

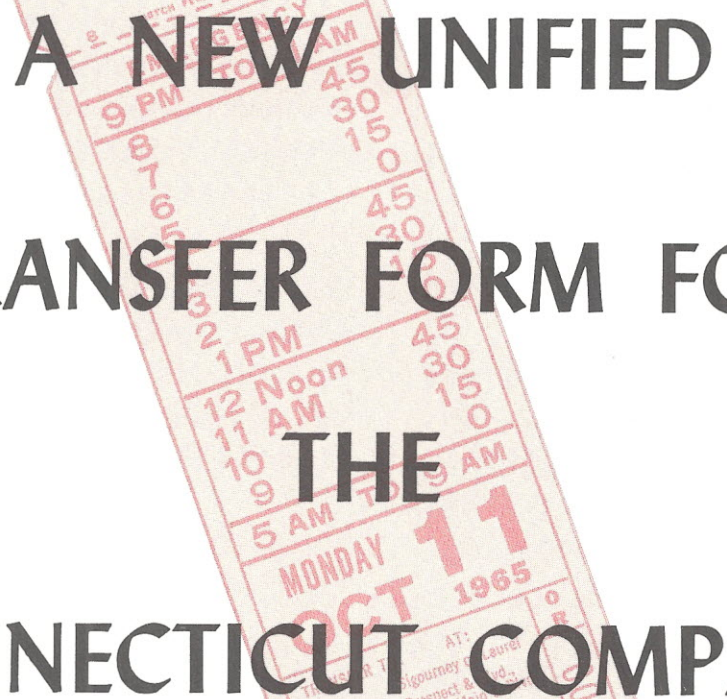
The

Globe

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February 1966. No. 669

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



**A NEW UNIFIED
TRANSFER FORM FOR
THE
CONNECTICUT COMPANY**

**The First of Two Issues
on This Subject**

GLOBE TICKET COMPANY

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

A Nation-Wide Service

A New, Unified Transfer Form For The Connecticut Company

MANY CHANGES

The many changes which have taken place in the last 15 years or so, in routing and operation on the urban and interurban lines of The Connecticut Company, as well as those recommended in a recent study by a firm of transportation engineers called for a study of the method of transfer handling, as well as the forms used. Essentially this study was directed toward the establishment of a transfer system, effectively tailored to the operating methods and conditions of the properties involved, one that made use of modern principles and features but, at the same time was economical in operation and the materials employed.

COMPANY OPERATIONS

The Connecticut Company operates the urban and interurban transit systems in the cities of Hartford, New Haven and Stamford, all in Connecticut, with interurban and intercity lines connecting nearby and intermediate communities. That includes cities such as New Britain, Middletown, Waterbury, Derby, Ansonia, Seymour, Norwalk and others.

The transfer privilege was and continues to be free in all divisions.

THE OLD FORMS

The samples under No. 1, 2 and 3 show the forms in use prior to the present change. For Hartford and New Haven the design consisted of a 7½"

tear-off transfer, inaugurated roughly 15 years ago. The Stamford Division form, however, for certain reasons had been left unchanged at that time. It had continued as a 5½" transfer with punch-out for time indication and a PM coupon (see No. 3). All forms used a daily date. They were individual line transfers. The Hartford and New Haven forms carried a listing of transfer points and restrictions on the back and a general condition clause on the face.

THE NEW FORM

The new form was applied uniformly to all three divisions, varied only by information needed to identify the individual properties and their routes as well as the specific information required with respect to these. See No. 4, 5 and 6.

INDIVIDUAL LINE TRANSFER

The transfer in each case is still an individual one for each route and also for each direction, in the case of through routes, from which transfer may take place while travelling in either direction and where transfer points and possibly other restrictions differ, depending on the direction of travel.

TRANSFER POINTS ON FACE

It was the desire of management to show all transfer points on the transfer form, as had previously been done for Hartford and New Haven. On these old forms there had been a good reason for list-

ing the transfer points on the reverse side. On the new form they are uniformly printed on the face of the transfer, with the general condition clause appearing on the back.

This is not only advantageous from a passenger relations standpoint, making the essential information on transfer points and possible restrictions most readily available to the passenger, but it also makes for economy in printing costs. In the production of transfers a set of printing plates must be made for each form. Since transfer points and restrictions have a direct relationship to each route name or number and are different for each, it is possible to combine route name and transfer points in one set of plates, for printing on the face of the transfer. Only one set of back plates is then needed for each property, showing the general condition clause which remains unchanged for all routes of one division. If the route name were printed on the face and the transfer points on the back it would then be necessary to have sets of plates for the face as well as the back for each individual route name, roughly twice as many as in the above instance.

In the printing process also some saving can be made, as back plates need not be changed for each route, but only for each division.

BRANCH IDENTIFICATION

Provision was made on the new form for the identification of individual branches, on lines end-

ing in two or three branches or legs. This has become desirable on many transit properties because of the trend toward the development of shopping centers in peripheral or outside areas, often at transit junctions.

The sketch marked No. 7 illustrates this. The route shown, designated as No. 12, ends in two branches, 12 A and 12 B. It is quite common that, in such a lay-out there is legitimate demand for travel, for instance, inbound from the area between A and Junction X, to the area between X and B, outbound, or vice versa, all with transfer at Junction Point X. Now, as long as the area at Point X is essentially residential, there is no particular reason for identifying the branch extensions A and B, of Route 12.

But, as soon as a shopping district develops at Point X, perhaps growing into a modern shopping mall, it then becomes quite necessary, in order to prevent flagrant abuse by round tripping, to identify the two branches. If this were not done, passengers from Point A could then travel to X in order to shop, obtain a transfer and use it to return to A, making it appear as though they had originated at B or thereabouts.

As soon as the individual branches are identified in the area involved, this opportunity for return riding no longer exists.

On the Connecticut Company transfer form this identification, where needed, is made by a punch mark. The routes which end in branches and where

8 NOTCH PERFORATION 65

EMERGENCY

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

THURSDAY **7**
OCT 1965

TRANSFER TO: K E	AT: Sedgwick Mtn. Rd. & Farmington Ave. (walkover) or S. Main S. Quaker Lane Arnoldale	OR 000400
B W outb. (alternate branch) E S	Prospect Laurel & Hawthorne (walkover) Putnam	
D outb. F outb. R outb. All routes except R outb., F Broad, D outb.	Broad Washington Central Hartford Area	W

**CAPITOL
AVE.** **I N**

④

8 NOTCH PERFORATION 65

EMERGENCY

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

MONDAY **11**
OCT 1965

TRANSFER TO: Lombard Spring Glen Winchester	AT: State & Humphrey Church & Grove Grove & Temple Central N. Haven Area	OR 001000
All routes except Spr. Glen, Winchester, Lombard		

STATE ST.

⑤

8 NOTCH PERFORATION 65

EMERGENCY

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

MONDAY **11**
OCT 1965

TRANSFER TO: G (alternate branch), outb. F Norwalk A Springdale, outb. H Christy Hill, outb. All routes not listed above	AT: West & Noroton Aves. Main & Lawn Main & Glenbrook Atlantic Sq.	OR 000300

G

DARIEN **NOROTON HEIGHTS**

⑥

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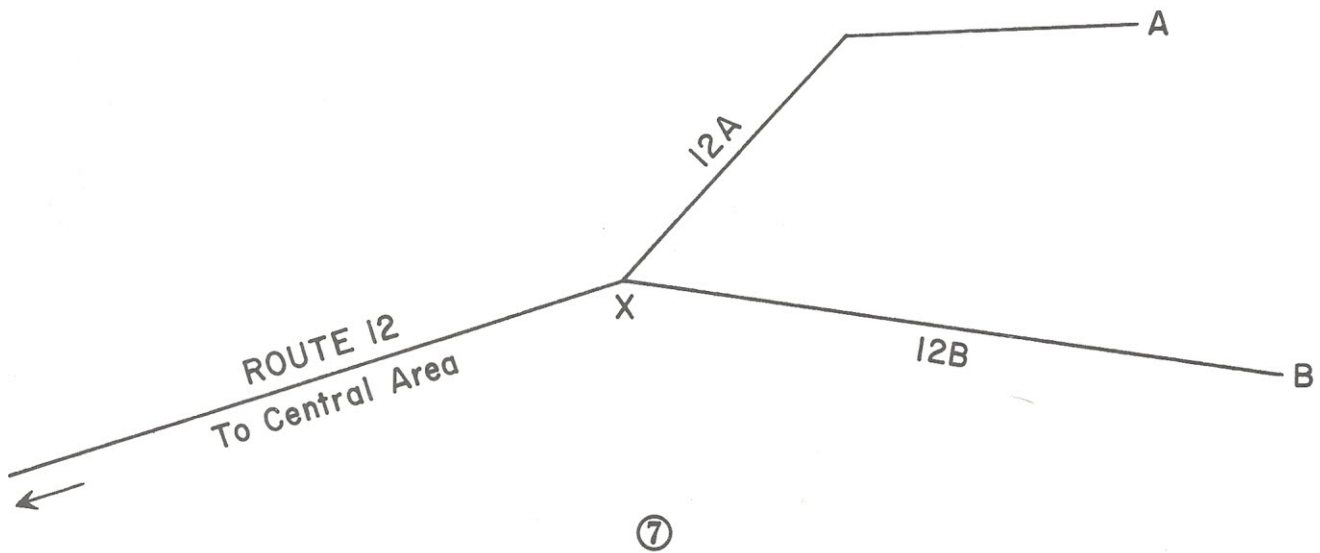
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On the Connecticut Company transfer form this identification, where needed, is made by a punch mark. The routes which end in branches and where

now or in the future shopping areas may be in existence at the junction points, are provided with transfer forms so designed that now or in the future the individual branches can be identified by punch mark while being issued in the vulnerable areas.

The form sample No. 6 shows route G of the Stamford Division. It identifies the two branches of this route as DARIEN and NOROTON HEIGHTS. It is intended that, when it becomes necessary, a punch mark be placed into the space indicating the one or the other branch, and this

is done while travelling inbound between Darien and the junction point of the two branches or between Noroton Heights and the junction point. It means that, at the Junction Point the Route G bus outbound to DARIEN will only accept transfers identified by this punch mark as having been issued inbound on the NOROTON HEIGHTS branch. Likewise transfer passengers travelling toward NOROTON HEIGHTS and boarding at the junction point will be accommodated only on a transfer issued inbound on the DARIEN branch and so identified by punch mark.



*This is the first of two issues
on the new Transfer Form of THE CONNECTICUT COMPANY.
The second and last issue will appear next month.*