

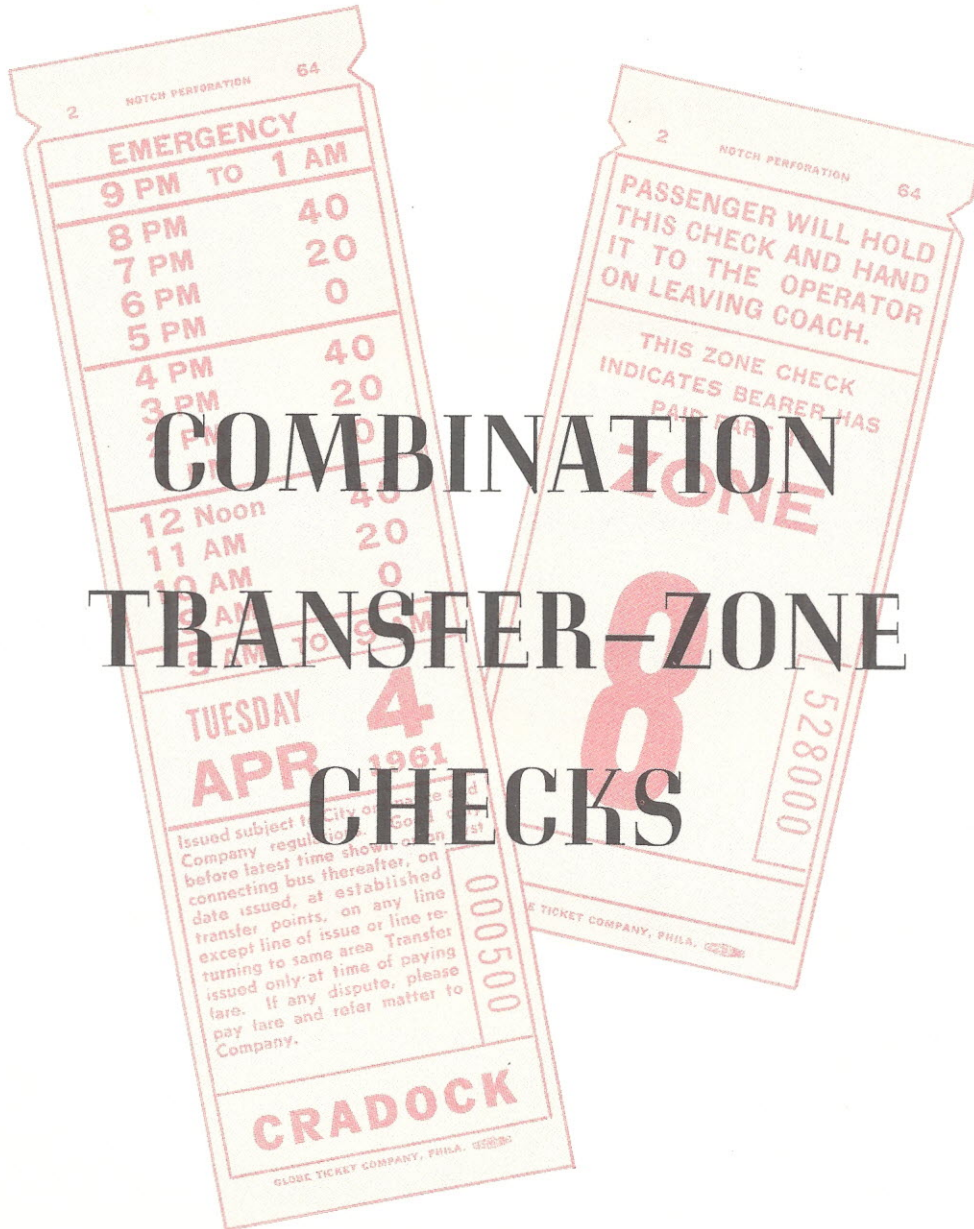
The

# Globe

trotter

APRIL 1964 NO. 648

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



## COMBINATION TRANSFER-ZONE CHECKS

# GLOBE TICKET COMPANY

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

*A Nation-Wide Service*

## COMBINATION TRANSFER-ZONE CHECKS

### **Application**

There are many occasions where closer control of zone riders is desirable, but where operating companies shy away from the use of a zone fare control system, separate from the transfer system. Likewise there are cases where full prepayment of zone fares to the final destination would be quicker and more economical for the company, but for the lack

of a simple and practical arrangement of zone rider identification. In virtually all these cases, on the other hand, a transfer system exists as a matter of course.

We believe that there are certain instances where it would be possible and advantageous to combine the transfer set-up with means to control zone fares, and we feel that we should devote this issue of the *Globe Trotter* to explore this.

### **Operation**

It is possible to design a transfer form in such a way that, as it is issued by the operator, it signals not only the issuing line, the date and the time, as is normal for transfers, but also the destination zone, into which the passenger has paid his fare. This makes it possible for full fares to be prepaid from any part of the



system to whatever zone in the system. It limits the observation of fare payment into the fare box, as well as change-making, to one such operation per passenger, regardless of whether he transfers or not.

As passengers enter, indicate their exit zone and pay the full fare to that zone into the fare box, a combination Transfer-Zone Check is issued to them. This check shows the destination zone clearly, in addition to the normal information common to the transfer.

As they reach their intermediate or final destination they pass again by the operator and surrender their check to him. In case they do not intend to transfer, the operator checks it and keeps it, as a normal zone check. If the passenger must transfer, in order to reach his final destination, he also hands the check to the operator at his intermediate exit point, but indicates that he wishes to transfer. The driver checks the combination Transfer-Zone Check, in order to make sure that the fare has been paid to or beyond the intermediate exit zone, and returns it to the passenger.

2 NOTCH PERFORATION 64

**EMERGENCY**

<b>9 PM TO 1 AM</b>	
8	45
7	30
6	15
5	0
<b>1 PM</b>	
4	45
3	30
2	15
1	0
<b>5 AM TO 9 AM</b>	
12 Noon	45
11 AM	30
10	15
9	0

**WEDNESDAY APR 26 1961**

LARGE RED NUMERAL INDICATES ZONE TO WHICH FARE HAS BEEN PAID

KEEP AND HAND TO OPERATOR WHEN GETTING OFF

On	ACCEPTED	At
5 WESTB	} 23rd & Jessup or Downtown Area	} 396062
5 EASTB		
1 } EASTB		
4 } EASTB		
6 } WESTB	} 16th & Market	
10 }		
11 } NORTHB	} 11th & Market	
12 }		
ALL OTHER ROUTES Downtown Area		

**16 EASTERN**

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1.

Upon boarding a vehicle of the connecting line, the passenger hands the combination check to the operator, who checks it as to acceptability as a transfer and returns it to the passenger.

Upon alighting at his final destination, the passenger surrenders the check to the operator. It functions here again as a mere zone check, and the operator checks the destination zone indicated on it and keeps it.

The operation is simple but effective. The employ of a combination method does not seem to affect results unduly, if the system is employed where applicable.

Where it should be desirable to employ a system in which the zone check part of the combination check is designed to show the boarding rather than the destination zone, it is possible also to use the Globe Notching Cutter in combination with the time tear-off bar to produce this signal.

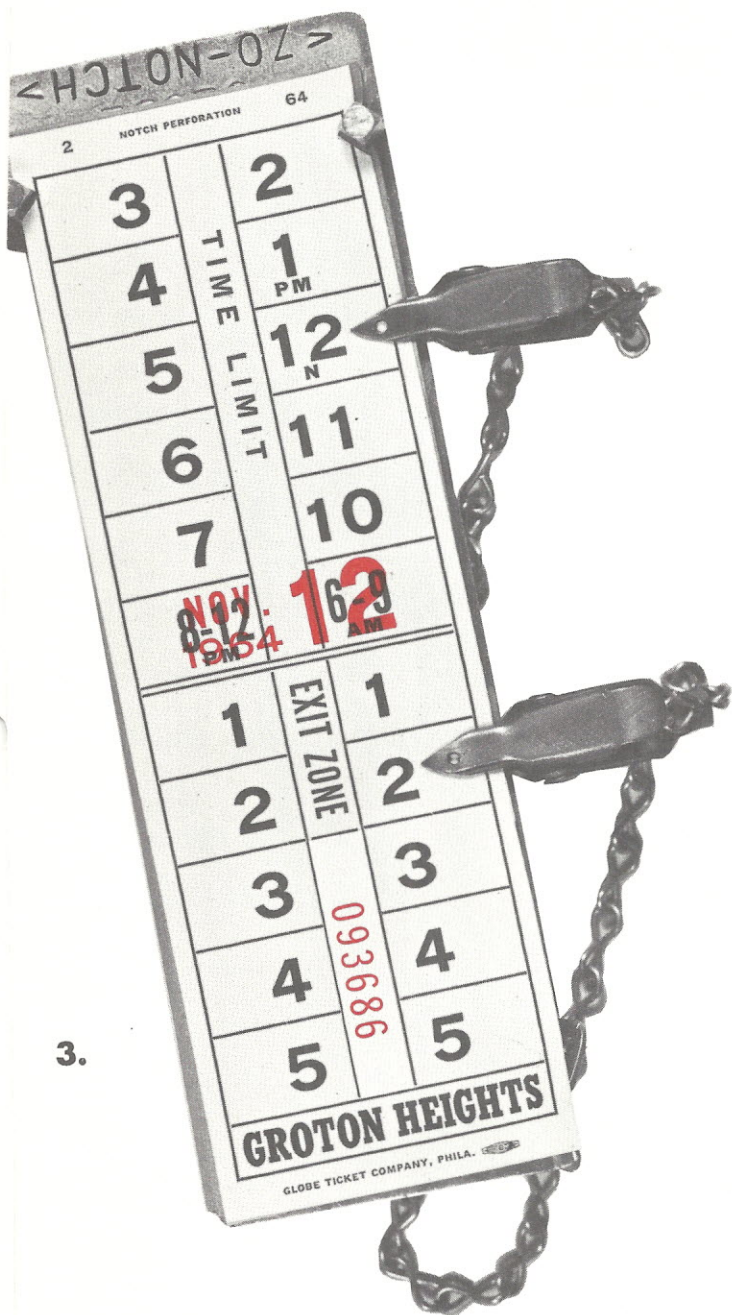
### Forms and Methods

Illustration No. 1 shows a normal line transfer with daily date and time cutting. To this has been added a zone number, in this case 5, as an underlying red tint. This would be used in as many individual forms as there are zones

2 NOTCH PERFORATION 64	
11 PM	12 MID 1 AM
9	45
8	30
7	15
6	0
5	45
4	30
3	15
2	0
1 PM	45
12 Noon	30
11	15
10	0
8	9
6 AM	7
<b>THURSDAY</b> <b>SEP 24</b> 1953	
KEEP AND HAND TO OPERATOR WHEN GETTING OFF	1
PUNCH HOLE INDICATES EXIT ZONE	2
ON ACCEPTED AT LINCOLN, Outb. Wash'ton & County Line	3
MADISON, Outb. Wash'ton & Madison	4
ELLSMERE Corrigan & Clark ALL OTHER ROUTES Downtown Area	5
<b>WASHINGTON</b>	
<small>GLOBE TICKET COMPANY, PHILA.</small>	

2.

to be identified. If there are 5 zones, the operator has a board before him with 5 transfer pads, one for each zone number. Each pad is under a time cut-off bar. As fares are paid, the



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operator selects, tears off and issues the transfer that shows the zone number to which the passenger is entitled to ride in accordance with the fare paid by him.

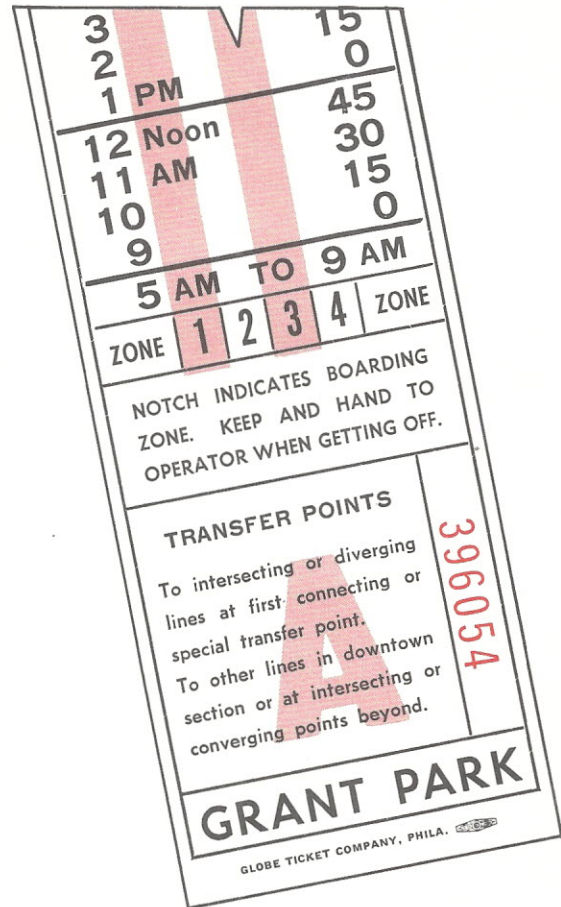
No. 2 illustrates a line Transfer-Zone Check designed to be used as a single pad, but requiring a punch hole signal for the identification of the zone. As the fare is paid and recognized, the driver tears off a check, punches it, to indicate the proper zone and hands it to the patron.

Illustration No. 3 displays a combination Transfer-Zone Check designed for use with the Globe ZO-NOTCH form and holder. In this case two notching clamps are used, one for time and one for zone number. At any one time both are used on the same side of the holder, so that neat tearout of the notches is accomplished by a sweeping motion in one or the opposite direction, depending on which side the notching clamps find themselves at the particular time of the day.

Finally, where the boarding rather than the exit zone is intended to be signalled, it is possible to use the methods described, but also the approach represented by the form in Illustration 4. In this case, one of the notching cutters which can be furnished on the notch-

ing model of the Globe Transfer Cutter can be set to indicate the boarding zone automatically, as the Transfer-Zone Check is torn off against the time signal bar. This method is practical for the indication of the boarding zone; it is easy to reset the notcher as the vehicle proceeds from one zone to the next. It is not practical for the signalling of the exit zone, because, since passengers, as they board, pay their fare into varying zones, continuous resetting, almost for every passenger, would be required, and for this the Globe notching device is not designed.

We may say, in conclusion, that the methods described are not presented in the thought of promoting them, but only in the sense that they may offer a welcome solution under certain circumstances.



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