

The **Globe** *Trotter*

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

MULTIPLE RIDE FORMS



FOR COMMUTERS



GLOBE TICKET COMPANY

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MULTIPLE RIDE FORMS FOR COMMUTERS

Various types of multiple ride forms have appeared from time to time in issues of the **GLOBE TROTTER**. We refer specifically to Commutation Tickets in use on urban as well as interurban transit lines in a variety of forms, depending on the type of operation and the tasks which they are called upon to perform. We feel that it might be of interest to review some typical forms in this group.

Although, strictly speaking, weekly or monthly passes are also essentially commutation tickets, we consider here only those types that do not permit unlimited riding within a specified period of time, as passes do, but are limited to a specified number of rides.

PUNCH-OUT CARDS

The illustrations No. 1, 2 and 3 show several common commutation forms of this type. Many punch-out cards are used for school tickets, many on commuter runs of interurban bus lines or railroads, in addi-

tion to their normal use for regular riders on urban transit routes.

They may be unrestricted as to period of validity, or they may be limited to a specific span of time, such as a school term, a calendar month or a week. Also they may be bearer cards, valid for use by anyone in their possession, or they may be limited to one person whose signature is required on the card, often with stipulation in the conditions of use that the user agrees to repro-

VALID ONLY FOR USE OF CERTIFIED
SCHOOL STUDENT UNDER 18
YEARS OF AGE

8040000

CONTRACT STUDENT TICKET

GOOD FOR
10
BASIC FARE RIDES

\$1.35

1962-63
SCHOOL TERM

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1 2 3 4 5 6 7 8 9 10



On lines, particularly suburban or inter-urban commuter lines with many destinations, the starting points and destinations in heavy use may be preprinted on the form, as shown in No. 3. For riding between destinations of lesser frequency an open form is used, on which either starting point or destination or neither are preprinted, with the unprinted information to be written or

Commuter punch-out tickets are printed on cardboard stock strong enough to last through their period of validity. They can be safe-guarded against counterfeiting by the use of watermarked safety cardboard or by intricate safety tints on one or both sides of the form.

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Normally the ticket is taken up by the operator, when presented for the last ride for which it is valid. In that sense the last ride may not be indicated as a number on the ticket at all. On the 20-ride ticket shown as No. 3, for instance, only 19 numbers representing rides are indicated, the last trip being allowed against the surrender of the punch-out card.

When a continuous or intermittent current audit of rides is of importance, the commuter punch-out card falls short by the fact that rides are granted against the mere punching of the card, without the surrender by the passenger of an equivalent for each ride, in money, token or ticket.

STRIP TICKETS

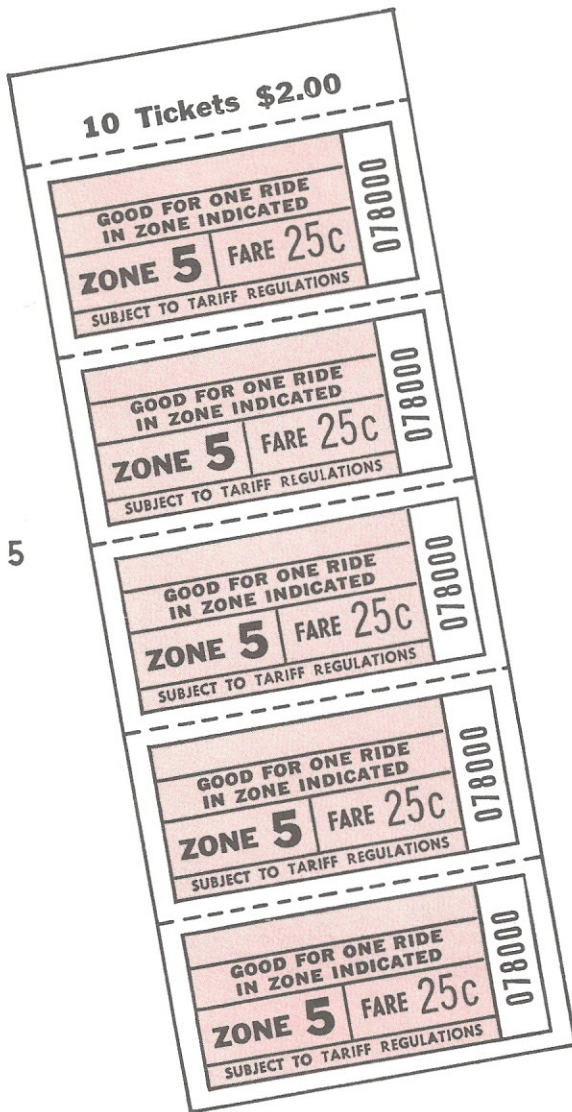
The use of commuter strip or book tickets bridges the shortcoming just mentioned. For each ride taken a ticket is surrendered, usually into the fare box, a transaction which also is more easily spotted than the punching of a card which is retained by the passenger.

Plain strip tickets are usually not limited



as to time or user, except that they may be identified as school tickets or any other classification, such as postmen in uniform, etc., and then limited to users in that classification. They may be made acceptable on an entire urban system or be limited to certain areas, zones or stations.

When strip tickets are put up in book form they can be limited more easily as to time of validity and as to user, by making up the book cover in a manner that provides for the indication of the time span during which the strip tickets within the book are good as well as the name and signature of the legitimate user. The conditions should then also state that the entire book must be

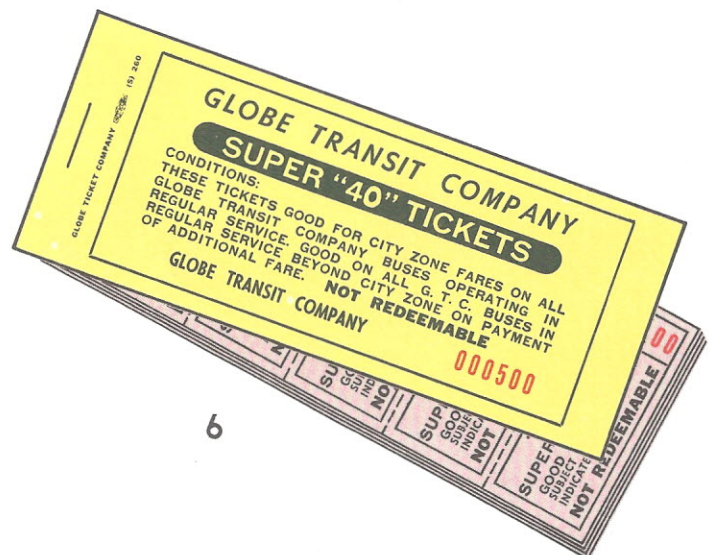


presented to the operator by the passenger and that the tickets in the book are void if detached by anyone other than the operator or conductor.

The specimens shown as No. 4 and 5 show commutation tickets in plain strip form, whereas No. 6 illustrates similar tickets made up as an easy-to-pocket book.

Commonly, the dimensions of each individual ticket are 1" by 2", but a somewhat smaller size, $\frac{25}{32}$ " by $1\frac{3}{4}$ " is also popular. Tickets of this sort are usually printed on cardboard stock. They can also be produced on paper, but do not handle as well. Book covers, of course, are printed on good cover cardboard.

In this case also a watermarked cardboard or paper safety stock can be used for the tickets, or they can be protected by the usual safety tints. Strips are commonly made up as strips of 3 or 5 tickets, sometimes in longer strips of 10, to be pocketed suitably folded. Books of strip tickets usually carry 3 or 5 tickets per page.



MONESSEN	N. CHARLEROI	CHARLEROI	SPEERS	ALLEN PORT	STOCKDALE	ROSCOE	COAL CENTER	CALIFORNIA	W. B'VILLE	BROWNSVILLE
PGH., PA.	C. SHANNON	HILLCREST	SO. PARK ENT.	LIBRARY	UNION VALLEY	FINLEYVILLE	CROOKHAM	NEW EAGLE	MO'NGANELA	DONORA

10 TRIP TICKET
 GOOD FOR ONE CONTINUOUS TRIP BETWEEN STATIONS PUNCHED IN MARGIN
 Subject to Conditions of Contract

000100 10

Seating aboard vehicles operated in interstate or foreign commerce is without regard to race, color, creed or origin.
 VOID IF DETACHED

VOID AFTER MIDNIGHT OF DATE PUNCHED			
JAN.	1	13	25
FEB.	2	14	26
MAR.	3	15	27
APR.	4	16	28
MAY	5	17	29
JUNE	6	18	30
JULY	7	19	31
AUG.	8	20	'62
SEPT.	9	21	'63
OCT.	10	22	'64
NOV.	11	23	'65
DEC.	12	24	'66

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18	1	19	4	20	5	21	6	22	7	23	8	24	9	25	10	26	11	27	12	28	13	29	14	30	15	31	16	32	17	33	17
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12 RIDE COMMUTATION TICKET
 GOOD FOR ONE CONTINUOUS RIDE BETWEEN ZONES PUNCHED IN MARGIN
 NOT RESPONSIBLE FOR BAGGAGE
 Subject to Conditions of Contract

0071000 C-12

VALUE		DOLLARS		CENTS	
34	58	\$1	\$5	10	60
44	59	\$2	\$6	20	70
45	60	\$3	\$7	30	80
46	61	\$4	\$8	40	90
47	62	\$5	\$9	50	★
48	63				
49	64				
50	65				
51	66				
52	67				
53	70				
54	71				
55	★				
56					
57					

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18	1	19	4	20	5	21	6	22	7	23	8	24	9	25	10	26	11	27	12	28	13	29	14	30	15	31	16	32	17	33	17
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AGENT'S STUB OF 12 RIDE COMMUTATION TICKET
 NOT GOOD FOR PASSAGE
 Seller Will Detach and Return to Office with Report of Sale

0071000 C-12

VALUE		DOLLARS		CENTS	
34	58	\$1	\$5	10	60
44	59	\$2	\$6	20	70
45	60	\$3	\$7	30	80
46	61	\$4	\$8	40	90
47	62	\$5	\$9	50	★
48	63				
49	64				
50	65				
51	66				
52	67				
53	70				
54	71				
55	★				
56					
57					

10

book, with the agent's stub as topmost page of the book. When the book is sold, the agent or seller-operator punches the needed information through all pages and the agent's stub, and he tears off the agent's page for turn in, before handing the book to the buyer.

The tickets shown in No. 7 and 8 depend on consultation of a fare schedule by the auditor, for the determination of the amount of sale. No. 9 requires punching of the amount of sale at the time of issuance.

All these forms can be suitably restricted for validity in time, as is obvious from No. 7 and 8. Likewise they can be restricted for use by a specific person by naming that person on the cover and requiring his signature for validity.

No. 7 would be consecutively ticket numbered on each section. No. 8 and 9 would be consecutively book numbered, the cover,

all tickets and the agent's page all showing the same number.

Tickets for this purpose are normally printed on bond or wove paper stock or on special watermarked safety stock. Covers are of protective cardboard.

Where the fare structure calls for the use of a commutation ticket arrangement of the same number of rides, but at different fares for adults, on one hand, and students on the other, two different methods may be followed: Two different forms may be used, each suitably identified by printing, fare rates and color of stock. Or a single form may be employed, on which provision is made on all pages, for instance, to indicate "School" or some similar wording, this to be punched out on issuance, together with the remaining information, which may include, like in No. 9 and 10, information on the amount collected on the basis of the school fare.