

The

Globe

trotter

OCTOBER 1965 - No. 665

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 Second of Several Issues on This Subject

GLOBE TICKET COMPANY

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

A Nation-Wide Service

FORMS

The illustrations on Page 3 show the three forms adopted. Of these, form No. 1 is designated as a transfer, whereas No. 2 and 3 are referred to as Exchange Tickets. Bus operators on nearly all routes carry these three forms, with their individual route names and directions. Only a very few routes use less than the three because of their particular limitations.

A total of approximately 150 routes are involved, almost all of them requiring two forms, one in each direction. This includes over 10 competing but connecting routes operated by companies or individuals other than Public Service. These companies were from the beginning invited to apply for a fare structure like that sought by Public Service, with interchange of the transfer privilege between the several operations. More about this later.

IDENTIFICATION OF ROUTE AND DIRECTION

Routes and their directions are identified at the bottom of the form. Routes which split and reconverge, or routes that end up in two branches are identified as to their branches, wherever possible on opposite corners of the route number and name area. In that way each branch can be identified by tear-off of the number not applying, in cases where this is necessary because of danger of round-tripping.

COLOR

The identification of route and direction is facilitated for the benefit of drivers by the use of colored paper stock that differentiates in color mainly between issuance while operating north-, south-, east- or westbound and on crosstown routes.

TRANSFER POINTS

All transfer points or areas of transfer are listed on the face of the forms. Since neither the public

nor the operators had previously been exposed to overall transfer arrangements in the area this was considered of particular importance, in order that the riding public as well as the operators might have an opportunity to acquaint themselves at any time with the points and areas established as transfer points for each individual route and direction. This information did not exist before the adoption of the system. It was necessary to establish these points and areas by tracing and evaluating all parts and junction points of each route and for each direction of travel, all with the objective of legalizing points and areas which permitted the least opportunity of abuse, consistent with rendering proper service to legitimate riders. Drivers are given additional help by being able to point at specific regulations, printed on the transfer, in cases of intended or involuntary infractions.



5 NOTCH PERFORATION 64

EMERGENCY

9 PM TO 2 AM

8	1	45
7		30
6		15
5		0
4	1	45
3		30
2		15
1 PM		0
12 N	1	45
11 AM		30
10		15
9		0

2 TO 9 AM

FORM NO. 243

TO CHANGE **B** AT

From Gregory 21, 24 Miss.-W, 44, 52 Erie-Lackawanna

From Mississippi 51 Lakeside
24G-W, 52 Erie-Lackawanna

From Gregory or Mississippi

76	High
20	Day
23-W	Central at Oakwood
Trackless*	Sanford
64	Halstead
Trackless*	Clinton
44-W	Freeman
90	Grove
23-E, 44-E	17th
5	14th or 12th
6, 34	8th
4-E, 21-E	W. Market
3	1st
7, 9	Norfolk
2-W, 46	High

All lines in Central area except 2-W, 23-W, 44-W

Central area bounded by Central-Wash. Pk.-Bridge, Penn. R.R., Walnut-Court, High

3 Thomas-Parkhurst
46 Wright-Miller
Somerset* Empire
106, 107 Meeker
11-S, 12-S, 62-S Virginia

*Effective on approval by P.U.C.

24G WEST ORANGE E 24M

0012899

5 NOTCH PERFORATION 64

EMERGENCY

9 PM TO 2 AM

8	2	45
7		30
6		15
5		0
4	2	45
3		30
2		15
1 PM		0
12 N	2	45
11 AM		30
10		15
9		0

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Somerset* Empire
106, 107 Meeker
11-S, 12-S, 62-S Virginia

*Effective on approval by P.U.C.

24G WEST ORANGE E 24M

0036911

5 NOTCH PERFORATION 64

EMERGENCY

9 PM TO 2 AM

8	3	45
7		30
6		15
5		0
4	3	45
3		30
2		15
1 PM		0
12 N	3	45
11 AM		30
10		15
9		0

2 TO 9 AM

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24G WEST ORANGE E 24M

0365288



DATING

In view of the fact that a substantial supply of Transfers and Exchange Tickets had to be printed in advance of approval, with an unknown effective date, the Company was compelled to begin operation with a code letter date, instead of the daily date originally contemplated. It is probable that the use of this symbol dating method will be continued for some time. The method employs 15 code letters one of which is used on the entire system each day. The letters, prominently printed on the Transfers and Exchange Tickets in red, succeed each other out of alphabetical order, and the order is scrambled each time around, so that the use of a particular symbol cannot readily be predicted.

TIME LIMIT

On an intricate route lay-out such as that existing in this case, the limitation of the time available to passengers for making the transfer assumes considerable importance in the considerations designed to discourage abuse by round-tripping on transfers. The time scale that indicates the established time limits by tear-off, for this reason, has been set up with close 15 minute intervals in force during the active business hours of the day, be-

tween 9 A.M. and 8:45 P.M., during which attempts at round-tripping are most likely. The instructions to drivers in turn specify careful and reasonably close cutting before starting each run, and careful reading on acceptance.

CONTRACT CLAUSE

Page 5 shows the contract clause on the back of the forms. The clause varies for Transfer No. 1, and for the two Exchange Tickets No. 2 and 3. The identification of the forms as No. 1, No. 2 or No. 3 therefore is repeated on the back, and the clause, in each case, spells out the privileges and limitations of the respective form.

TRANSFER CUTTERS

As mentioned in an earlier chapter and, due to the use of a Transfer No. 1 and Exchange Tickets No. 2 and 3, it is necessary that operators have facilities for tearing off and issuing any one of these forms, depending on the transfer needs of passengers as they board. Public Service Coordinated Transport employs National Cash Register Co. fare registers which issue a fare receipt



This Transfer is good in lieu of minimum basic fare for ride on line to which transfer can be made at an established transfer point in the initial fare area. It is good only within the fare area in which the established transfer point is located. Subject to extra charges where applicable.

Issued on request, only at time of paying fare.

Good only for passenger to whom originally issued, if presented at connecting point established by Company and listed on face, on date of issue and on first vehicle leaving connecting point after passenger's arrival.

Good for continuous trip. No stop-over. Not good on issuing line, except as noted on face, and not good for return trip. Not redeemable.

In case of misunderstanding please pay fare, retain this transfer, and contact Company office.

Misuse of this transfer with intent to avoid payment of fare is punishable by a fine of not more than \$25.

1

PUBLIC SERVICE COORDINATED TRANSPORT

H. E. Edwards PRESIDENT

This Exchange Ticket, issued to passenger making trip in two or more fare areas, is good for ride on connecting bus from an established transfer point. It is good only within the fare area in which the transfer point is located. Subject to extra charges where applicable.

Issued on request, only at time of paying fare.

Good only for passenger to whom originally issued, if presented at connecting point established by Company and listed on face, on date of issue and on first vehicle leaving connecting point after passenger's arrival.

Good for continuous trip. No stop-over. Not good on issuing line, except as noted on face, and not good for return trip. Not redeemable.

In case of misunderstanding please pay fare, retain this Exchange Ticket, and contact Company office.

Misuse of this Exchange Ticket with intent to avoid payment of fare is punishable by a fine of not more than \$25.

2

PUBLIC SERVICE COORDINATED TRANSPORT

H. E. Edwards PRESIDENT

This Exchange Ticket is good for ride on connecting bus from an established transfer point in the initial fare area. It is good for ride into the fare area adjoining that in which the transfer point is located. It is good beyond that area upon payment of additional zone charges. Subject to extra charges where applicable.

Issued on request, only at time of paying fare.

Good only for passenger to whom originally issued, if presented at connecting point established by Company and listed on face, on date of issue and on first vehicle leaving connecting point after passenger's arrival.

Good for continuous trip. No stop-over. Not good on issuing line, except as noted on face, and not good for return trip. Not redeemable.

In case of misunderstanding please pay fare, retain this Exchange Ticket and contact Company office.

Misuse of this Exchange Ticket with intent to avoid payment of fare is punishable by a fine of not more than \$25.

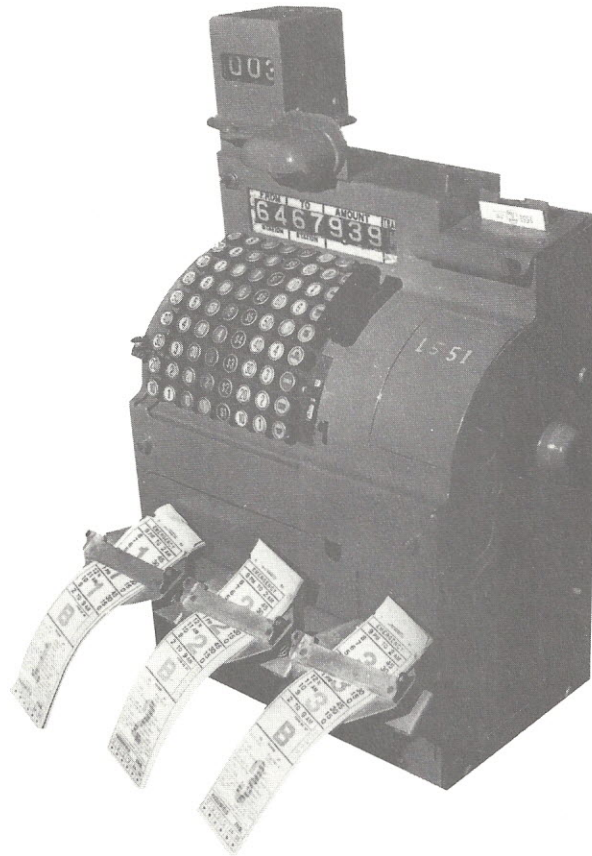
3

PUBLIC SERVICE COORDINATED TRANSPORT

H. E. Edwards PRESIDENT

that indicates the zones travelled and the fare paid, among other information, and which registers these facts. The Company decided therefore to mount the Globe Transfer Cutters in a horizontal row of three directly in front of the base part of the fare register, see below. In order to provide a little more room for the operator to

ease himself into his driving space and behind the steering wheel, part of the normally protruding base plate of the transfer cutters was cut off. This does not impede the effectiveness of the device. All three forms are in easy reach of the driver for tear-off and presentation of each transfer in a natural upward motion.



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

*We suggest that you keep the issues in a folder so that,
when completed, you will have the complete series on this subject.*