

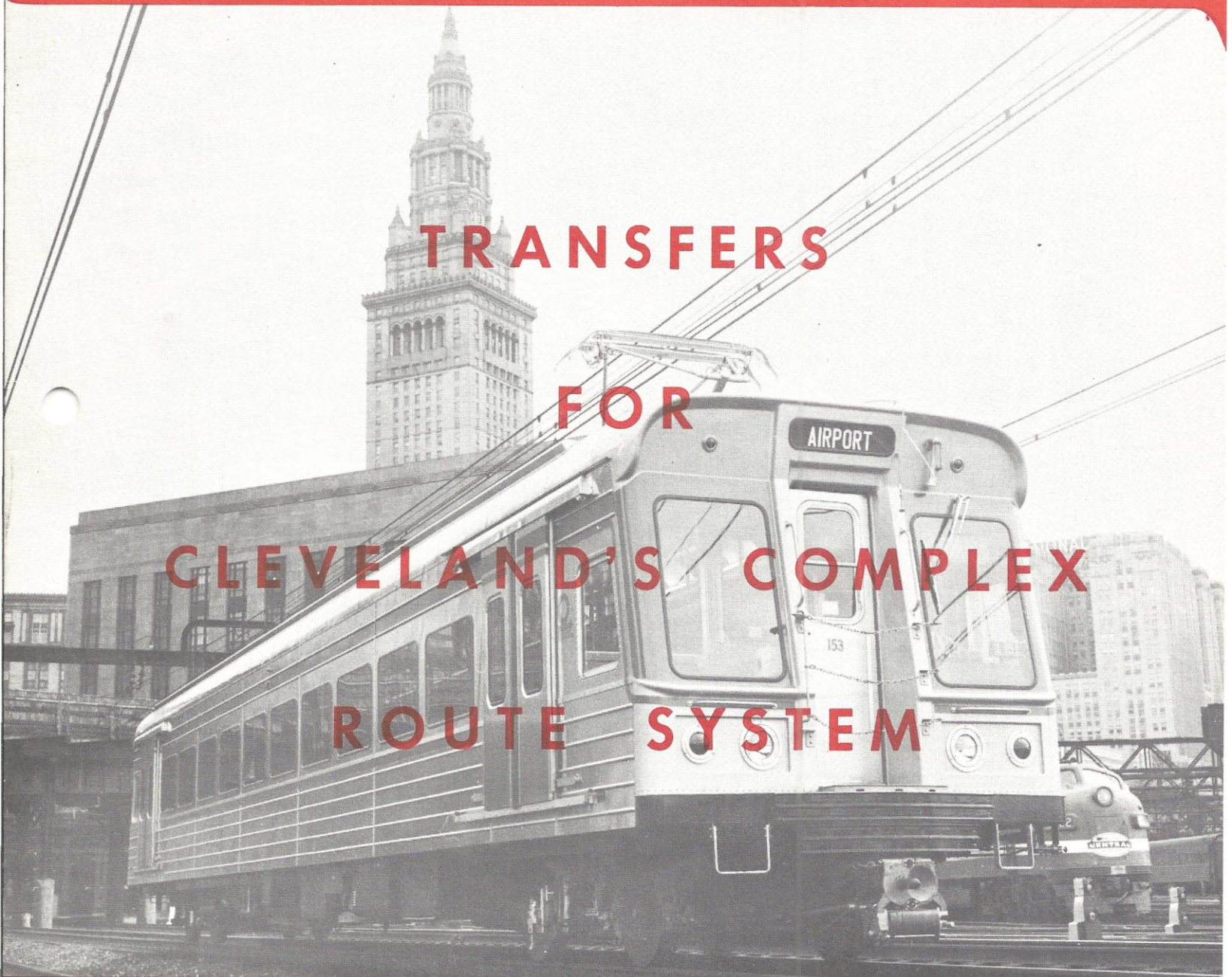
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Globe

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FALL 1968 No. 678

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



TRANSFERS

FOR

CLEVELAND'S COMPLEX

ROUTE SYSTEM



GLOBE TICKET COMPANY

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Manufacturing Plants

TRANSFERS FOR CLEVELAND'S COMPLEX ROUTE SYSTEM

It was just 172 years ago when General Moses Cleaveland founded the city that bears his name. What has happened in this relatively short time, as time goes, cannot, perhaps, be expressed more concisely than by the fact that, in or about 1796, General Cleaveland's principals, the Connecticut Land Co. acquired three million acres of land in what is now northern Ohio at 40 cents an acre, and that an acre in downtown Cleveland is now worth over 2 million dollars. This development and growth of a starting settlement, at a likely spot, into a metropolis of great impact on the country's industry and commerce and of much influence upon the lives and fates of many people is likewise reflected in the transportation system that serves it.

Cleveland Transit System, operating under public ownership, has been singularly progressive and successful in developing its transit facilities into a balanced system of rapid transit, surface express and surface local transportation that, in many respects, points the way to a promising approach toward balanced transit concepts for the city or megalopolis of the future. When opened in the fall of 1968, the 4 mile extension of the present rapid transit system from West Park station to Cleveland's Hopkins International Airport will be the first rapid transit facility serving a city airport in this country.

It will furnish access to the airport from downtown Cleveland in 20 minutes, a distance of 11 miles.

TARIFF

The tariff of fares, together with the facilities for transferring passengers from route to route and from one type of service to another naturally reflect the character and sophistication of the system. As of May 1968 the cash fare on local service is 30¢ for adults, 15¢ for children or students. In rapid transit and surface express service the fare for adults as well as children and students is increased by 5¢. There is a special, reduced fare for everybody on "Loop" lines of 15¢.

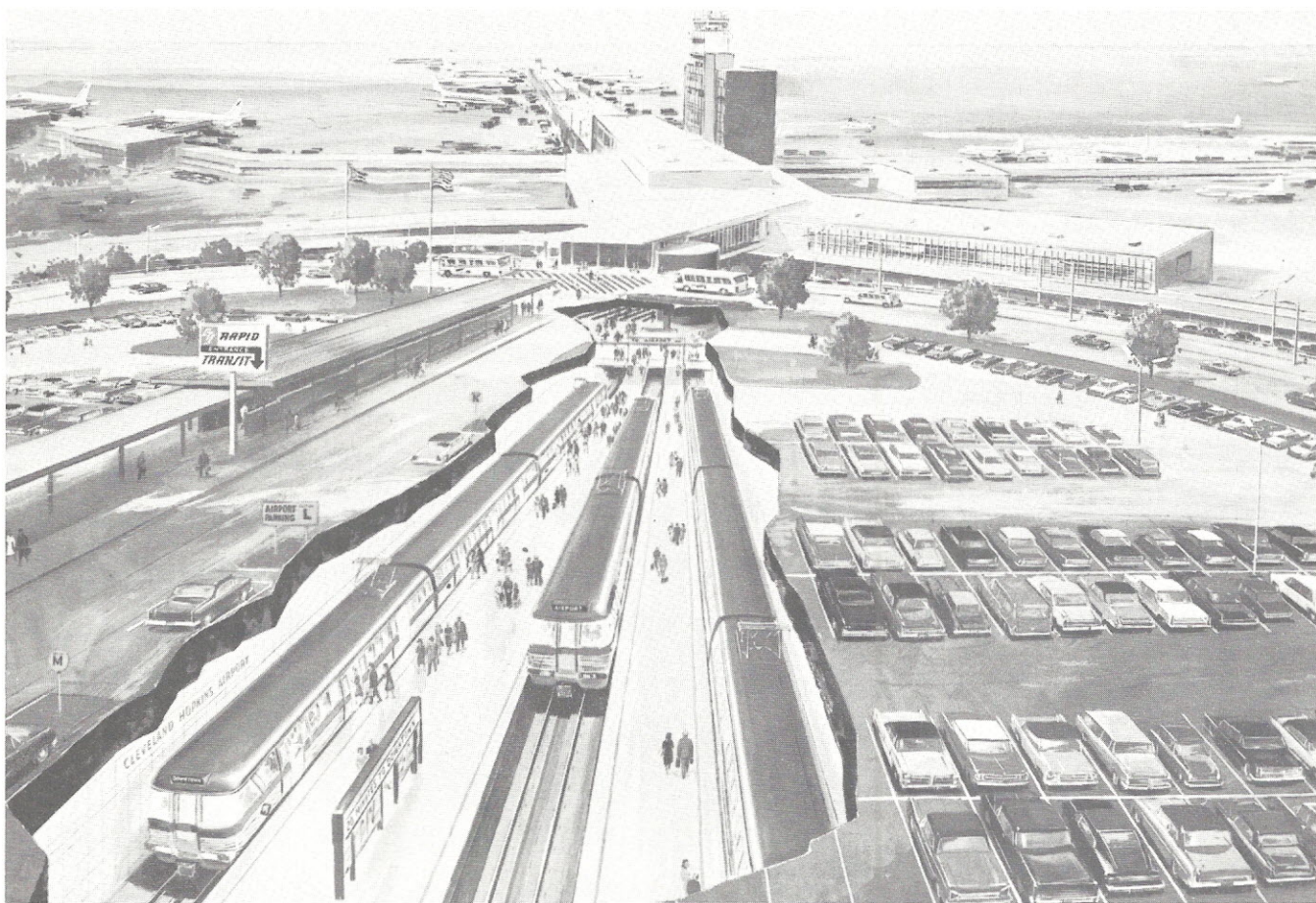
A reduced ticket fare is in use for adults, at 5 for \$1.40, resulting in a net fare of 28¢, for local service and at 5 for \$1.65, making a net fare of 33¢, in rapid transit or express service. There is also in use a 5 ticket strip for children and students, serving as an accommodation only, without reduction of fare.

The charge for regular transfers is 5¢. However, there are a number of situations of ride continuance for which free transfers or permits are issued.

ROUTES

Rapid Transit, mostly along surface cut or surface right-of-way, operates from Windermere Station on the East Side to Cleveland Union Terminal at the Public Square and from there at present to West Park Station on the West Side. As mentioned, the West Side part of the rapid transit line will be extended from this point to Hopkins International Airport, in the fall of 1968.

The surface lines are all bus operated, partly in local, partly in express service. Of the 48 radial and express lines which almost all run from the central city area on or near the Public Square into outlying districts, 28 are on local service and 20 on express service. In addition, there are 21 crosstown lines, 3 feeder lines and 4 routes to serve the Central Loop area exclusively, at a reduced fare.



ARTIST'S CONCEPTION OF NEW RAPID TRANSIT STATION AREA AT HOPKINS INTERNATIONAL AIRPORT

Many lines use alternate routes, usually at or near their outlying extremities, in order to cover various adjoining areas on alternate trips or during certain hours.

Fare payment varies somewhat on different route classifications. On rapid transit and, with some exceptions, on local surface lines payment of the fare is upon boarding. On express routes the rule is pay-enter outbound and pay-leave inbound.

THE TRANSFER PRIVILEGE

Although, in general, passengers pay 5¢ for the privilege of transferring, there are specific situations, as mentioned before, where free transfers or permits are issued, such as:

For travel partly by rapid transit and partly by surface radial or express line, in order to complete a trip in the same general direction.

For transfer from inbound local radial lines that normally issue rapid transit permits, to inbound surface express lines, at rapid transit stations.

For transfer from any outbound express line, operating to a rapid transit station other than at Union Terminal, to outbound local radial lines, at that station.

For transfer from a radial local to an express route, or vice versa, in the express zone and continuing in the same direction.

For transfer from one branch of a line to another branch of the same line and continuing in the same direction.

For transfer from one downtown loop route to another.

Free transfers or permits can be used only for one transferring, whereas paid-for transfers allow the passenger to transfer three times, using a total of four vehicles. In each case the form signals the privilege or the absence of it and controls it.

THE FORM

Specimens of the six basic forms used in Cleveland appear on Pages 6 and 7. They vary in copy, depending on their use, and the color of stock is changed for each. Thus we have:

Transfers issued on radial local lines; color white.

Transfers issued on express lines; color rose.



ONE OF CLEVELAND'S NEW "AIRPORTER" RAPID TRANSIT CARS

Transfers issued on crosstown lines; color green.

A free permit for hand issuance from rapid transit to surface lines; color gold.

A free permit for machine issuance from rapid transit to surface lines; color yellow.

A free permit for issuance from surface lines to rapid transit; color salmon.

In order to speed up the loading of buses in the Public Square area, during hours of heavy boarding, a special form is used which, in place of line identification, bears the designation "Public Square," color white. See under "Operation."

5	NOTCH PERFORATION				67
EMERGENCY					
10 PM	TO	3 AM			
9	TRANSFER	45			
8		30			
7		15			
6		00			
5		45			
4		30			
3		15			
2		00			
1 PM		45			
12 Noon		30			
11 AM	15				
10	00				
9	30				
8	00				
7					
3 AM	TO	7 AM			
TUESDAY OCT 12 1968					
3		E			
SUPERIOR		W			
001600	OFF RTE				
	1	EX	RT	2	
SUBJECT TO CTS TRANSFER RULES					
<small>GLOBE TICKET COMPANY, PHILA.</small>					

1. LOCAL RADIAL LINE TRANSFER WHITE

5	NOTCH PERFORATION				67
EMERGENCY					
10 PM	TO	3 AM			
9	TRANSFER	45			
8		30			
7		15			
6		00			
5		45			
4		30			
3		15			
2		00			
1 PM		45			
12 Noon		30			
11 AM	15				
10	00				
9	30				
8	00				
7					
3 AM	TO	7 AM			
TUESDAY OCT 12 1968					
32		E			
HEIGHTS		W			
001600	OFF RTE	C	B	A	
	1	LOC	RT	2	
SUBJECT TO CTS TRANSFER RULES					
<small>GLOBE TICKET COMPANY, PHILA.</small>					

2. EXPRESS LINE TRANSFER ROSE

5	NOTCH PERFORATION				67
EMERGENCY					
10 PM	TO	3 AM			
9	TRANSFER	45			
8		30			
7		15			
6		00			
5		45			
4		30			
3		15			
2		00			
1 PM		45			
12 Noon		30			
11 AM	15				
10	00				
9	30				
8	00				
7					
3 AM	TO	7 AM			
TUESDAY OCT 12 1968					
10		N			
EAST 105th		S			
001600	OFF RTE				
	1	EX	RT	2	
SUBJECT TO CTS TRANSFER RULES					
<small>GLOBE TICKET COMPANY, PHILA.</small>					

3. CROSSTOWN TRANSFER GREEN

5 NOTCH PERFORATION 67

EMERGENCY

10 PM	TO	3 AM	
9			45
8			30
7			15
6			00
5			45
4			30
3			15
2			00
1 PM			45
12 Noon			30
11 AM			15
10			00
9			30
8			00
7			
3 AM	TO	7 AM	

PERMIT

TUESDAY
OCT 12
1968

66 RAPID TRANSIT

001600

PAY TRANSFER CHARGE ON CROSSTOWN LINES

SUBJECT TO CTS PERMIT RULES
GLOBE TICKET COMPANY, PHILA.

4. RAPID TRANSIT TO SURFACE PERMIT GOLD

C. T. S. RAPID PERMIT
NOT VALID AT
WEST 98

68 MAR 30 PM 5:31

PAY TRANSFER CHARGE
CROSSTOWN LINES

5. MACHINE ISSUED RAPID TRANSIT TO SURFACE PERMIT YELLOW

5 NOTCH PERFORATION 67

EMERGENCY

10 PM	TO	3 AM	
9			45
8			30
7			15
6			00
5			45
4			30
3			15
2			00
1 PM			45
12 Noon			30
11 AM			15
10			00
9			30
8			00
7			
3 AM	TO	7 AM	

PERMIT

TUESDAY
OCT 12
1968

GOOD AT ANY
CTS
RAPID TRANSIT STATION

001600

SUBJECT TO CTS PERMIT RULES
GLOBE TICKET COMPANY, PHILA.

6. SURFACE TO RAPID TRANSIT PERMIT SALMON

LINE IDENTIFICATION

A separate form of transfer is used for each route. It signals the issuing line in large numbers and letters. In addition, transfers, as opposed to permits, have provision for additional information, to be indicated by punching. The operators carry punches for this purpose.

First, the direction in which the vehicle happens to be moving at the time of issuance is signalled by a punch hole as E, W, N or S. Then, in cases where lines follow alternate routings in certain areas, this is indicated by letters preprinted on the form, to be signalled by punching. Thus, for instance, the transfer illustrated as No. 2 on Page 6 may be punched to indicate issuance from express route 32 A or its alternates B or C, the hole appearing in the space under the respective letter.

In addition, the forms permit the signalling, in the same fashion, of other information, such as:

OFF RTE—when travelling on a route other than that indicated on the transfer.

EX or LOC—when issuing a transfer against the receipt of a local fare on an express line or an express fare on a local line.

RT—to indicate that the transfer has been used on rapid transit as an intermediate line.

1 or 2—in multiple transferring, to indicate the first or the second transferring, three being the limit.

DATE

A daily date is used for all days of the week, pre-printed in red and showing day of the week, date and year.

TIME

The signal for time limits is by tear-off on a time scale that uses 15 minute intervals during the active hours of the day, from 10 AM until 10 PM, 30 minute intervals between 7 and 10 AM, with longer cut-off intervals during the least active hours of the night and early morning. Time limits are cut for the nearest setting to or beyond the arrival time at the end of the line, plus 30 minutes. For multiple transferring one additional hour is allowed by the receiving operator.

CONDITIONS

The conditions of the transfer privilege are not spelled out in detail on the transfer. They are simply pointed to in the statement: "Subject to CTS transfer rules."

EMERGENCY

Emergency use of transfers, in the case of breakdowns or other circumstances that make free transferring of passengers necessary, is made possible by the issuance of full length transfers, with the wording "Emergency" appearing on the top extremity of the form.

PUT-UP

Transfers and Permits are put up by the printer in pads of 50.

MACHINE ISSUED PERMITS

In order to facilitate the issuance of permits for transferring from rapid transit to surface lines on the part of passengers who board the rapid transit line at Cleveland Union Terminal, a number of automatic permit issuing machines are in operation at that

point. They are placed in convenient locations inside the paying gates, so that passengers who have paid their express fare and who wish later to transfer to a surface route, can pick up a permit. Blank paper in sheets is imprinted by these machines, in order to identify the issuing line as Rapid Transit, to indicate the date and the time limit and in order to specify certain conditions or restrictions.

OPERATION

RAPID TRANSIT TO SURFACE

Passengers who enter the rapid transit system, pay their rapid transit fare and, if they desire to transfer, obtain either a 66 Rapid Transit hand issued permit or, where permit issuing machines are in use, get a yellow machine permit from such a unit. No payment for the permit is made at that time.

When the passenger transfers at one of the rapid transit stations, his permit will be accepted free on any local radial or express route that connects with the rapid transit system. When presented on a crosstown line, the transfer charge of 5¢ is made when the passenger boards the surface route.

If the passenger, upon boarding a surface line with a rapid transit permit, indicates that he must transfer a second time, a new transfer from the line which he is boarding is then issued to him and, in that case, the transfer charge is made to him also in the case of his boarding a radial or express surface line at a rapid transit station, where his rapid transit permit would normally be accepted free.

SURFACE TO RAPID TRANSIT

Salmon colored permits, marked "Good At Any CTS Rapid Transit Station," are issued free to passengers who wish to transfer from a connecting local radial or express surface line to rapid transit. In all cases an express or rapid transit fare must have been paid.

When entering the rapid transit system, the permit is taken up from the passenger. If he should intend to transfer later again to a surface line, he obtains a 66 Rapid Transit permit and this is handled as explained under Rapid Transit To Surface.

For transferring to rapid transit from crosstown lines, regular transfers are issued by the operators against payment of the 5¢ transfer charge. Also a rapid transit fare which is the same as an express fare must have been paid. On local line transfers which are white in color, the fact that a rapid transit fare has been paid is indicated by a punch-mark in the space under EX (see No. 1). If not so marked, the differential is collected when the passenger presents his local transfer at a rapid transit station.

Transfers from express surface routes are automatically identified as having been issued against payment of express fares (same as rapid transit) by their rose color.

When a passenger presents his pay-transfer at a rapid transit station and indicates that he must transfer again, it is checked, "validated" by punching in the space under the designation RT and returned to him. This validation is necessary, in order to certify that the passenger has travelled via rapid transit which, now, becomes the connecting line with his next route. Also, when travel-

ling partly via rapid transit, it is permissible to transfer back onto one's original surface route in the same direction, having taken advantage, at the higher fare, of the greater speed of rapid transit for part of the trip. The validation then certifies this.

SURFACE TO SURFACE

On surface lines, transfers are issued at the time of fare payment. The 5¢ charge for pay-transfers is dropped into the fare box by passengers at that time.

Pay-transfers may be issued for transfer from local to local lines, between local and express lines and between express routes. Local transfers are identified as such by their white color. If a local transfer is presented on a connecting express line, the passenger pays the 5¢ express surcharge at that time. However, the local passenger who intends to transfer to an express line, may also pay an express fare when he boards the local route. His transfer is then punched in the space below EX, to indicate that he has already paid an express fare (see No. 1 & 3).

In the opposite sense, most express lines travel through certain parts of their routes on a local basis. If a passenger boards within such an area and wishes to transfer to a local connecting line, he may pay a local fare plus the transfer charge and receive a rose (express) transfer, on which the space below the wording LOC has been punched, in order to indicate that a local fare has been paid (see No. 2).

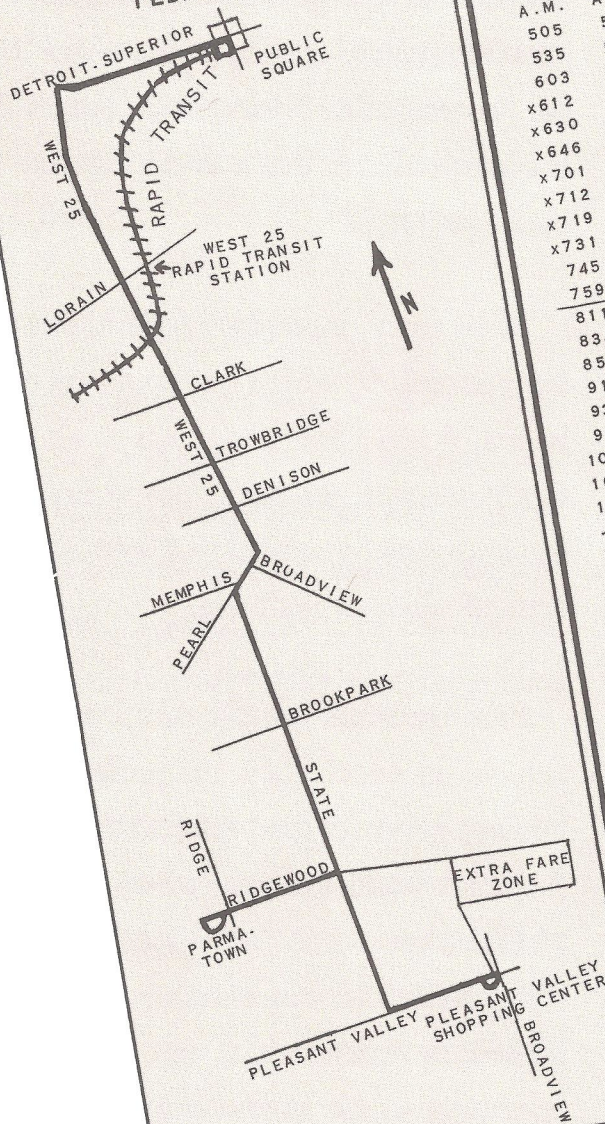
In an early paragraph, several situations were described, where free transfers may be issued. When a free transfer is to be handed to a passenger, the bus operator first identifies it as such by punching a hole into a convenient space of the form.

Free transfers are taken up on the first vehicle on which they are presented. They are not good for multiple transferring. On the other hand, passengers who carry pay-transfers may transfer up to 3 times, and this privilege is controlled by punch marks, placed by intermediate line operators respectively in the spaces under the numbers



Route 21 STATE EXPRESS

FEBRUARY 11, 1968



KDAY-

OUTBO

LEAVE PUBLIC SQUARE A.M.	LEAVE STATE-BROOKPARK A.M.	ARRIVE-LEAVE STATE-RIDGEWOOD A.M.	ARRIVE PARMATOWN A.M.	ARRIVE STATE-VALLEY A.M.	ARRIVE BROADVIEW SHOPPING CENTER A.M.
505	528	533	537	613	617
535	600	608	641	647	709
603	628	636	638	700	709
x612	632	638	641	700	709
x630	650	656	721	731	740
x646	706	712	727	747	754
x701	721	727	738	754	810
x712	732	738	745	801	810
x719	739	745	757	826	844
x731	751	757	821	840	844
745	812	821	835	915	919
759	826	835	847	935	1002
811	838	847	910	958	1042
834	901	910	930	1018	1042
854	921	930	953	1038	1042
917	944	953	1013	1058	1122
937	1004	1013	1018	1118	1122
957	1024	1033	1058	1158	1202
1017	1044	1053	1058	1158	1202
1037	1104	1113	1138	1238	1242
1057	1124	1133	1138	1238	1242
1117	1144	1153	1218	1238	1242
1137	1204	1213	1218	1238	1242
1157	1224	1233	1258	1238	1242
1217	1244	1253	1258	118	122
1237	104	113	138	159	203
1257	124	133	138	159	203
117	145	154	220	239	243
137	205	214	220	239	243
157	225	234	300	259	308
217	245	254	300	259	308
x226	248	255	321	327	336
x241	304	311	321	327	336
x253	316	323	345	345	345
x305	328	335	345	345	345

CLOSING NIGHTS ONLY
#21 (AT ALL OTHER TIMES)
LOCAL VALLEY CENTER
POINT ON EXPRESS TRIPS ONLY

Subject to change

CLEVELAND TRANSIT SYSTEM

1 or 2 on the transfer (see No. 1, 2 and 3). When the transfer is presented on the first intermediate route, for instance, with request for further transferring, the operator inspects it, punches it under No. 1 and returns it to the passenger. The operator on the next vehicle then, upon similar request, indicates No. 2 (second transferring) by his punch hole. On the next line the transfer will be taken up, since the maximum of three transferrings have then been made.

USE OF SPECIAL FORM

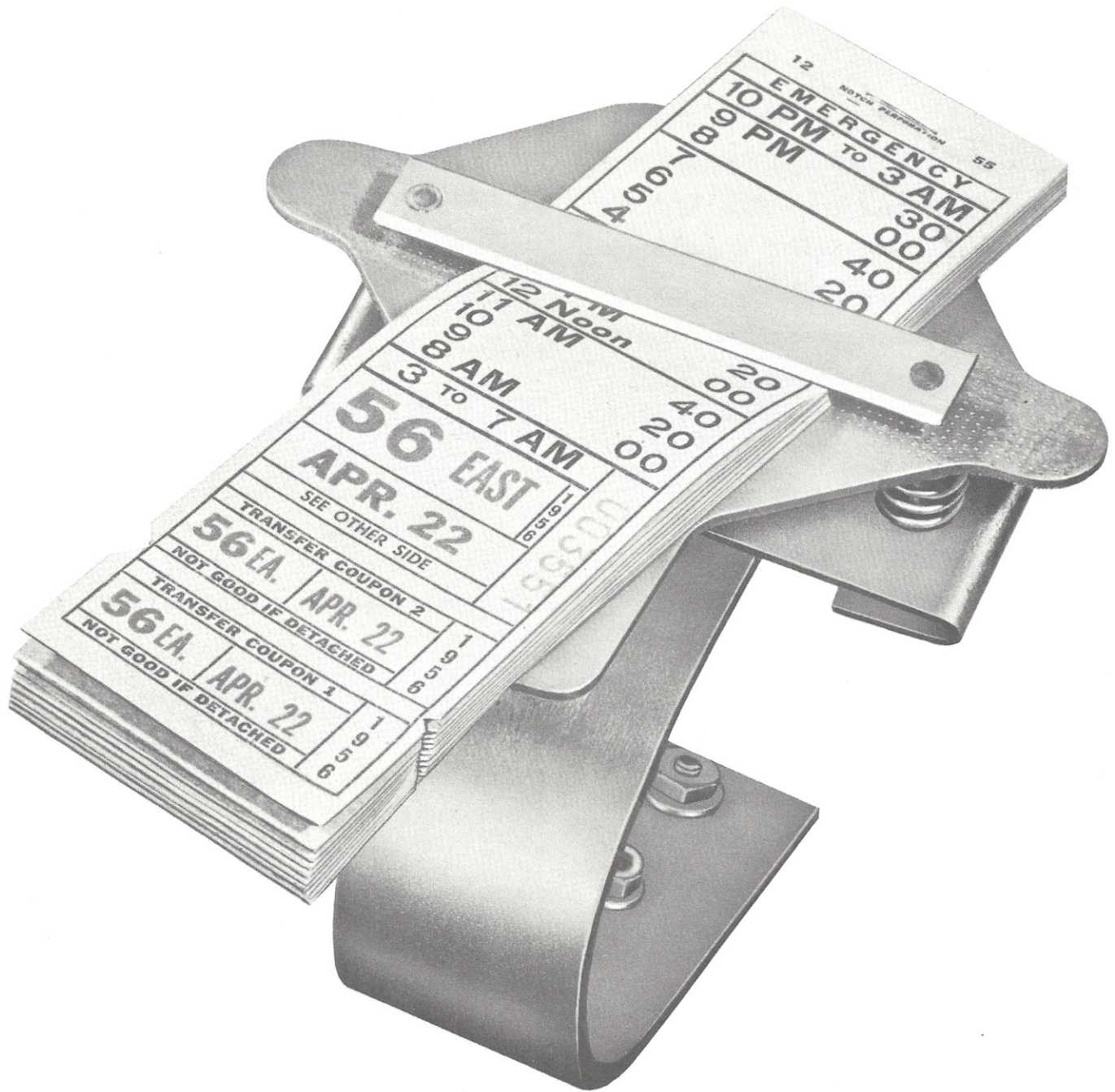
Reference was made previously to a special transfer form in use, identified as "Public Square." Several locations in the central Public Square area are heavy boarding points for passengers, during certain hours of the day, and many of these passengers require transfers.

In order to speed up loading at these points, both doors of the vehicles are opened for boarding. An employe of CTS, called a "Loader" is stationed outside the rear door. He carries a fare box, accepts fares and transfer charges into this box, and he issues transfers. Since a large number of routes converge on the Public Square area, the "Public Square" transfer was created, as a universal form for these routes, for issuance by "Loaders."

ROUTE DIAGRAMS AND TIME TABLES

Cleveland Transit System time tables for each route are distributed regularly and are available to the public in a number of places throughout the system. Each table shows on its face a diagram of the route for which it is issued, with principal crossing streets and connecting routes, thus providing information on the available transfer points.





GLOBE TRANSFER TIME CUTTER
without notchers