

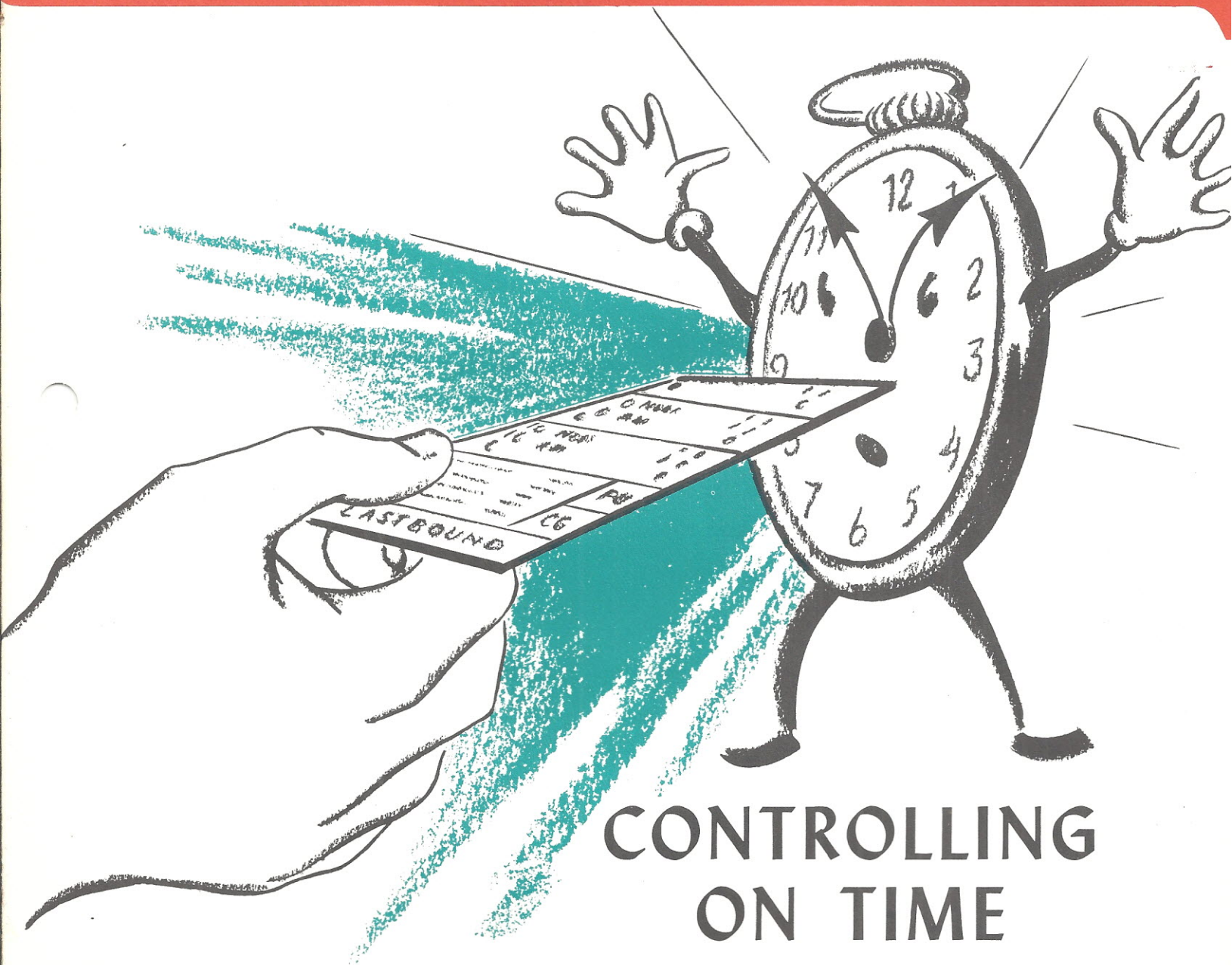
The

Globe

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JUNE 1963 No. 638

ISSUED BY THE GLOBE TICKET COMPANY IN THE INTEREST
OF THE TRANSIT INDUSTRY



**CONTROLLING
ON TIME**

GLOBE TICKET COMPANY

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

A Nation-Wide Service

TIME LIMITS FOLLOW MODERN CONDITIONS

Proper observance of intelligent time limits goes a long way in preventing abuse, by removing much of the inducement toward attempts at round tripping. The purpose of time limits on transfers is to hold passengers to the principle that a continuous ride, where transferring is necessary, be interrupted only by the time necessary to wait for and board the first connecting vehicle arriving at the transfer point. As soon as more time than necessary is available, a tendency begins to arise toward attempts at riding into the downtown area for shopping or other business and then returning on a transfer via another route to or close to the original starting point. Therefore, the less time that is available beyond that which is absolutely necessary, the less inducement there is for abuse of this sort. Controlling time can help prevent trafficking, through the sale, barter, gift or transfer of these tickets, or their presentation for fare by any one other than the person to whom issued.

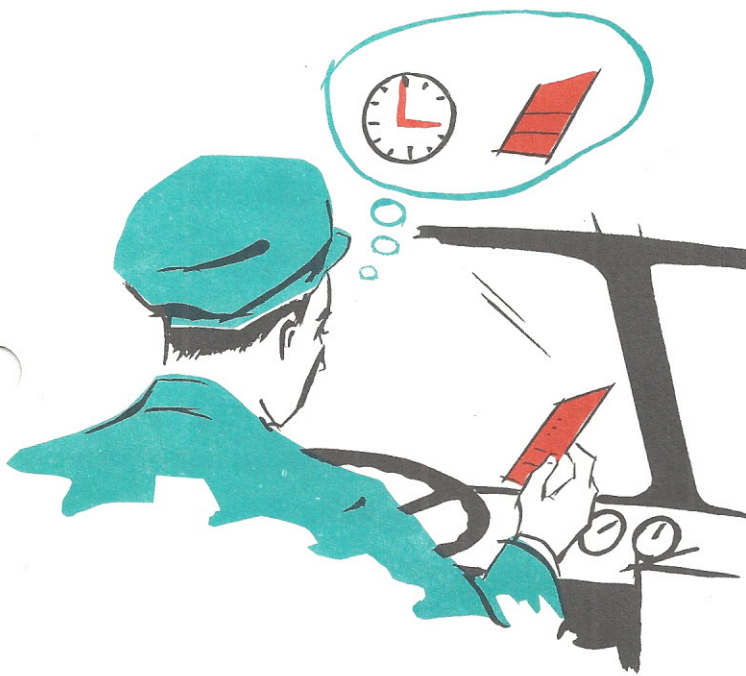
Such inducement, however, generally exists only for the purpose of transacting business, mostly retail business, in the central city area. For this reason it is not necessary to keep as close a time check during hours when business houses are closed than it is during hours of active business and theatre operation.

Many transit companies have come to this conclusion and consequently many shorter time scales are being used on their transfers today.



On systems which have parallel routes and perhaps some lines that meet or approach each other in outside areas, these offer opportunities for return riding on transfers which, in a good many cases, cannot be counteracted by transfer restrictions, because of the needs of

where in most transit systems there are considerable differences in headways between certain lines and on the same lines at different hours, most companies find it best, for the sake of consistency and uniformity, to set the time, when starting at the outside terminal point, to the arrival time at a designated point in the central city area. In most cases there is no time added as an allowance for making physical transfer, because, with varying headways, the receiving operator will have to judge anyway whether his vehicle is or is not the first vehicle passing the transfer point, after arrival of the passenger. On through lines as on IN-OUT lines the transfer is cut for the time of arrival of the bus in the central downtown area. If transfer points should exist on such lines beyond the central city area, the receiving operators at such transfer points will make allowance for the running time between the central city area and the respective transfer point beyond that area. On in and out lines, as mentioned, the time is set on the inbound run for the time of arrival at the terminus of the line. If there are transfer points on the outbound run, the time mentioned above



legitimate transfer users. In such cases an important safeguard lies in close control of time during active business hours.

Reference may be made in this connection to the methods mostly used now for time indication and time check. At the present time,

remains set for travel in that direction, if there is no lay-over at the central terminus. If there should be, the time is re-set to reflect the leaving time from that terminus.

By doing this, receiving conductors at outside transfer points are able to make uniformly the same allowance on transfers from outbound through as well as in and out lines.

With respect to multiple transferring the interpretation of time must, of course, be made with proper allowance for the fact of retransfer and the time loss occasioned by this.

On lines which do not run into the downtown area, such as cross town and feeder lines the time is set at the start of the run for the arrival time at the other end.

What the aforementioned principles have tried to accomplish with respect to the most important lines, meaning those which, as through lines or in and out lines enter the downtown area, is that we recognize that area as the most vulnerable with respect to possible attempts at round tripping and, in conse-

quence reserve the closest time control that can be mustered for this area. The issuing operator is not asked to add himself to the arrival time a certain allowance for transferring. He cannot do this well because he cannot be expected to be familiar with the varying headways at any time of the day on the routes with which he connects. So he could do it only on a very liberal and broad basis, undoubtedly giving too much time in many cases and thereby inviting abuse.

The receiving operator, however, knows his own headway during the different parts of the day, he also knows his possible unavoidable delays. He can determine with reasonable accuracy whether or not his vehicle is the first one reaching the transfer point after the vehicle on which the transfer presented to him has been issued.

The copy of the bulletin that follows shows instructions on time indication which were issued by a Mid-Western company in order to instruct their operators in the principles just mentioned, recently incorporated into their transfer system.



BULLETIN

Effective Friday, February 1, 1963.

This is the first stage of a program to reduce the abuse of transfer privileges, that will be put into effect.

UNIFORM TIME CUTTING OF THE TRANSFER
When starting inbound from the outside terminal point, transfer will be set to show the exact time or the next quarter hour of the scheduled arrival time at downtown time point.

EXAMPLES:

Schedule arrival	10:00 A.M.
Cut transfer for	10:00 A.M.
Schedule arrival	10:01 to 10:15 A.M.
Cut transfer for	10:15 A.M.
Where scale is in hourly intervals set for next hour	
Scheduled arrival	11:10 P.M.
Cut transfer for	12:00 Midnight

Passengers should transfer to the first connecting bus after time shown on transfer. Operator receiving transfer will determine if his is the first bus reaching the transfer point after time shown on transfer.

EXAMPLE:

Transfer cut for 10:00 A.M. would be accepted at 10:50 A.M. on a line with hour headway but would not be accepted at 10:20 A.M. on a line with 15 minute headway.

Keep in mind that the transfer is valid if you are operating the first bus to which the passenger could transfer.

On through lines the setting remains unchanged after passing downtown time point and while on the outbound leg of the through line. Receiving drivers at transfer points on the outbound leg make allowance for the running time between downtown time point and the transfer point.

On IN and OUT lines the time set on the inbound run remains unchanged for the outbound run if there is no lay-over in the downtown area. If there is, the time setting is then changed to reflect the starting time on the outbound run.

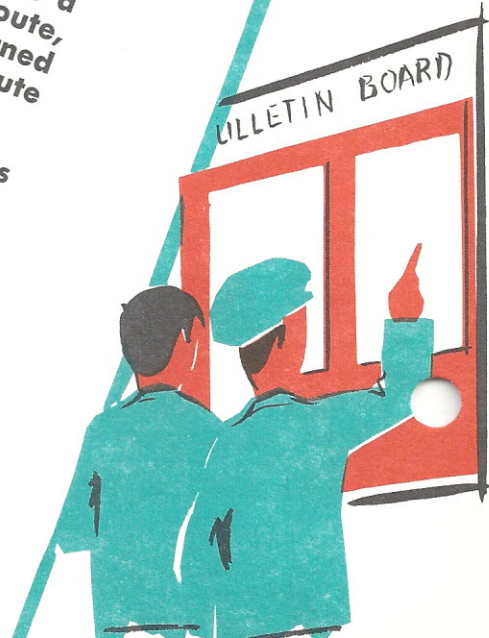
The time on Crosstown and Feeder lines, in each case, is set for the arrival time at the end of the line.

Transfers from a regular route presented on a connecting regular route, from which the passenger wishes to transfer to a third regular route or to a feeder, are taken up on the intermediate route, properly checked for all features and then returned to the passenger, for use on the third regular route or the feeder.

In order to maintain good public relations, it is suggested that for a while when a late transfer is presented the operator will inform the passenger that he should have taken a bus ahead, and in the future, when transferring, he should get the first connecting bus.

INSPECT ALL TRANSFERS LIFTED

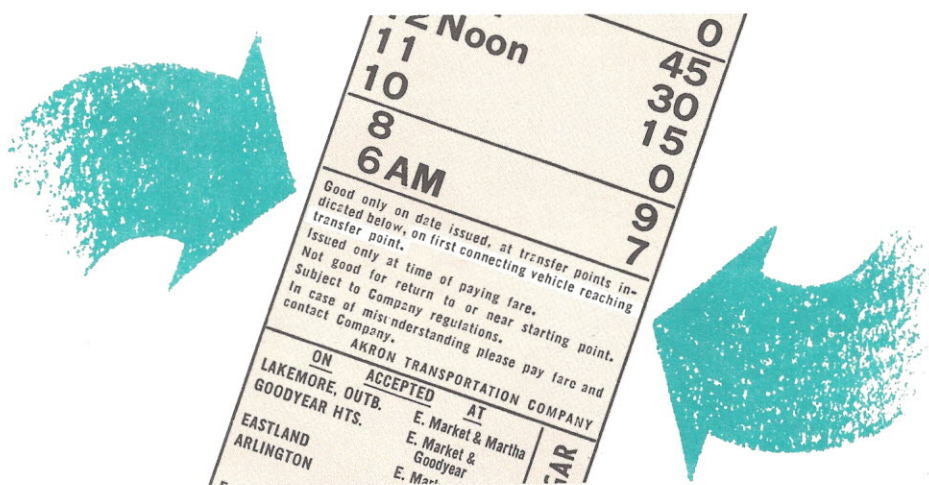
Supt. of Transportation



It is desirable, under most present conditions, to have a certain degree of flexibility in the time limits applied to transfers, because of variations in headways and, often on through lines, of possible transferring after the vehicle has passed the central city area, as well as because of transferring via intermediate lines. Consequently, we generally now consider it

practical to omit reference to time in the General Clause on the transfer, but base the limitation on the "first connecting vehicle reaching transfer point," as expressed in the example of a clause illustrated on the transfer below.

Time indication by punching, with its inherent disadvantages, is being abandoned as a general practice by the majority of properties.



It is time consuming, punch holes on the dividing lines of time figures create a doubt, advance punching results in insufficient numbers having been punched or too many, in the first case it leads to issuance of unpunched transfers, in the second to the use of transfer wrongly punched. Pellets may move back into

holes, readability is generally poor, under the conditions in which transfers are presented.

The method generally recommended by us for time indication, uses the more effective tear-off form. The time scale suggested employs 1/4 hour intervals during the normal business hours of the day, when attempts at shopping

and return riding make sense. For the sake of economy on size of the transfer the remaining periods of the operating day have been combined into two time areas, 6 A.M. to 9 A.M. and 11 P.M. to 1 A.M. These areas of course are not fixed, but presented only as suggested areas. They may be varied to suit conditions. The fact, however, that 15 minute intervals are available during the normal business hours of the day means that, in indicating time, conductors can come closer to the time

that they intend to indicate. No advance punching is necessary, no special punching operation. With minor exceptions the cutting bar remains set for an entire trip; as the transfer is torn off it automatically receives its clear time signal. One of the advantages of the shorter time scale is larger, easily read figures.

The operator is the key man in time control. If he is well taught and intelligently checked, much abuse can be prevented.

