

The

Globe

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APRIL 1965 No. 659

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

DAILY (calendar) and

SYMBOL (code)

DATING

on **TRANSFERS**

COMBINED FOR ECONOMY

GLOBE TICKET COMPANY

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

A Nation-Wide Service

COMBINING DAILY AND SYMBOL DATED TRANSFERS FOR ECONOMY

Previous Issue

In our issue of September 1963, No. 641, of which incidentally copies are still available, if needed, we discussed the pros and cons of the two types of dating on transfers most commonly in use, Daily (Calendar) Dating and Symbol (Code) Dating. At that time no reference was made to the possibility of combining the two methods, in order to profit as much as possible from the advantages of each, while minimizing certain disadvantages.

Marginal Routes and Days

It is unfortunate but nevertheless a fact that, in all transit systems, large and small, there are found these days many marginal routes, marginal perhaps on all days of the week or, more likely, on Saturdays, Sundays and Holidays only, when all properties show reduced riding.

These marginal routes or marginal riding days present a problem where daily dating is used. In printing as well as in the padding of transfers certain minima are unavoidable. Previously the

quantities needed for each day on the individual routes were large enough so that, in the assignment of transfers each day to drivers and routes, the number expected to be issued in each case remained well above these minima. Now, however, this has changed in many cases, particularly with respect to requirements for Saturday, Sunday and Holiday travel. The result is that actual need falls below the minimum that can be printed and padded economically in each case, with the result that the percentage of daily dated transfers that must be purchased over and above the actual bare need, increases.

Emergency Supply

For many years we have recommended to users of daily dated transfers—the type which must be considered as the one offering the best protection against certain types of abuse—that, in addition to their normal supplies of daily dated transfers, they place in stock a limited supply of symbol dated ones. This supply of symbol dated transfers then acts as a safety backstop, in case one or the other

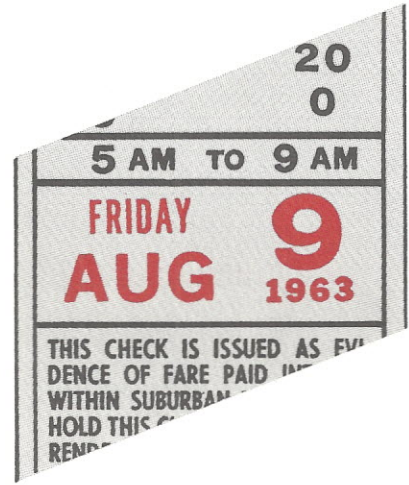
route runs out of transfer supplies on any day. Symbol dated transfers out of the emergency supply would then be used to fill in, with that supply to be replenished once a year or so, as needed. With this safety supply available it is then possible for the estimates of need of daily transfers to be made on a basis much closer than without such an emergency supply, thereby reducing quantities.

This works well, as long as the quantities actually needed for issuance to individual drivers do not fall below the minimum quantities that can be furnished economically. On marginal lines and on the riding days of reduced volume they now often do,

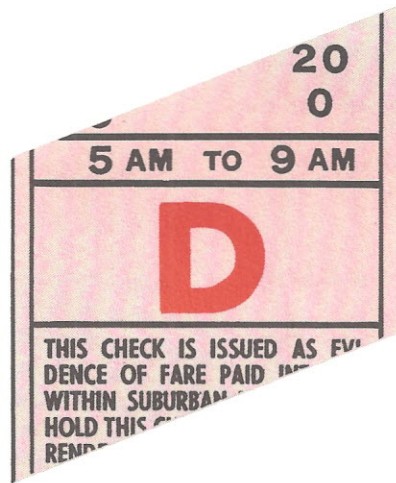
and companies have been casting about for solutions that would permit them to retain daily dating where most beneficial, but to employ a different method for marginal lines and days, adequate for conditions on these.

Alternate Use of Daily and Symbol Dating

One of the methods now coming into use employs daily dating on the entire property from Monday through Friday of each week, but uses a symbol date on Saturdays, Sundays and Holidays. On the days of low frequency in riding, in that case, it is



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not necessary to estimate with the inclusion of daily extra quantities for safety of daily dated forms. In the use of a symbol date on these days all transfers purchased can be used up, except perhaps for minor quantities remaining on pads at shift's end and not worth placing back into stock. Normally, supplies of symbol dated transfers, given out to drivers but not issued to passengers on any particular day, are placed back into stock, ready for re-issuance when the symbol that appears on them is used the next time.

Although 15 or 20 symbols are usually employed in overall symbol dating, it should be sufficient, under normal conditions, for use on Saturdays, Sundays and Holidays only, to operate with a total

of 5 different symbols, placed into use out of alphabetical order and in a different order each time around. See Illustrations 1 and 2.

Safety Supply is Bonus

The method described in the previous chapter has one further advantage: By the creation of a pool of symbol dated transfers, to be used normally on Saturdays, Sundays and Holidays, the management has at the same time made available an emergency supply that can act as a backstop against running out of daily dated transfers on any other day, on any specific line. This intended safety use need only be included in the considerations leading to the determination of the quantities of symbol

dated transfers to be placed into stock. When this is done, the ordering of daily dated transfer supplies can then be kept on a tighter basis, as mentioned in a previous chapter, because of the existence of this safety, symbol dated supply.

Several Marginal Lines on One Form

Occasionally there may be marginal lines which, even on normal weekdays issue relatively few transfers. Often there is a possibility in such cases

to combine several routes and directions on a single transfer form, the route and direction applying to any particular run then to be indicated by a punch hole or notch. In that way the use of the advantageous daily date is maintained for all routes all week or during the active period of Monday through Friday, but the requirements for the marginal routes are combined, so that they then may not be affected adversely by unavoidable minima. See No. 3.

retain transfer

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GLOBE TICKET COMPANY, PHILA.

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