

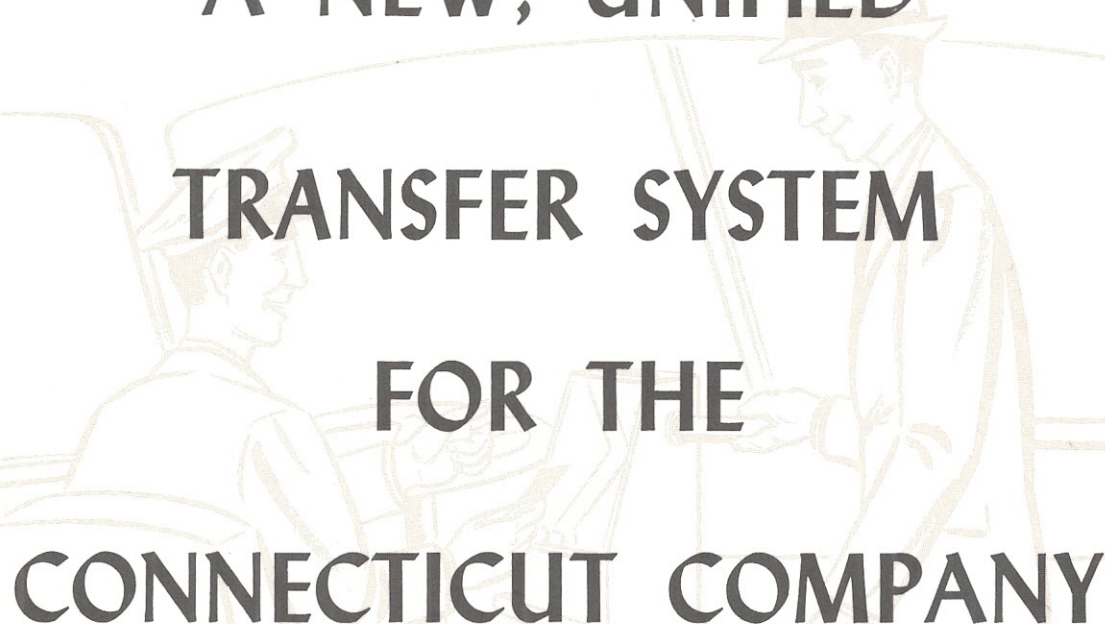
The

Globe

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March 1966. No. 670

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



**A NEW, UNIFIED
TRANSFER SYSTEM
FOR THE
CONNECTICUT COMPANY**

The Second and Last of Two Issues on This Subject

GLOBE TICKET COMPANY

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

A Nation-Wide Service

A New, Unified Transfer System For The Connecticut Company (continued)

DATING

A full daily date has been continued on the new transfer, as the safest and most protective dating method available for use on days of normal riding volume. However, in view of the much reduced frequency of riding on Saturdays, Sundays and Holidays, commonly experienced by transit companies, it was decided to employ a code letter dating method for use on these days. This makes it possible to reduce materially the needed and stand-by quantities of transfers for Saturdays, Sundays and Holidays, since unused quantities, carrying the code letter date of a specific day can be placed back into stock, to be used when the same code letter is next employed.

A total of 5 code letters serves for Saturdays, Sundays and Holidays, rotated out of alphabetical order and with a changed sequence each time around, so that the use of a particular code letter cannot readily be predicted by outsiders. See 8 and 9.

CUT-OFF TIME SCALE

The scale for time indication by cut-off used on the previous transfers for Hartford and New

Haven ran in fifteen minute increments from 5 A.M. to 12.45 A.M. In line with the approach taken by many other transit companies in recent years, this was re-appraised in the sense that, since transfer abuse is most apt to be attempted during active business hours, when shops and other places of business or amusement are operating, it should be necessary to resort to the signalling of time in close, fifteen minute intervals only during such active hours. The sample, shown as Number 9 reflects this thinking. Time indication by tear-off in fifteen minute increments is provided for during the active business hours from 9 A.M. to 9 P.M., whereas the off hours from 5 A.M. to 9 A.M., as well as from 9 P.M. to 1 A.M. are lumped in two groups.

This arrangement of the time scale made it possible to reduce the length of the transfer from 7 $\frac{1}{2}$ " to 6 $\frac{1}{2}$ ", with a resultant saving in cost, but without impairment of the basic effectiveness of the time signal feature.

On the routes of the three divisions of The Connecticut Company the time signal is set for the time nearest to the arrival time of the vehicle

12 Noon	45
11 AM	30
10	15
9	0
5 AM TO 9 AM	
FRIDAY 8	
OCT 1965	
TRANSFER TO: Pine Rock-Ridge Rd. Winchester All routes except Winchester City Pt.-Goffe	AT: Whit. & Put. Grove Central N. Haven Area
	O R

8

DAILY DATE FOR
WEEKDAYS MONDAY
THROUGH FRIDAY

8 NOTCH PERFORATION 65	
EMERGENCY	
9 PM TO 1 AM	
8	45
7	30
6	15
5	0
4	
3	30
2	15
1 PM	0
12 Noon	45
11 AM	30
10	15
9	0
5 AM TO 9 AM	
C	
TRANSFER TO: G Noroton-Stamf. Hosp.	AT: Main & Lawn
	O R
C Shippan, outh	

9

CODE LETTER DATE
FOR SATURDAYS,
SUNDAYS AND HOLIDAYS

in a specific area, mostly the central city area. The passenger is expected to make his transfer onto the first bus of the connecting line that reaches the passenger's transfer point. The time shown by the tear-off, therefore, serves as indication to the receiving driver whether or not the first vehicle is being used.

GENERAL CONDITION CLAUSE

The specimen shown as No. 10 illustrates the general condition clause, in this case for a route of the New Haven Division.

It will be noted that, in line with the explanations previously made under "Cut-Off Time Scale", no specific time limit is indicated to the passenger in this clause. The rider is simply held to the basic provision that his transfer trip should be a continuous one and that the transfer would be valid only "on first bus reaching transfer point after passenger's arrival".

The listing of transfer points on the face of the transfer occasionally specifies that transfer to certain routes may be made in a central area rather than at a specific transfer point, such as "Central Hartford Area" or "Central New Haven Area". In the general clause on the back of the Hartford and New Haven transfers the respective areas are then delineated, in order

that the extent and limits of these areas be clearly known to passengers. See No. 10.

TRIPPER TRANSFERS ONLY FOR NEW HAVEN

It was possible to avoid the use of special tripper transfers in Hartford and Stamford, with their inherent danger of abuse. Drivers in these divisions are able to use proper transfers for each of the several routes covered by them on these tripper runs.

In New Haven, however, due to the larger number of routes on which one driver might have to operate in his tripper assignments, it was considered necessary to use a special "TRIPPER" transfer, on which each of the New Haven routes can be identified by punch-mark, as well as direction and some other information. See form marked No. 11.

MISCELLANEOUS SIGNALS

All transfers carry a space for punch-out indication—O R—of off-route running, and certain ones carry a space for the indication of—S R—, meaning short run, for turn-backs.

ORIGIN AREA OR DIRECTION BY COLOR

The principle, so commonly used now, of indicating origin areas and/or direction in which

8-65

USE OF TRANSFERS

Transfers are issued upon request at time of paying fare only.

Good only for transfer of passenger to whom originally issued, if presented on date issued, at transfer points shown on face and on first bus reaching transfer point, after passenger's arrival.

Not good for return trip, nor for stop-over.

Subject to Company regulations. In case of misunderstanding please pay fare, retain transfer, and notify Company.

Not acceptable if torn or mutilated. Misuse punishable under State Law.

**The CONNECTICUT COMPANY
NEW HAVEN, CONNECTICUT**

The central New Haven area as designated on front of transfer is bounded by:

North—Elm Street
East—State Street
South—George Street
West—College Street

GLOBE TICKET COMPANY. PHILA.

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8 NOTCH PERFORATION 65

EMERGENCY

9 PM TO 1 AM					
8	45				
7	30				
6	15				
5	0				
4					
3	30				
2	15				
1 PM	0				
12 Noon					
11 AM					
10	15				
9	0				
5 AM TO 9 AM					
TUESDAY					
OCT 12					
1965					
FROM					
NORTH	A	H	O	V	001600
EAST	B	I	P	W	
SOUTH	C	J	Q	X	
WEST	D	K	R	Y	
EXTRA	E	L	S	Z	
SHOP	F	M	T		
SCHOOL	G	N	U		S
					R

11

the transfer is issued by the color of the transfer was in use with the old transfers and has likewise been applied to the new form. This feature furnishes a welcome signal to the opera-

tor that makes it quicker and easier for him to determine at a glance the validity of a transfer for continuance of the passenger's trip in a direction away from his starting point.

