

The

Globe

trotter

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



**PUBLIC SERVICE
COORDINATED TRANSPORT
MAPLEWOOD, N. J.**

establishes

A Transfer System

The First of Several Issues on This Subject

GLOBE TICKET COMPANY

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

A Nation-Wide Service

PUBLIC SERVICE COORDINATED TRANSPORT ESTABLISHES A TRANSFER SYSTEM

On November 5, 1964 passengers on the widespread routes of Public Service Coordinated Transport, Maplewood, N. J., began to travel under a new fare structure for intrastate travel, with inclusion of the privilege of purchasing a Transfer or Exchange Ticket and using it to continue their trip on a second route. Most of these passengers had never before used regular transfers on these routes. Except for free Continuous Trip privileges on only a few lines, notably the Newark City Subway, the Company had not used an overall transfer system for more than 40 years.

WIDESPREAD OPERATIONS

Early in 1964 a new labor agreement providing additional benefits to the operating personnel, made an increase in the then existing fare structure a necessity. Public Service operates urban, suburban and intercity service in 398 communities in the State of New Jersey. In addition, its routes extend into adjoining states in interstate travel. The Company uses about 2500 buses and a small number of trolley cars, remaining in use in

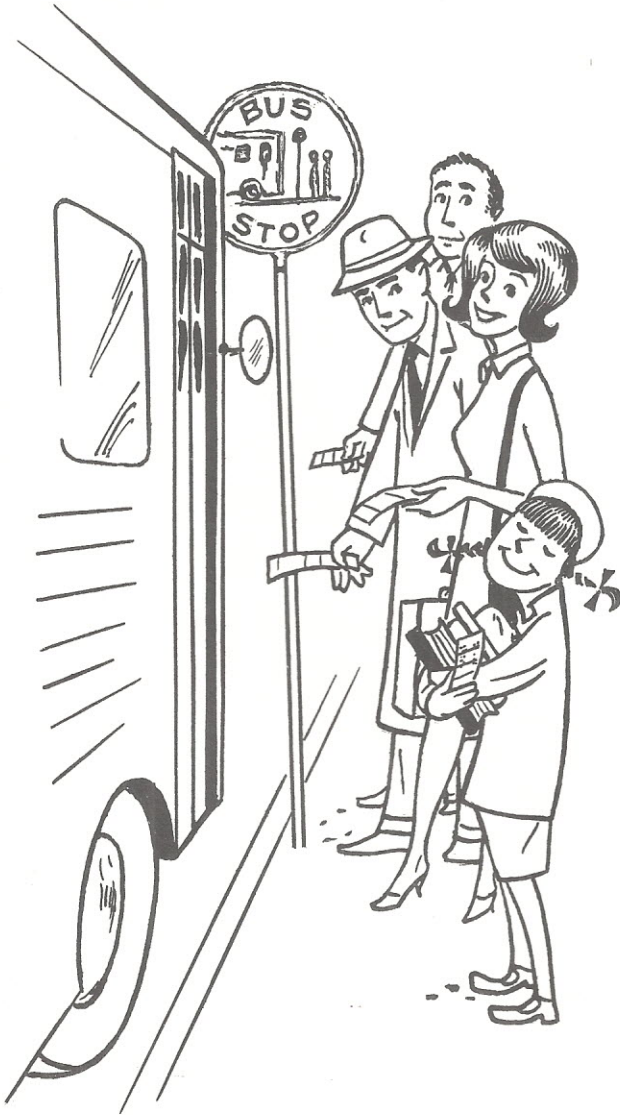


its City Subway. Approximately 5500 people are employed in operating functions.

PREVIOUS FARE STRUCTURE

Previous to the new fare structure the intrastate tariff was generally based on a fare of 15¢, for travel within one fare zone, plus charges of 10¢

for the second zone and 5¢ for each additional zone thereafter. If the passenger had to use more than one route in order to complete his trip he paid another fare on the second route.



NEW FARE STRUCTURE

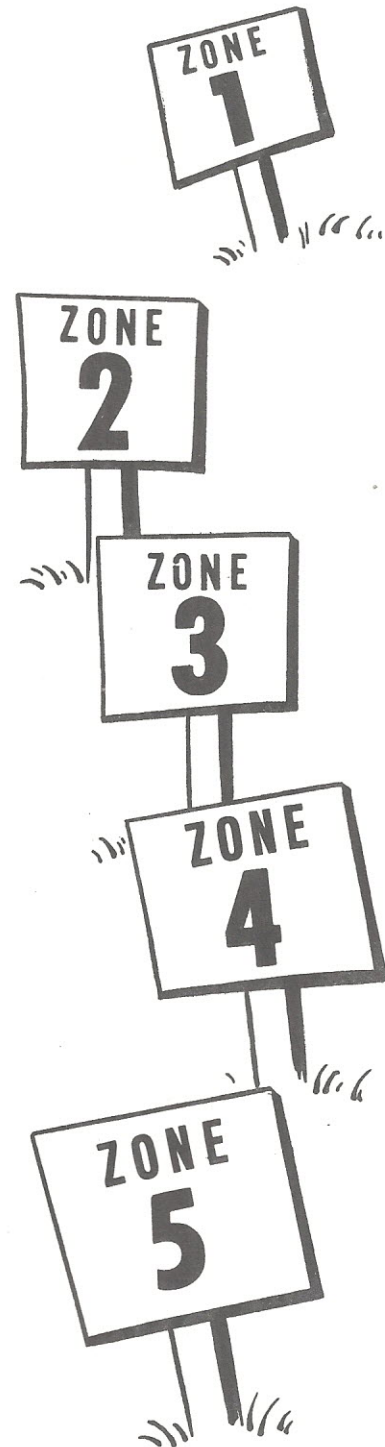
The new fare, effective from November 5, 1964,

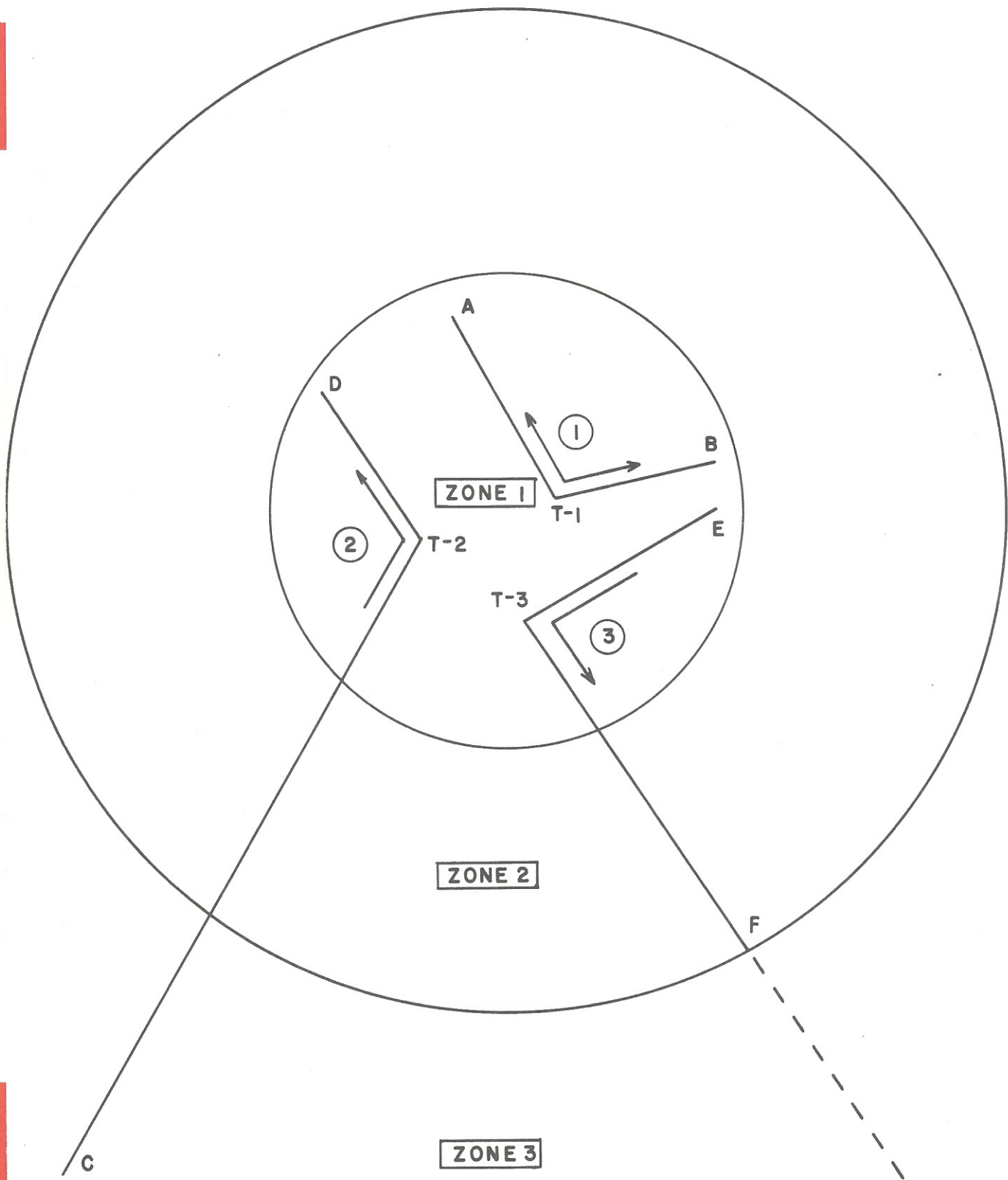
stipulates 20¢ for the first zone and 5¢ for each additional zone, and it includes the privilege of transferring from one route to a connecting second one through the purchase of a Transfer or Exchange Ticket. It was originally intended that the transfer set-up should apply to full fare passengers only and not to students, but the decision of the Board of Public Utility Commissioners of New Jersey required that student basic fares be set at 60% of basic adult fares and that the transfer privilege be extended to students.

In order to arrive at practical transfer charges and reasonable limitations in the exercise of the transfer privilege it was felt that, whereas non-transfer, single zone passengers bore an increase in fare from 15¢ to 20¢, those who were compelled to transfer should receive the benefit, as much as feasible, of a reduction of 5¢ from the combined fares which they previously paid. At the same time those who rode more than one zone benefited by the fact that the zone charge for the second zone had been reduced from 10¢ to 5¢, and it was felt that the transfer charge should take cognizance of this. These and other considerations resulted in the following schedule of charges for Transfers and Exchange Tickets:

TRANSFER CHARGES

1. A Transfer, identified as No. 1 in red on the form, is sold at 5¢ to passengers who ride the first bus in one fare area (zone), transfer in that area and terminate their trip on the second bus within that same fare area.
2. A transfer, called Exchange Ticket and identified as No. 2, is issued upon payment of 10¢ by passengers who travel on the first bus in two or more fare areas, who transfer in the last fare area reached and who terminate their trip on the second bus within that fare area.
3. An Exchange Ticket, identified as No. 3, is issued upon payment of 15¢ by passengers who ride on the first bus in one fare area, who transfer in that area and ride from there into one or more additional fare areas. In this case the payment of 15¢ permits the passenger to travel on the second bus into the zone area adjoining the boarding area. Passengers who wish to extend their trip beyond the originating and adjoining fare areas pay an additional zone charge on the second vehicle for each zone travelled beyond the second one.





The diagram on Page 5 makes clear the three variations in transfer charge and use. It may be mentioned here also that transfer charges are uniform for adult as well as student passengers. On the trips diagrammed the point T in each case denotes the transfer point.

On trip No. 1, from A to B, with transfer at T1, the adult charge is 20¢, plus a Transfer charge of 5¢. Previously this required two fares or 30¢.

Trip No. 2, from point C to D, with transfer at T2, requires the payment of 20¢ for the base adult fare, plus 10¢ for two additional zones, plus an Exchange Ticket charge of 10¢, making a total of 40¢. Under the old tariff this would have cost 45¢. In this case the Exchange Ticket No. 2 cannot be used as fare for travel beyond zone 1.

Trip No. 3, from E to F, with transfer at T3, costs 35¢, with 20¢ collected as base fare, 10¢ as a transfer charge and 5¢ for the additional one zone. In this case the payment of 15¢ permits the passenger to travel on the second bus into the zone area adjoining the boarding area. Since the vast majority of trips like trip No. 3 go as far as the next adjoining zone, in this case zone 2 and end there, the collection of the entire fare due, including transfer charge and one extra zone takes place on the first vehicle, in this case at boarding point E. Only those passengers who indicate their wish to ride beyond the adjoining zone, in this case beyond point F (see dotted line), pay an additional zone charge when boarding the second vehicle at point T3 upon surrendering their No. 3 Exchange Ticket.

*This is the first of several issues of our
GLOBE TROTTER on the TRANSFER
SYSTEM OF PUBLIC SERVICE
COORDINATED TRANSPORT.*

WE SUGGEST THAT YOU KEEP THIS NUMBER AND THE
SUCCEEDING ONES OF THE SERIES IN A FOLDER IN
ORDER THAT YOU MAY HAVE THE COMPLETE GROUP
IN THE END.