

The

Globe

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FALL 1969 No. 681

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

NEW TRANSFERS FOR BUFFALO

NIAGARA FRONTIER TRANSIT SYSTEM, INC.

NFT
BUILDING

Use the BUS
FOR SERVICE
Plus SAFETY
ECONOMY
CONVENIENCE
NFT

ONE WAY
DO NOT
ENTER



GLOBE TICKET COMPANY

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Manufacturing Plants

NEW TRANSFERS FOR BUFFALO

With its metropolitan area population of 1½ million, its large industrial complex, its important grain storage and milling facilities and its status as an outstanding Great Lakes inland and now also ocean shipping center, Buffalo offers a particularly great challenge to its transit facilities. Long known as a city predominantly of individual homes, it has shown a steady spread and encroachment of its urban development upon the adjacent suburban countryside, always demanding that its transit facilities follow along this course.

Local transportation service has made and continues to make a contribution no less vital to the economic and social development of the Niagara Frontier than that of the grain mill, steel mill, electric power plant and any of the many other varied fields of industry.

HISTORY

Two years after the incorporation of the City of Buffalo in 1832, the first street railway line came into existence. Its horse-drawn cars rolled on wooden rails topped

with straps of iron. In June of 1835, a local promoter inaugurated a line of omnibuses on Main Street and, shortly before the outbreak of the Civil War, the period of horse-car development really began. There followed the incorporation of several separate companies to serve the city. Electric power came next to Buffalo and, by the end of 1894, all service was thus propelled. Development of the gasoline engine made possible further extension of service to areas where cost of laying track and providing power would have been prohibitive and, by the middle of 1950, all streetcars on the system were retired in favor of buses.

TODAY

Through mergers, consolidations and reorganizations during the years, local and suburban service in the Buffalo area today is provided by the Niagara Frontier Transit System, Inc., one of the few remaining privately owned transit companies. The NFT operates 514 modern diesel buses, all radio equipped, over 441 miles of street, providing safe, frequent and adequate service to

the area. The company was one of the first major transit properties to install radios in all of its vehicles and its able and forward thinking management is recognized throughout the country. Last year the system carried nearly 73,000,000 passengers; it was the fourth consecutive year that passengers increased over the number carried the previous year.

MOST RECENT CONSOLIDATION

Previous to the sixties, the service in Buffalo, Kenmore, Tonawanda and North Tonawanda was provided by NFT. Routes from the city into suburban areas were mostly operated by independent carriers, the largest of them being the Buffalo Transit Company. In 1961, the BTC was purchased by NFT and, within a short time, a consolidation of city and suburban routes took place.

TRANSFERS

Several different types of transfers were in existence, and a study to modernize and simplify their use resulted in the new form which went into use in May of this year.

Transfers are issued to boarding passengers upon request at the time the fare is paid. No charge is made for the transfer at the time of issue. When the passenger boards the second vehicle, he deposits a 5¢ transfer charge in the fare box and surrenders the transfer. If a third bus is required to complete a journey, the transfer is validated at the request of the passenger and returned. No additional charge is required on the third bus and the transfer is simply collected by the operator. A free transfer is also allowed on a few continuation and feeder runs.

Previously, transfers were of two types; a Regular, permitting the use of one additional bus and a Special, permitting the use of two or more additional buses. While the form was the same, the type was determined by cutting time with a straight cutting bar to indicate a regular transfer and a notched cutting bar to indicate a special transfer. The two types of transfers have now been reduced to one type, and the procedure for issuing a multiple use transfer changed simply to validation of the one transfer form.



**PASSENGERS BOARDING AT A DOWNTOWN BUS STOP
OPPOSITE THE NEW MAIN PLACE MALL.**

FORMS, OLD AND NEW

The two forms shown as No. 1 and 2 represent the basic transfers in use before the change. They represent the two principal transit systems that previously operated over common routes in the Buffalo metropolitan area. The form previously used by BTC (No. 2) gives indication of the predominantly suburban character of the routes operated by this company, in the provision for signalling zones on the transfer. In addition to the transfer shown for NFT (No. 1) this latter company also used two special forms, called North-South Suburban and East-West Suburban. These were designed to take care of specific transfer situations

within a special fare area in the Town of Tonawanda and the Village of Kenmore.

SPECIAL AREAS

The illustrations marked No. 3, 4 and 5 show the new transfer forms put into use on May 19, 1969. No. 4 and 5 differ from the basic form No. 3 only in the fact that provision is made on these for the identification of certain fare areas which have a special influence upon zone charges and the transfer privilege.

No. 4 shows a punch-out space marked **KEN FARE**. There is a special fare in force within the Kenmore Village area, at present (June 1969) 15 cents instead of the normal

present city fare of 25 cents, with the usual transfer fee of 5 cents. This applies to 5 routes that traverse this area. When the transfer is punched "Ken Fare", riders are restricted to travel within the designated area.

The signal on No. 5, marked RIDGE ROAD, indicates an area in Lackawanna where special zone fare arrangements prevail on four routes.

ZONE SIGNAL

A number of lines, essentially those that have come into the system from Buffalo Transit Co., operate into or within suburban areas and use zone fares. With the method of zone fare collection that is in force on these routes, it becomes necessary to indicate on transfers used through two or more zones the fare zone into which the fare has been paid by the passenger or, in some cases, the fare zone within which the passenger boarded. The scale from 2 through 9, shown on the new transfer, provides that signal to be indicated by punch mark.

LINE TRANSFER

As used before by NFT, a separate form exists for each route, showing the route name and number in large type. Direction is marked by large overprints of IN or OUT in red. Both of these features readily identify the issuing line and direction and offer a protection against abuse. This is aided further by the use of common colors of transfers on groups of lines which emanate from common areas or travel over common trunk routes. Thus, attempts at return riding can more readily be spotted.

DATING

The new transfer retains the daily dating method, previously used by NFT, as the safest in the prevention of re-use or off-date use of transfers.

TIME SIGNAL

The previous form employed a time scale, in twenty minute intervals, that showed the hours from 1 to 12.40 with a detachable PM coupon to designate whether AM or PM hours were applicable. This time signal,

1

A. M. hour is indicated when stub is detached

PM

ELMWOOD - 20

148175

ON THE FOLLOWING ROUTES -
NOT GOOD WEST BOUND WHEN PRE-
SENTED EAST OF ELMWOOD ROUTE
NOT GOOD EAST BOUND WHEN PRE-
SENTED WEST OF ELMWOOD ROUTE

Delavan
West Utica
Porter-Best
Baynes
Kenmore
Fillmore
Amherst
Michigan

*-Good northbound to Main St.
when notched
(SEE REGULATIONS ON BACK)

OFF ROUTE
BUS TO BUS

THURSDAY 10 JAN 1963

HRS	MIN
1	0
2	20
3	40
4	0
5	20
6	40
7	0
8	20
9	40
10	0
11	20
12	40

1:00-4:00 A.M. - NEXT DAY

EMERGENCY

58 12 NOTCH PERFORATION

FORMER BASIC TRANSFER OF
NIAGARA FRONTIER TRANSIT
SYSTEM, INC.

2

A. M. hour is indicated when stub is detached

PM

751491

BUFFALO TRANSIT CO., INC.
Phone TL 3-1600

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	1962	1963	1964	1965	1966				
JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.
NOV.	DEC.								

Zones

(SEE REGULATIONS ON BACK)

1 2 3 4 5 6

IN OUT

OFF ROUTE
BUS TO BUS

HRS	MIN
1	0
2	20
3	40
4	0
5	20
6	40
7	0
8	20
9	40
10	0
11	20
12	40

1:00-4:00 A.M. - NEXT DAY

EMERGENCY

62 3 NOTCH PERFORATION

TRANSFER OF FORMER
BUFFALO TRANSIT CO., INC.

3

WILLIAM - 1		9		
		8		
<p>This transfer, issued only at time fare is paid, is good on date issued, without stopover when presented at an established transfer junction within time limit shown by person to whom issued for a trip via most direct route in same general direction.</p> <p>In general, when used in reverse direction on adjacent parallel line, it is good only up to first line connecting both parallel lines.</p> <p>In case of dispute, pay fare requested and report facts to Company.</p> <p>The Penal Code provides penalty of fine and imprisonment for misuse of transfers.</p> <p>NIAGARA FRONTIER TRANSIT SYSTEM, INC.</p>		7		
		6		
		5		
		4		
		3		
		2		
		★		
		JUNE 23		
		4 AM TO 9 AM		
		10	0	
11	15			
12 Noon	30			
1 PM	45			
2 PM	0			
3	15			
4	30			
5	45			
6	0			
7	15			
8	30			
9	45			
10 PM TO 2 AM				
EMERGENCY				
GLOBE TICKET COMPANY		3		
NOTCH PERFORATION		69		

NEW, GENERAL NFT TRANSFER

4

ELMWOOD - 20		9		
		8		
<p>This transfer, issued only at time fare is paid, is good on date issued, without stopover when presented at an established transfer junction within time limit shown by person to whom issued for a trip via most direct route in same general direction.</p> <p>In general, when used in reverse direction on adjacent parallel line, it is good only up to first line connecting both parallel lines.</p> <p>In case of dispute, pay fare requested and report facts to Company.</p> <p>The Penal Code provides penalty of fine and imprisonment for misuse of transfers.</p> <p>NIAGARA FRONTIER TRANSIT SYSTEM, INC.</p>		7		
		6		
		5		
		4		
		3		
		2		
		★		
		JUNE 23		
		4 AM TO 9 AM		
		10	0	
11	15			
12 Noon	30			
1 PM	45			
2 PM	0			
3	15			
4	30			
5	45			
6	0			
7	15			
8	30			
9	45			
10 PM TO 2 AM				
EMERGENCY				
GLOBE TICKET COMPANY		3		
NOTCH PERFORATION		69		

NEW NFT TRANSFER FOR KENMORE FARE AREA

5

HAMBURG via S. PARK - 36		9		
		8		
<p>This transfer, issued only at time fare is paid, is good on date issued, without stopover when presented at an established transfer junction within time limit shown by person to whom issued for a trip via most direct route in same general direction.</p> <p>In general, when used in reverse direction on adjacent parallel line, it is good only up to first line connecting both parallel lines.</p> <p>In case of dispute, pay fare requested and report facts to Company.</p> <p>The Penal Code provides penalty of fine and imprisonment for misuse of transfers.</p> <p>NIAGARA FRONTIER TRANSIT SYSTEM, INC.</p>		7		
		6		
		5		
		4		
		3		
		2		
		★		
		JUNE 23		
		4 AM TO 9 AM		
		10	0	
11	15			
12 Noon	30			
1 PM	45			
2 PM	0			
3	15			
4	30			
5	45			
6	0			
7	15			
8	30			
9	45			
10 PM TO 2 AM				
EMERGENCY				
GLOBE TICKET COMPANY		3		
NOTCH PERFORATION		69		

NEW NFT TRANSFER FOR LACKAWANNA-RIDGE ROAD FARE AREA

used extensively in former years, covers the full 24 hour range of the day and night.

In our present day there are not many transit systems which operate routes on a full 24 hour basis. Also, time limit indication is designed to reduce attempts at round tripping by keeping as short as possible the time available to passengers for their actual transferring. Passengers might otherwise develop the habit of making trips into active business areas, for shopping or other business, and then find ways of returning to or near their starting point on a transfer, over routes which can, perhaps, not sufficiently be protected against this by other restrictions. Obviously, then, close time limits make sense only during hours of business activity.

For a number of years now time limit scales have been designed with that in mind. The new scale, adopted by NFT, allows time cutting in close and protective 15 minute intervals between 10 AM and 10 PM, with non business hours of 4 AM to 9 AM and 10 PM to 2 AM lumped into two

groups. This makes for a simple, yet effective and protective time limit scale and eliminates the PM coupon, with the time consuming and messy necessity of its removal by the operator, for the AM part of the day.

OFF ROUTE, BUS TO BUS, EMERGENCY

These signals have been carried over from the previous forms. The first two are signalled by punch mark. The EMERGENCY signal is imparted to the transfer by issuing it full length, with the wording EMERGENCY still appearing on it, for the emergency transfer of passengers from vehicle to vehicle, without payment of the transfer charge.

It was mentioned previously that there are some instances where a free transfer is allowed, principally in the case of continuation trips or feeder routes. The BUS TO BUS signal is used for this purpose. It identifies a transfer as a free one and, thereby, precludes the collection of the transfer charge, when presented on the connecting bus.

CONDITIONS CLAUSE

The previous NFT transfer carried some restrictions on the face that related to individual lines or small groups of lines. In addition, both the previous NFT as well as the BTC transfers showed a general conditions clause on the back. On the new form, no individual line restrictions are shown on the face of the transfer, leaving such conditions to be communicated to the riding public by the operators or through route leaflets distributed to passengers on buses.

The general conditions clause was moved from the back to the face of the transfer. It was revised in wording and it is reproduced below:

This transfer, issued only at time fare is paid, is good on date issued, without stopover when presented at an established transfer junction within time limit shown by person to whom issued for a trip via most direct route in same general direction.

In general, when used in reverse direction on adjacent parallel line, it is good only up to first line connecting both parallel lines.

In case of dispute, pay fare requested and report facts to Company.

The Penal Code provides penalty of fine and imprisonment for misuse of transfers.

NIAGARA FRONTIER TRANSIT SYSTEM, INC.

The second paragraph emphasizes protection against return riding via more than one line, in areas where parallel lines run in reasonably close vicinity to each other.

NUMBERS AND PADS

The transfers are consecutively numbered for each date, line and direction. They are put up in pads of 50 for transfers to be issued INBOUND and in pads of 25 for those to be issued OUTBOUND.

PREPARATION

The new transfer form was put into use without much fanfare. A read-as-you-ride folder was distributed on the buses a few days previous to the starting date, (see No. 6). It was effective in advising the riding public of the change which went into effect without difficulties.

TRANSFERS HAVE A NEW LOOK



NIAGARA FRONTIER TRANSIT SYSTEM, INC.
TRANSFER EFFECTIVE MAY 19, 1969

MAIN-8

Indicates route on which transfer was issued.

Hand punched when Village of Kenmore fare is paid or when transfer is issued on Ridge Road in Lackawanna.

Hand punched when transfer is issued for use at a point which is not on regular route.

Hand punched when transfer is issued for continued ride on same route on another bus.

Transfer Serial Number in red: 0001234

Month, Date Year in Red or perforated: MAY 19 1969

Regulations.

Hand punched to indicate zone to which fare is paid outside City of Buffalo.

Direction overprinted in Red.

Expiration time indicated by tearing transfer across face on transfer cutter (as indicated transfer is invalid after 5:00 PM)

Hand punched when issued in circumstance which can not be otherwise indicated.

It's IN to take the bus with us.

EMERGENCY

GLIDE TICKET COMPANY

HOLLAND/DAVID NELSON

TIMETABLES

In the further interest of the comfort and convenience of its passengers, the NFT also prints timetables for each route it operates. In addition to showing the leaving times from both ends of the line, a schematic map appears on the face of each, indicating the

streets over which the route is operated and the running times to each major intersection. On suburban timetables a fare schedule is also shown as well as additional leaving times from various zones, (see No. 7).

Almost 2½ million such timetables were distributed last year on buses and in reply to requests received through the mail. A

EXPLANATION OF SYMBOLS

- To Kensington & Harlem
- †-From Main & Michigan to Main & Union via Main, Kensington, Main.
- ‡-From Main & Michigan via Kensington, Main.
- To Main & Sheridan & Mill via Union, No. Forest, Sheridan.
- Continues to Westinghouse - Forest, Sheridan.
- To or from Westinghouse - Forest, Sheridan.
- Inbound trips leave at 6:58, 7:54 AM; 3:40, 4:55 PM.

DESTINATION SIGN

ROUTE NUMBER - All trips on this route are designated by the number 13.

ROUTE LETTER - Each variation in routing is designated by a different letter.

White on Black background indicates Regular Route - ALL stops.

White on Red background indicates discharge of passengers.

White on Black with Red diagonal indicates operation via Thruway or Expressway rather than regular route.

A)-To Highgate Loop - See timetable for A)-13 Kensington-Buffalo

B)-Via Main, Kensington, Union, Cleveland, Cayuga Beach, Maryvale, or Cayuga, Genesee, to Twin Industries or Back Lot.

C)-Via Main, Kensington, Union, Cleveland, Beach, Maryvale, Union to Main or continue via Union, No. Forest, Sheridan to Mill.

D)-Via Main, Kensington, Union, Cleveland, Beach, Maryvale, Wehrle, Beach, Maryvale, Union, No. Forest, Sheridan to Mill.

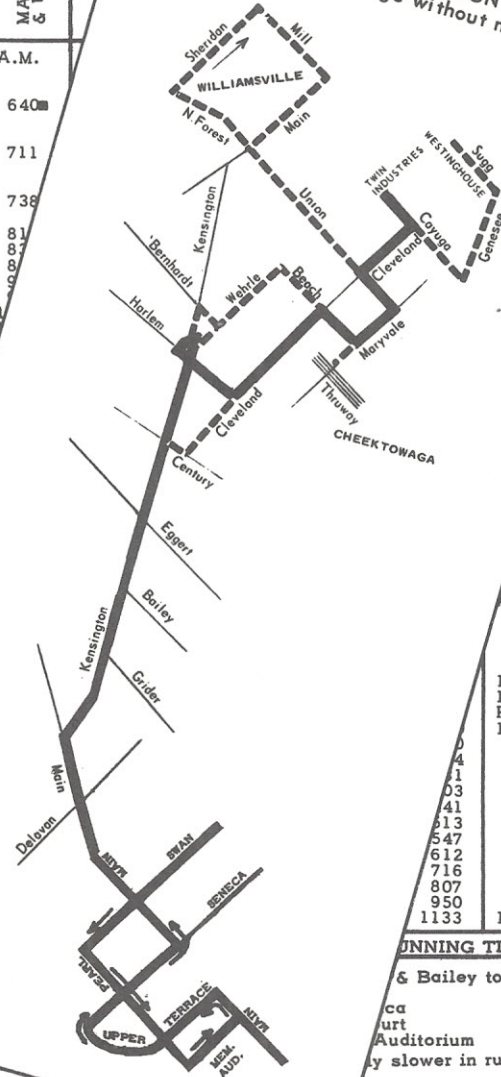
F)-Via Main, Kensington, Cayuga to Twin vale, Union, Cleveland, Genesee, Sugg to Industries or Cayuga, Genesee, Sugg to Ard between Wehrle &

FROM BUFFALO

CLERLAND & HARLEM	MARYVALE & UNION
A.M.	A.M.
632	640
703	711
730	738
803	81
822	8
847	8
908	9
943	9
1020	10
1056	10
1155	11
1255	12

13-KENSINGTON WILLIAMSVILLE CLEVELAND - MARYVALE

SCHEDULE EFFECTIVE JUNE 15, 1969
(Subject to change without notice)



ADULT CASH FARES (in cents)

BETWEEN

AND
City Line
Harlem Rd.
Union & Cleveland
Main & Union
or Twin Ind.
or Airport Rd.
Sheridan & Mill
Westinghouse

Buffalo	City Line	Harlem Rd.	Union & Cleveland	Main & Union	Airport Rd.
25	15				
35	15	20	15		
40	20	15			
45	25	20	15		
50	30	25	20	15	15
50	30	25	20		

SHERIDAN-SHERIDAN
AUDITORIUM-Memorial
Terrace
DOWNTOWN-Main St. (Shop
Theater District)
MAIN-MICHIGAN-Main &

permanent mailing list is maintained and new timetables are automatically sent to these passengers, whenever schedules are changed, which is approximately four

times a year. Appropriate timetables are also posted at most downtown outbound stops, at major transfer points and at route terminals.

RUNNING TIME

& Bailey to	ADD MIN.
ca	16
urt	28
Auditorium	33
y slower in rush hours)	



IN FRONT OF BUFFALO'S CITY HALL AT NIAGARA SQUARE.