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

## CHARGED-FOR Transfers



**GLOBE TICKET COMPANY**

112 N. 12th STREET, PHILADELPHIA, PA. 19107

*A Nation-Wide Service*

### **More Charged—For Transfers Now**

In recent years more interest is being shown in making a charge for the privilege of transferring from one route to another, in order to complete an otherwise continuous trip. The "Transit Fares" listings of the American Transit Association at present show well over one hundred companies in U.S. Cities of 25,000 population and over, making transfer charges.



### **Reasoning**

In the reasoning behind these moves, the desire to use the transfer privilege as one means to attain a higher level in the overall fare complex, probably prevails. But, at least in a contributory sense, the search for somewhat greater protection against transfer abuse no

doubt has been and is playing a role in these considerations. It is true that, where transfers are free, many riders take transfers, whether they need them or not, making them available in that way for infractions by themselves or others. This tendency is demonstrated by the fact that, where transfers must be paid for by passengers, the overall quantity used is somewhat less than where they are free.

In the A.T.A. listings the charges for transfers run from 1 cent to 10 cents, in most cases collected as specific payment for the transfer, in some few cases by issuing transfers only upon payment of a higher cash fare, as against a token fare.

### **Collection**

In the collection of transfer charges it has previously been quite common, to charge to the operators the transfer supplies issued to them, to have them collect the transfer charges separately, without the use of the fare box, and to hold them accountable for the amounts thus collected by hand.

The approach to this has changed a lot in recent years, partly because of pressures of cost and inconvenience in the turn-in time and clerical effort needed, but also in the recognition of the fact that, once fare boxes are installed, they should be employed in full realization of their intended purpose. That purpose is to receive the correct fare directly from the passenger, under full publicity, and to eliminate once and for all the acceptance of fares by the operator's hands. Once that principle is recognized and acted upon for basic fares, it applies equally to the extra charges for transfers. In fact, the effectiveness of the principle of fare box collection is considerably weakened when one charge enjoys the benefits of box collection, while another is handled by the operator, thereby throwing doubt on both.

There is no good reason, why a well designed, dated and time limited pay transfer cannot be issued to drivers like a free transfer, as long as such issuance is recorded and as long as all payments for such transfers are made by passengers directly into the fare box and there only. The risk of abuse is not substantially

greater in this transaction than in the collection, through the box, of the basic fare itself. On the other hand we have eliminated an incident of hand collection that is always subject



to possible manipulation which, in this case, affects not only the transfer charge, but also the fare itself. Also we have made savings in clerical handling and, very likely, in turn-in time.



