Trotter

JULY 1964 NO. 650

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

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## **GLOBE TICKET COMPANY**

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

A Nation-Wide Service

## COUPONS FOR THE CONTROL OF MULTIPLE TRANSFER

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Disregarding transfer to and from feeder lines, where it is often quite safe to use a transfer-on-a transfer arrangement, the granting of double or multiple transfer privileges becomes unavoidable in most cases where one or several crosstown lines exist or where the general pattern of routes takes the aspect, more or less, of a gridiron. In these cases it is generally preferred to use

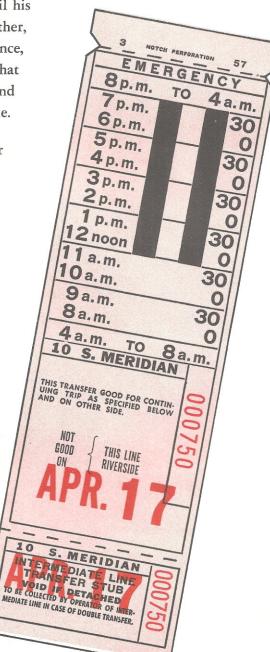
a "Carry-Transfer" which is retained by the passenger until his entire trip is completed. It is carried from one route to another, within the framework of the transfer regulations in existence, until taken up on the final vehicle. This has the advantage that it retains through the entire trip the original issuing route and time signals imparted into the transfer on the first vechicle.

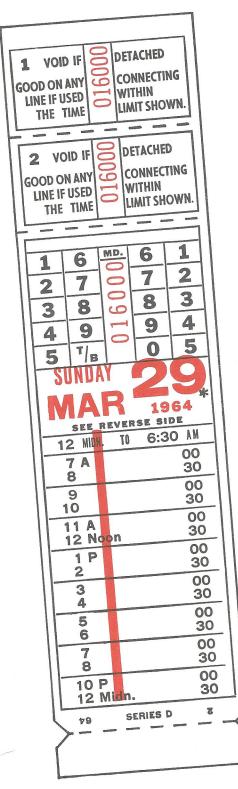
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In practice, the passenger who has received a transfer on the first vehicle boarded will tender his transfer when boarding the intermediate line. He will make known to the operator that he wishes to transfer a second time. The driver is then expected to take the transfer into his hands, check it for validity and return it to the passenger for use on the next line.

But there is some danger in this procedure. Operators may become lax and not properly check the transfers intended to be retained by passengers. They may not take them into their hands, not check them properly but simply wave re-transfer passengers through.

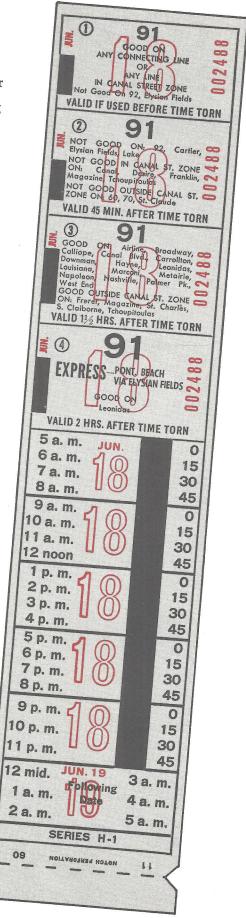
One method which counteracts this uses coupons who form part of the original transfer, but are easily detached from its body by tear-off along a perforation. On each intermediate line a coupon is removed by the operator who must take the transfer into his hands and deal with it closely, in order to do so. This method effectively restricts the number of times that a passenger is permitted to transfer and it retains the cardinal principal of sound fare





collection, namely that, for each ride granted, something capable of being audited should be taken up from the passenger, may this be a cash fare or token dropped by him into the fare box, or a ticket, transfer or transfer coupon retrieved by the operator.

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TRANSFER REGULATIONS ISSUED ONLY AT TIME OF PAYING REQUIRED FARE. NOT GOOD FOR STOPOVER. NOT TRANSFERABLE. ROOT TRANSFERABLE. Good only on lines and subject to restric-tions 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 pre-sented 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 accept-ing, selling, exchanging or giving away this transfer. GLOBE TICKET COMPANY, PHILA. THIS COUPON ACCEPTED AT DIRECT TRANSFER POINT ONLY. ENTIRE TRANSFER VOID AT DIRECT TRANSFER POINT, IF THIS COUPON IS DETACHED.



