

The

Globe

trotter

JANUARY 1966-No. 668

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 Fourth and Last of Several Issues on This Subject

GLOBE TICKET COMPANY

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

A Nation-Wide Service

CONTINUING TRIP APPLICATIONS

There are a few routes on which limited free continuing trip privileges have been in existence for several years. The continuing trip privilege without the payment of additional fare is extended to those passengers who are now required to use two vehicles in place of former through service on one vehicle. This resulted from cut-backs in

service and the substitution of buses for trolley cars.

Previously, passengers taking advantage of this privilege were identified by the regular National fare receipt on the first vehicle, which they were allowed to retain and surrender in payment of fare on the connecting line, or they could transfer from the City Subway to the connecting line by

Form 4094

A600000

PUBLIC SERVICE COORDINATED TRANSPORT
ONE ZONE CONTINUING TRIP TICKET - WESTBOUND
No. 7 CITY SUBWAY LINE

GOOD, ON DATE INDICATED, FOR ONE CONTINUING TRIP WESTBOUND ON Nos. 22, 23, 24, 41, 51 AND 82 LINES TO NEWARK CITY LINE TO SALTER PLACE ON THE No. 30 LINE AND TO WATKINS AVENUE ON THE Nos. 29 AND 60 LINES, FROM THE NORFOLK STREET, ORANGE STREET, PARK AVENUE, BLOOMFIELD AVENUE AND HELLER PARKWAY STATIONS OF THE CITY SUBWAY.

JAN	1	9	17	25
FEB	2	10	18	26
MAR	3	11	19	27
APR	4	12	20	28
MAY	5	13	21	29
JUNE	6	14	22	30
JULY	7	15	23	31
AUG	8	16	24	
SEPT				
OCT				
NOV				
DEC				

NOT REDEEMABLE OR TRANSFERABLE

H. C. [Signature]
PRESIDENT

Form 4095

PUBLIC SERVICE COORDINATED TRANSPORT
TWO ZONE CONTINUING TRIP TICKET - WESTBOUND
No. 7 CITY SUBWAY LINE

Good, on date indicated, for one continuing trip WESTBOUND to the end of the second fare zone of the Nos. 21, 22, 23, 24, 33, 34, 41, 60 and 82 lines; to the Midway terminus of the No. 35 line and to the West Orange terminus of the No. 51 line, from the Norfolk Street, Orange Street, Park Avenue, Bloomfield Avenue, Heller Parkway and Franklin Avenue stations of the City Subway.

FEB	3	11	19	27
MAR	4	12	20	28
APR	5	13	21	29
MAY	6	14	22	30
JUNE	7	15	23	31
JULY	8	16	24	
AUG				
SEPT				
OCT				
NOV				
DEC				

NOT REDEEMABLE OR TRANSFERABLE

H. C. [Signature]
PRESIDENT

PUBLIC SERVICE COORDINATED TRANSPORT
THREE ZONE CONTINUING TRIP TICKET - WESTBOUND
No. 7 CITY SUBWAY LINE

GOOD, ON DATE INDICATED, FOR ONE CONTINUING TRIP WESTBOUND TO THE CALDWELL TERMINUS (GENERAL AVENUE) OF THE No. 4 LINE AND TO THE MOUNTAIN TERMINUS (NORMAL AVENUE) OF THE No. 60 LINE, FROM THE BLOOMFIELD AVENUE STATION OF THE CITY SUBWAY.

FEB	3	11	19	27
MAR	4	12	20	28
APR	5	13	21	29
MAY	6	14	22	30
JUNE	7	15	23	31
JULY	8	16	24	
AUG				
SEPT				
OCT				
NOV				
DEC				

NOT REDEEMABLE OR TRANSFERABLE

H. C. [Signature]
PRESIDENT

the issuance of a special continuing trip ticket, issued to passengers on request and which indicates validity to ride into one or several zones, depending on fare paid. See Page 2.

This free continuing trip privilege was retained under the new over-all transfer system. Now, when a passenger boards the City Subway, for instance, outbound, intends to use the free continuing trip privilege for transfer to an outbound bus route, but must also transfer again from that latter line with a paid transfer, he is given a CT (continuing trip) slip, indicating one of three zones into which he pays his fare. Depending on the length and nature of his trip, he also buys a Transfer No. 1 or an Exchange Ticket No. 2 or 3. When leaving the City Subway vehicle at his first transfer point he takes the CT slip as well as his transfer with him. Upon boarding the bus of the connecting line he surrenders both. For the CT slip he receives then a National fare receipt indicating the zone into which the CT slip was good, and he surrenders this as a zone check when he alights from this vehicle at his next transfer point. The paid transfer is also taken up and a new one issued of the same value but identifying

the new route on which he now travels toward his 2nd and last transfer point. This exchange of the paid Transfer or Exchange Ticket puts into the hands of the passenger a final identification that denotes the route from which he eventually makes his paid transfer and which bears the proper transfer points and the restrictions that apply to this transaction.

Where the CT privilege applies to free transfer from a certain bus route to City Subway or from one bus route to another on which the free transfer privilege applies, the regular N.C.R. Register Receipt is used, except that it carries a special "To" symbol, in addition to the zones from and





to and the remaining normal markings. Only receipts carrying the "To" symbol are allowed to be carried from the bus at the free transfer point and only these are accepted for fare on the connecting vehicle, on which this free continuous trip privilege is in force.

ACCOUNTING

Transfer and Exchange Ticket supplies issued to drivers are charged to them, and they are responsible for the face value in cash for those sold. The operators carry with them an "Operator's Ticket Envelope", see Page 5, on which they report daily all transactions in the various Tickets,

Transfers and Exchange Tickets, both as to those received and sold and those collected. Collected units and unsold partial books of Transfers and Exchange Tickets are placed into the envelope and turned in at the end of the run or tripper.

INSTRUCTION AND TRAINING

Training operating personnel in the understanding and handling of the new transfer system presented a particular problem in this case. For one thing no general transfer system had been in use on the lines of Public Service for over 40 years, so that there was almost no one remaining in the organization who could claim previous experience with regular transfer arrangements in the area. Further, the size of the operation, with approximately 3900 operators to be instructed in the features and the operation of the system made the task a formidable one. Instruction was undertaken, beginning with a nucleus of roughly 50 employes in supervisory positions, drawn from the four divisions of the Company and the 25 garages. These people in turn undertook the task of instructing the operators in their areas. They were assisted by written instructions explaining

T622-12/64

**PUBLIC SERVICE COORDINATED TRANSPORT
OPERATOR'S TICKET ENVELOPE**

RUN NO.	LINE NO.	LINE NAME	DATE
LOCATION NO.	LOCATION NAME	EMPLOYEE NO.	OPERATOR'S SIGNATURE
NUMBER OF TICKETS COLLECTED			
4014	Ticket .15	4093 City Inspector	
4211	Ticket .05	4094 CT Ticket (1-Zone)	
4777	Student .12	4095 CT Ticket (2-Zone)	
4778	Student .15	4096 CT Ticket (3-Zone)	
4779	Student .18	4114 Uniformed Public Officer or Non-uniformed Police Officer	
4780	Student .21	National Fare Receipt Exchange	
4781	Student .24		
4782	Student .27	Total	
X4798	Student	TRANSFERS AND EXCHANGES	
		No. 1 Transfer	
		No. 2 Exchange	
		No. 3 Exchange	
		Student Transfers	
	Total	Total	
TOTAL NUMBER OF TICKETS IN ENVELOPE			
OPERATOR'S COUNT		COMPTROLLER'S DEPT. COUNT	

TRANSFER AND EXCHANGE SALES

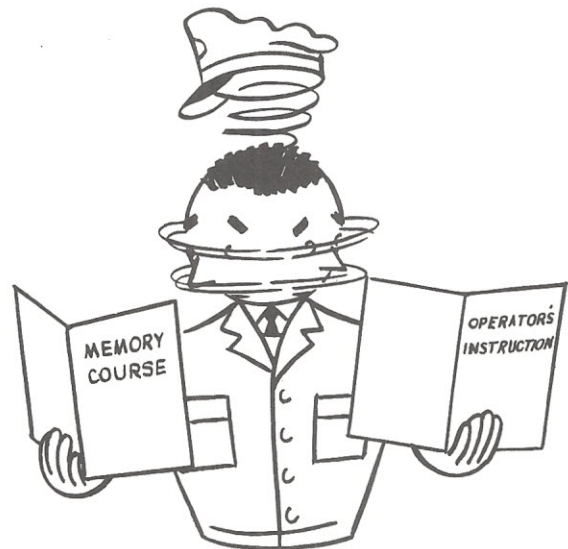
TYPE	TICKETS ISSUED TO OPERATOR	UNSOLD TICKETS RETURNED		NUMBER SOLD	RATE	SALES AMOUNT
		IN FULL BOOKS	IN PARTIAL BOOKS			
NO. 1					.05	
NO. 2					.10	
NO. 3					.15	
STUDENT TRANS.					.05	
TOTAL					X	
USE THIS SECTION ONLY WHEN TRANSFERS OR EXCHANGES ARE SUBSTITUTED FOR LIKE TRANSFERS AND EXCHANGES FOR CONTINUING TRIP PASSENGERS DEDUCT FROM TOTAL SALES THE TRANSFERS AND EXCHANGES SUBSTITUTED FOR CONTINUING TRIP PASSENGERS						
	NO. 1 TRANSFER				.05	
	NO. 2 EXCHANGE				.10	
	NO. 3 EXCHANGE				.15	
	TOTAL DEDUCTION				X	
	NET AMOUNT OF SALES					

in detail the various phases of the system, see Page 7, Form A.

In order that operators on their specific routes be entirely clear as to the transfer points where Transfers and Exchange Tickets from connecting lines are acceptable, special instruction sheets were made up for each route and direction. These repeat general instructions with respect to the issuance and acceptance of transfers, but also on a separate sheet, list each and every route connecting with the one for which the instructions are intended, together with the points or areas where Transfers or Exchange Tickets from such connecting lines can be accepted. The ones shown in Illustrations B and C on Page 7 cover Route 1, NEWARK. Note that the Transfer and Exchange Ticket acceptance sheet shows the routes from which Transfers or Exchange Tickets may be accepted at certain points or areas (shown in center column). This is separated for direction of travel of the accepting line, in this case No. 1, NEWARK, with the eastbound direction shown on the left and westbound on the right.

These instruction sheets are based on the transfer points and other restrictions listed on the face of

the transfers themselves, except that the information has been re-arranged to apply to the accepting route in each case. They are designed for continuous use, always available to operators, so that they can refresh their understanding of routine handling when needed. In addition, supervisors continually observe and check performance in the operation of the system and furnish correction and added instruction, when needed.



NOTIFICATION AND EXPLANATION TO THE PUBLIC

The public press currently kept the public in the area informed about the proposed system during the time the petition was pending and at the time of the system going into effect. In addition "take-one" fliers, entitled: "CHANGE IN INTRASTATE FARES" see below, were displayed in all

vehicles previous to and immediately after the system went into effect. They were readily picked up by passengers on a wide scale. The new schedule of fares and the details of the transfer plan were explained in a fashion that correlated the new fares to those previously paid by passengers, in order to make the transition as simple as possible.

CHANGE IN INTRASTATE FARES

Effective November 5, 1964, at 12:01 A.M., the present 15-cent one-zone bus and City Subway fare will be increased to 20 cents, with paid transfer and exchange privileges.

Multiple-zone fares on a single bus on most urban and suburban lines will not be increased. Those passengers making 2-zone rides on one bus will continue to pay 25 cents, those making 3-zone rides will continue to pay 30 cents, etc.

Fares on certain longer lines will be raised approximately 10 percent. Particular attention is directed to Southern New Jersey where the fare rates on all lines with one-way fares that exceed 50 cents will be so increased.

HOW THE TRANSFER AND EXCHANGE TICKET PLAN WORKS:

If you use two buses to reach your destination, and ---

If you presently pay 15 cents on the first bus and 15 cents on the second bus:

You pay the driver of the first bus 25 cents and ask for a No. 1 Transfer good for your fare on the second bus - a saving of 5 cents under today's rates.

If you presently pay 25 cents for a two-zone ride on the first bus and 15 cents on the second bus:

You pay the driver of the first bus 35 cents and ask for a No. 2 Exchange ticket good for your fare on the second bus - again a saving of 5 cents under today's rates.

If you presently pay 15 cents on the first bus and 25 cents for a two-zone ride on the second bus:

You pay the driver of the first bus 35 cents and ask for a No. 3 Exchange ticket good for your fare on the second bus - a saving of 5 cents.

If you presently pay 15 cents on the first bus and ride more than two zones on the second bus:

You pay the driver of the first bus 35 cents and request a No. 3 Exchange ticket which is worth 25 cents toward your fare on the second bus. When you board the second bus you announce your destination to the driver and give him the No. 3 Exchange ticket plus the difference between 25 cents and the regular cash fare to your destination - a saving of 5 cents.

If you presently ride in more than two zones on the first bus and pay 15 cents on the second bus:

You pay the driver of the first bus 10 cents