	1,390		Tickets	107,341
February 1962	A.B. & W.	100,141	97,798	1,275		Exchanged	99,073
March 1962	A.B. & W.	119,037	113,708	1,445		With This Company	115,153
November 1961	W.V. & M.	36,793	35,943	318		No Interline	36,261
December 1961	W.V. & M.	39,190	38,958	295		Joint Fare	39,253
January 1962	W.V. & M.	47,876	47,055	314		Tickets Exchanged	47,369
February 1962	W.V. & M.	49,185	47,670	430		With This	48,100
March 1962	W.V. & M.	65,204	63,669	448		Company	64,117

What has the plan accomplished up to this point? What has it done for the rider, what for the companies involved? We have asked Mr. Delmer Ison, Executive Director of the Washington Metropolitan Area Transit Commission for an appraisal of what the plan may have meant so far, and we quote his answer: "Based on public reaction, the joint fares have served a real public interest in the Washington area. While it is difficult to measure the results in terms of additional passengers attracted to mass transit, I am positive that some additional passengers have been lured away from the automobile to the bus. Moreover, I am even more positive that the institution of the joint fares has had the important effect of keeping many transfer passengers on the buses. This statement is borne out by the fact that even though a substantial fare increase was granted to the carriers simultaneously with the effective date of the joint fares, that following the fare increases such carriers experienced an increase in riding contrary to ordinary experience.

"The real justification, in my opinion, for joint fares is that a person who is required to utilize the service of two or more carriers in traveling to a given destination should be able to make such a trip for a fare lesser than the fare computed by a combination of single-line, local fares."

In polling the reaction of the executives of the four carriers involved we arrive at a consensus somewhat like this: That rides have increased, without a way however of actually checking with past performances. During the first year of operation the sale of tickets increased notably from month to month; they have now leveled off at a point far exceeding expectations. Direct benefits have been the saving and convenience to the bus rider. The general feeling among the properties is that benefits to the companies have been indirect and would, in all probability, offset the revenue loss to the transit companies. The willing step by the bus lines to join together, in this joint ride venture, for the explicit purpose of convenience and saving for the bus rider has had telling effect on the public.

The *Globe* trotter

