

*The*

# Globe

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

## AREA SIGNALS

AGAINST

# RETURN-RIDING

ON

# TRANSFERS



## GLOBE TICKET COMPANY

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

*A Nation-Wide Service*

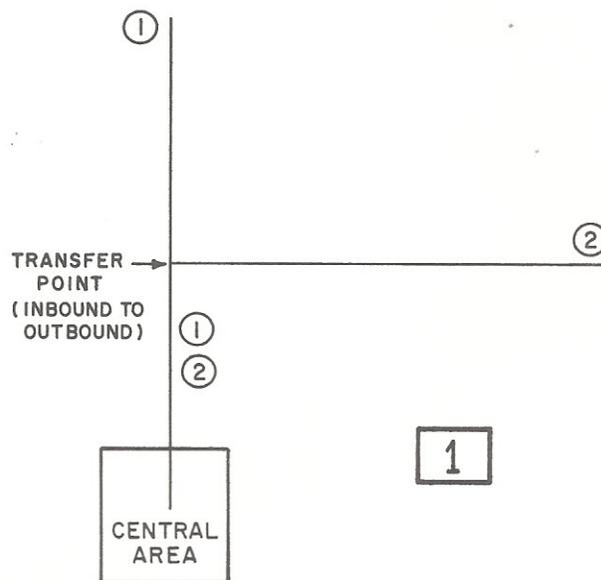
## AREA SIGNALS AGAINST RETURN-RIDING ON TRANSFERS

### **Most Lay-Outs Vulnerable**

There are very few urban route systems which are not in some way vulnerable with respect to return-riding on a transfer. Where lines converge on their way inbound and then follow a common route into the central area, the problem is simple. Protection against round-tripping is easily obtained by making the converging point the transfer point from the one line inbound to the connecting one outbound (See No. 1).

It becomes a little more of a problem, when two or more lines have some outside junction point, like in No. 2, but then proceed into the Central Area via widely separated routes. In this case passengers, coming from the vicinity of Point X, in this example, could normally go into the Center Area on one of the two lines involved and return on a transfer via the other. On the other hand, transfer from Route 1, inbound to No. 3 outbound and vice versa in the Central Area could not very

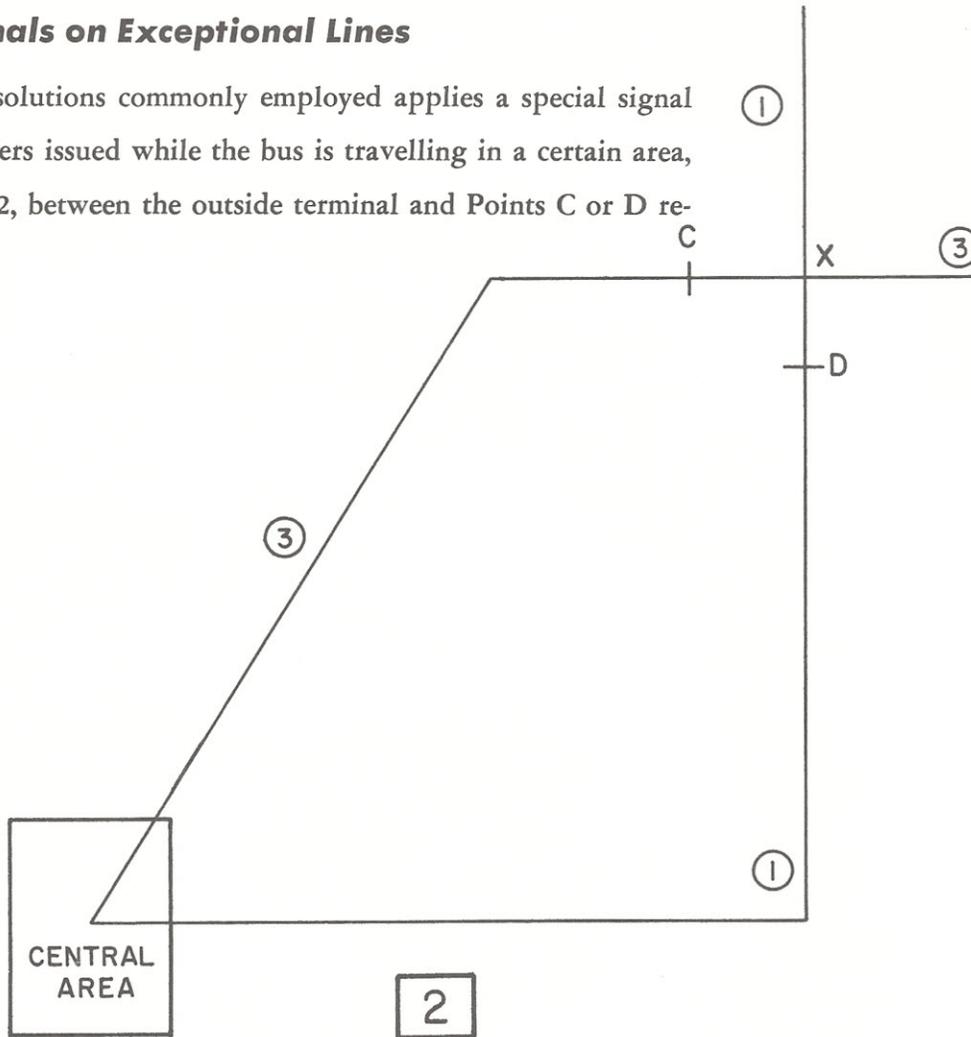
well be proscribed entirely because, undoubtedly, many passengers would be justified in demanding service, for instance, from Route 1, between Point



D and the Center, to somewhere on Route 3, between the Center and Point C, and this of course applies equally to a similar trip in the reverse direction. To many of these legitimate riders it would seem uncalled for to be compelled to take such trips via Transfer Point X, particularly if their starting point or destination or both lie closer to the Central Area than to Point X.

**Area Signals on Exceptional Lines**

One of the solutions commonly employed applies a special signal to the transfers issued while the bus is travelling in a certain area, in Diagram 2, between the outside terminal and Points C or D re-



spectively, these points having been selected to place them at a distance from the junction point X sufficient to discourage walking to and from X. The signal used may be a red bar that runs down the entire length of the transfer or a notch or perhaps a punch mark. From Points C and D respectively the inbound vehicle issues transfers without the special signal. It is specified then that transfers, as an example, from Route 1, inbound, with the signal are not acceptable in the Central Area on Route 3, outbound. Likewise those with the signal,

issued on Route 3, inbound, are not good in the Central District on No. 1, outbound.

Justification for this is sought in the fact that riders who originate between the outside terminal points of these routes and Points C and D respectively will, in most cases, find it more convenient and time saving to make their transfer at Point X rather than in the more distant and traffic obstructed Central Area.

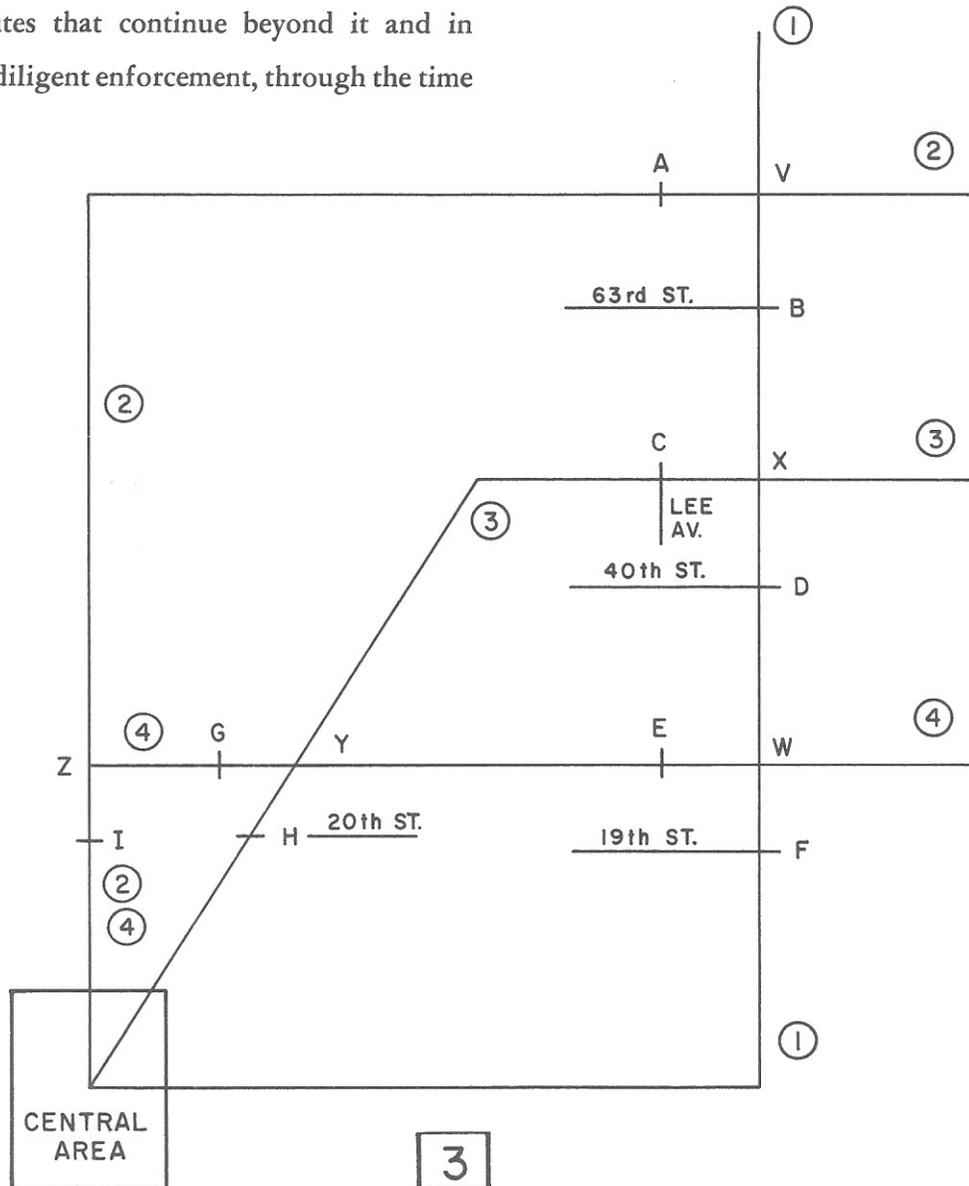
However, not all route relationships are as clear-cut as in this example. In many cases the problem

is a borderline one. In addition, some objection is attached to the extra work involved on the part of the operators, in using transfers with the signal or in imparting the signal to the transfer in the correct area. As a result relief from abuse from this source is frequently sought in keeping the time limit on transfers as close as possible, in establishing the time limit indication with the vulnerable Central Area as the target, even for through routes that continue beyond it and in insisting on diligent enforcement, through the time

limit, of the common provision that passengers should continue their trip on the first vehicle that reaches the transfer point after the passenger's arrival.

### System Wide Area Signals

There is an approach, however, which de-emphasizes the time limit, but seeks protection against



return-riding mainly through area signals. This method, in use in one of the larger metropolitan areas in the South, is dictated by route lay-outs which show an exceptionally large number of lines throughout the system that connect in outside areas and proceed into a Central Area via often widely separated routes.

A lay-out of this sort, for simplicity indicated for roughly one fourth of an imaginary transit area,

2 NOTCH PERFORATION 65	
<b>EMERGENCY</b>	
9 PM TO 2 AM	
7	8
5	6
3	4
1 PM	2
11 AM	12 N
9	10
2 AM TO 9 AM	
<b>THURSDAY 1</b>	
<b>APR 1965</b>	
NOT GOOD IN CENTRAL AREA ON RTE. 2, OUTB. IF ISSUED NORTH OF 63d ST. AND PUNCHED	
HERE →	<input type="checkbox"/>
NOT GOOD IN CENTRAL AREA ON RTE. 3, OUTB. IF ISSUED BETWEEN 63d AND 40th STREETS AND PUNCHED	
HERE →	<input type="checkbox"/>
062366	NOT GOOD IN CENTRAL AREA ON RTE. 4, OUTB. IF ISSUED BETWEEN 40th AND 19th STS. AND PUNCHED
HERE →	<input type="checkbox"/>
<b>1 INBOUND</b>	
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4

2 NOTCH PERFORATION 65	
<b>EMERGENCY</b>	
9 PM TO 2 AM	
7	8
5	6
3	4
1 PM	2
11 AM	12 N
9	10
2 AM TO 9 AM	
<b>THURSDAY 1</b>	
<b>APR 1965</b>	
NOT GOOD IN CENTRAL AREA ON RTE. 1, OUTB. IF ISSUED EAST OF LEE AVE. AND PUNCHED	
HERE →	<input type="checkbox"/>
012568	NOT GOOD IN CENTRAL AREA ON RTE. 4, OUTB. IF ISSUED NORTH OF 20th ST. AND PUNCHED
HERE →	<input type="checkbox"/>
<b>3 INBOUND</b>	
GLOBE TICKET COMPANY, PHILA.	

5

is shown in No. 3, and examples of transfer forms, designed to accomplish the desired control, appear as 4 and 5. Taking Route 1, using the transfer under No. 4, the operator, as he begins his inbound trip at the outside terminal point of his route, punches all transfers that he issues in the uppermost space intended for punching on that transfer. He does this until he reaches Point B, 63d Street. This means, and it is so indicated on the transfer, that all transfers which have a punch hole

in that spot, will not be accepted in the Central Area on Route 2, outbound, thereby preventing round tripping between the area around Point V and the business center.

The operator punches in the second, central punch space all transfers which he issues between 63rd and 40th Streets, and these, in turn, are not good for transfer in the Central Area on Route 3, outbound which returns to Point X.

The third or bottom space is similarly punched for the next area, vulnerable because of Route 4, outbound returning to Point W.

The transfer for Route 3, inbound, shown as No. 5, is similarly treated for its respective vulnerable areas.

### **Time Limits De-Emphasized**

With protection against return-riding sought system-wide by area signals, time limit indication is de-emphasized in the sense that, during active business hours where  $\frac{1}{4}$  hour intervals usually prevail, the scale on the examples shows hourly intervals only.

### **Likely Appeal**

It can be seen that, due to the necessity of punching each individual transfer as it is issued, with advance punching possible only in a limited way, the overall area signal method is likely to have appeal where the lay-out of lines and their inter-relationship poses the vexing problem of an unusually large number of reconverging routes throughout a transit system.

