

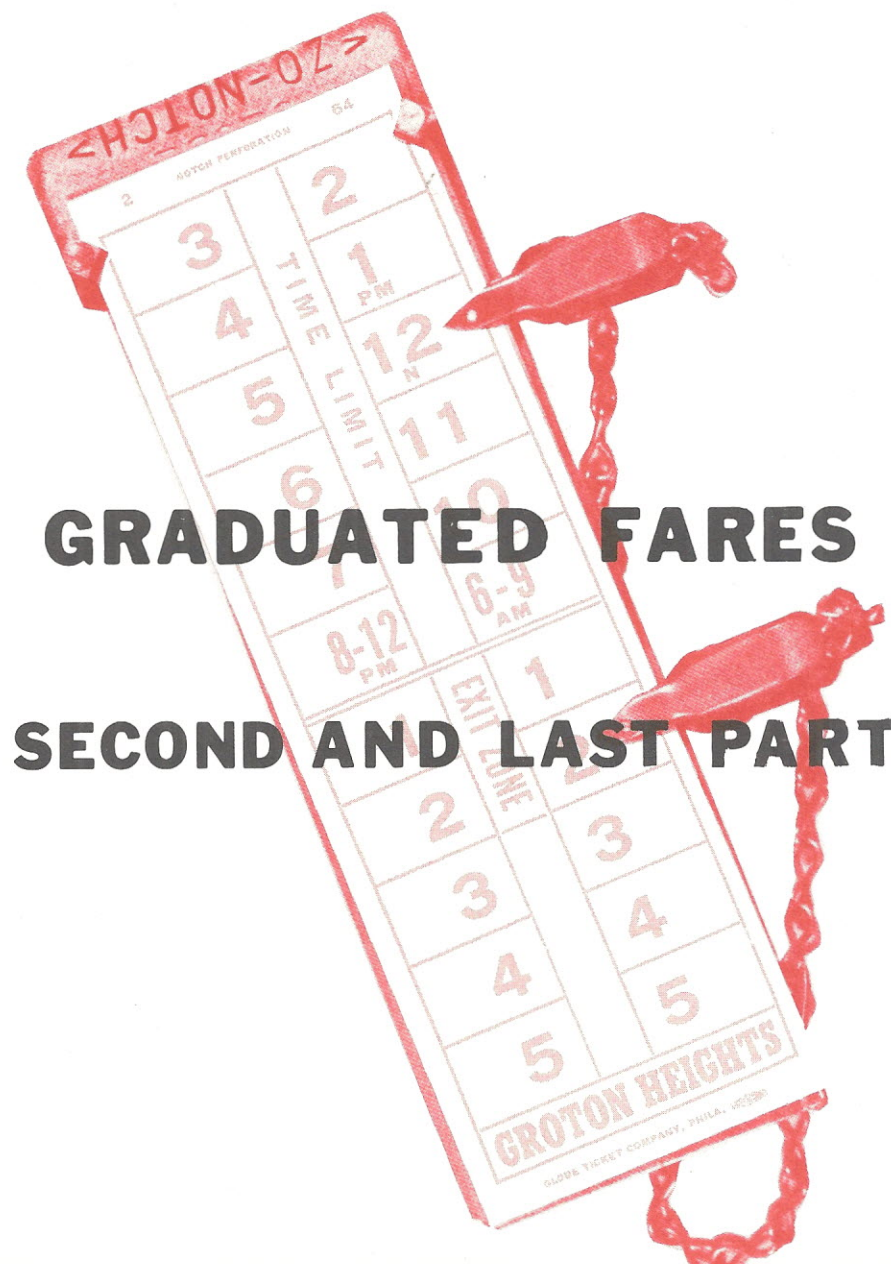
The

Globe

trotter

SPRING 1972 No. 688

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



GRADUATED FARES

SECOND AND LAST PART



GLOBE TICKET COMPANY

Tickets for Transit

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GRADUATED FARES, SECOND AND LAST PART

COMBINATION TRANSFER AND ZONE CHECK

It is often overlooked that, for the control of zone rides, a combination Transfer/Zone Check can be designed. This check will be called a T/Z in the diagrams on this subject. It is issued to:

- a) passengers who wish to transfer,
- b) passengers who ride through several zones, require zone identification in some form, but who may or may not transfer.

The T/Z may, in fact, act as transfer alone, it may act as a zone check pure and simple, or it may act as both transfer and zone check.

On systems where transfer is free, the form need not be especially marked to signify this. Where there is a payment required for the privilege of transferring, two forms of contrasting color may be used or one form may be provided with a punch mark, to indicate that it is good only as zone check and cannot be used for transferring.

Three specimens of combination transfer/zone checks are shown in Illustrations No. 13, 14 and 15.

No. 13 shows a simple combination form, on which the exit zone is to be indicated by a punch

2		NOTCH PERFORATION		64	
11 PM		12 MID		1 AM	
9				45	
8				30	
7				15	
6				0	
5				45	
4				30	
3				15	
2				0	
1 PM				45	
12 Noon				30	
11				15	
10				0	
8				9	
6 AM				7	
THURSDAY SEP 24 1953					
KEEP AND HAND TO OPERATOR WHEN GETTING OFF					1
PUNCH HOLE INDICATES EXIT ZONE					2
ON ACCEPTED AT.					3
LINCOLN, Outb. Wash'ton & County Line					4
MADISON, Outb. Wash'ton & Madison					5
ELLSMERE Corrigan & Clark					
ALL OTHER ROUTES Downtown Area					
WASHINGTON					
GLOBE TICKET COMPANY, PHILA.					

3	15
2	0
1 PM	45
12 Noon	30
11 AM	15
10	0
9	
5 AM	9 AM
ZONE 1	2 3 4
NOTCH INDICATES BOARDING ZONE. KEEP AND HAND TO OPERATOR WHEN GETTING OFF.	
TRANSFER POINTS	
To intersecting or diverging lines at first connecting or special transfer point.	
To other lines in downtown section or at intersecting or converging points beyond.	
396054	
GRANT PARK	
GLOBE TICKET COMPANY, PHILA.	

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mark. Several identification methods were described in the "First Part" on this subject, in issue No. 687. It is assumed, in this case, that transfer is free. The T/Z will be taken up by the operator when the passenger gets off in his destination zone, unless he indicates that he wishes to transfer, in which case he keeps the T/Z. The marking by punch hole of the zone into which the passenger has paid his fare, may indicate the exit zone of the original vehicle boarded only, or it may indicate the final exit zone, after the passen-

ger has transferred to a different route. In the former case he may have to pay additional zone charges, if he indicates, upon boarding his second vehicle, that he wishes to ride beyond the exit zone indicated on the T/Z issued on the first vehicle. In that case his T/Z is checked, punched a second time, to indicate his exit zone on the present route, and it is returned to him, to be taken up as exit check when he leaves the bus. In the latter case, the passenger pays the full fare into his final zone. On getting off he shows and then carries the T/Z with him. He presents it on his second vehicle; it is returned to him, to serve as exit check, when he gets off.

No. 14 shows a T/Z which, in this case, is intended to signal the boarding zone by a notch, again in line with some of the control methods described in the previous issue. The notching type of transfer time limit tear-off cutter can be used in this case to advantage, because the notching device can be set at the proper point when the vehicle enters a certain zone, and it can remain in that position, as long as the bus travels within that zone.

The Form shown as No. 15 is designed for use in the Globe Zo-Notch holder. It indicates time limit and exit zone, as well as issuing line. The time limit, shown here in intervals of one hour, during the active day hours could conceivably be sharpened to one half hour or even twenty

<H310N-0Z>

2 NOTCH PERFORATION 64

3	TIME LIMIT	2
4		1 PM
5		12 N
6		11
7		10
8 NOV 1964		1629 AM
1		1
2	EXIT ZONE 093686	2
3		3
4		4
5		5
GROTON HEIGHTS		

GLOBE TICKET COMPANY, PHILA.

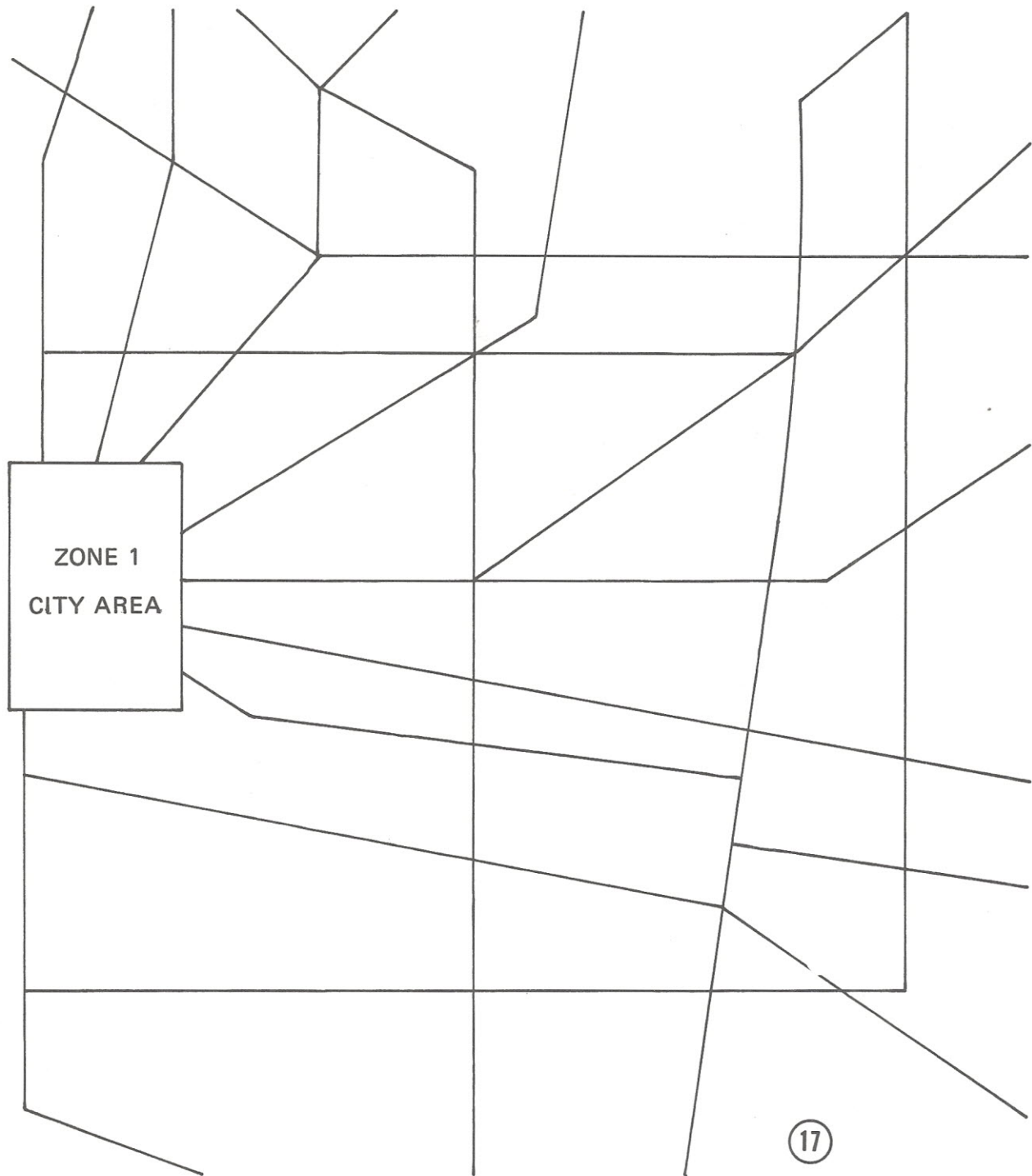
(15)

minute intervals. When in use, the two notching clamps will always be on the same side of the holder and loose pad of T/Zs. With a sideways and lifting up motion, both notches will then be torn neatly out of the check to be issued. Although the sample shows the zone numbers as indicating the exit zone, the form can equally be made and operated to show the boarding zone.

EMERGENCY				
9 PM TO 1 AM				
8				45
7				30
6				15
5				0
4				45
3				30
2				15
1 PM				0
12 Noon				45
1 AM				30
10				15
9				0
5 TO 9 AM				
JUNE 17 1971				008705
				12 N
TO ZONE				FROM
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4
5	5	5	5	5
6	6	6	6	6
7	7	7	7	7
8	8	8	8	8
21 MADISON				

(16)

No. 16 illustrates a T/Z, on which the boarding as well as the exit zone is intended to be signalled. It is designed for use on complex systems with many routes, each of which may use a zone delineation of its own, not always, perhaps, coinciding with that of a crossing line. An imaginary diagram of such a system is shown as No. 17.



IMAGINARY ROUTE SYSTEM WITH ROUTES HAVING UP TO EIGHT ZONES, INCLUDING CITY AREA ZONE 1 AND WHERE THE ZONE AREA NUMBER DESIGNATIONS OF SOME ROUTES MAY NOT COINCIDE WITH THOSE OF OTHER CONNECTING ROUTES.

See Diagrams.

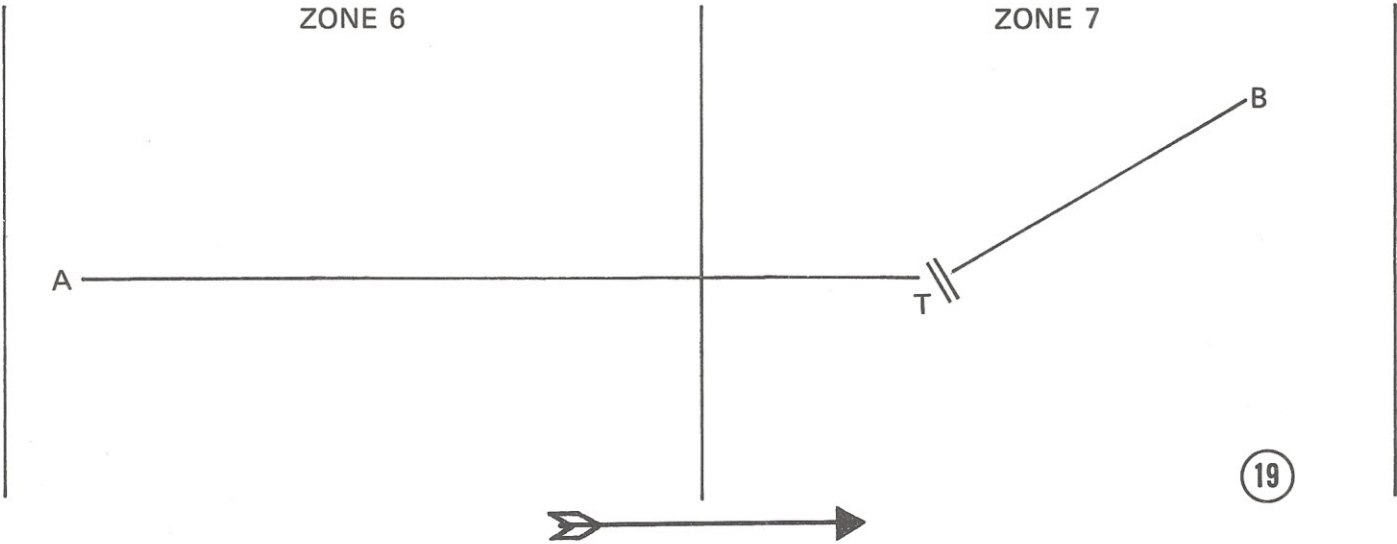
case, indicates in the second or third column respectively on the T/Z the exit zone on his particular line. This is made clear in the several diagrams, numbered from 18 to 23, that follow No. 17.

Incidentally, Form 16 also bears a space for punch-out, marked "NT", meaning "No Transfer," to be used in cases where, with a Pay-Transfer system in use, the T/Z is to be used only as exit check on the first line boarded and

cannot be used for transferring. It is issued free, of course.

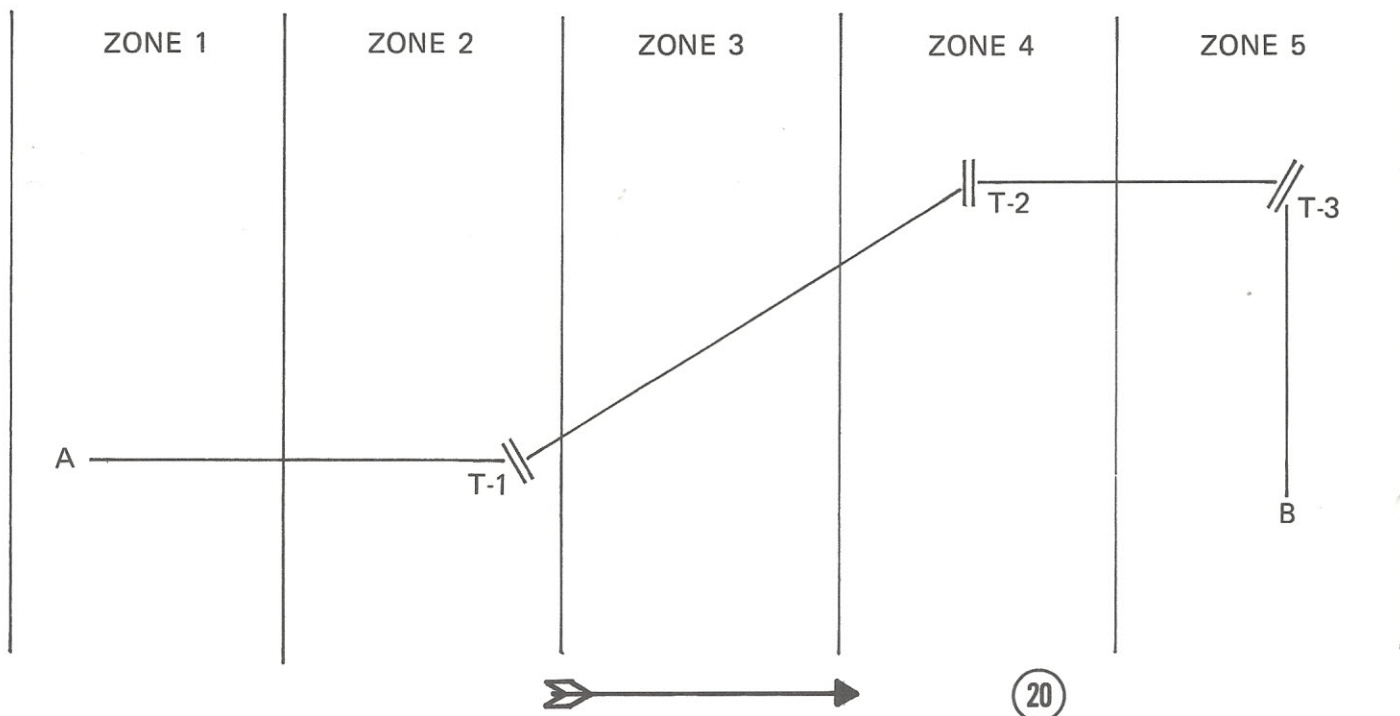
The diagrams and explanations reproduced under the Numbers 18 to 23 show a number of Inbound and Outbound situations which can be handled with a combination Transfer/Zone Check (T/Z), of the type illustrated as No. 16. For the sake of simplicity the fare structure has been kept uniform for all situations.

Fare: 1 Zone	30¢
2d. Zone	10¢
3d. Zone	10¢
4th and subsequ. Zones	5¢



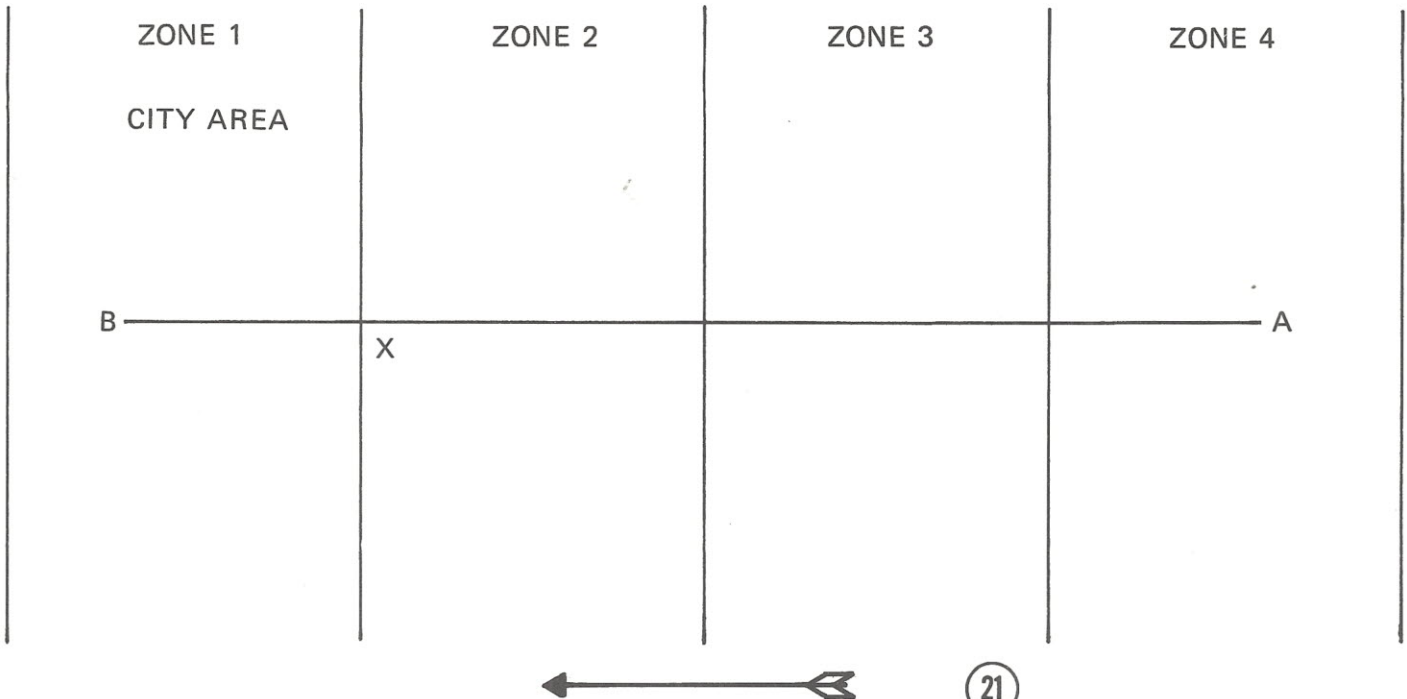
- At A Passenger boards and pays 40¢
Receives T/Z Check, punched: FROM 6
TO ZONE 7 (in first column to left of FROM column).
- At T Passenger shows T/Z and exits with T/Z.
Boards connecting bus and hands T/Z to operator.
Indicates destination, pays no additional fare.
Operator returns T/Z to passenger.
- At B Passenger surrenders T/Z and exits.

Fare: 1 Zone 30¢
 2d. Zone 10¢
 3d. Zone 10¢
 4th and subsequ. Zones 5¢



- At A Passenger boards and pays 40¢.
 Receives T/Z, punched: FROM 1
 TO ZONE 2 (in first column to left of FROM column).
- At T-1 Passenger shows T/Z and exits with T/Z.
 Boards connecting bus and hands T/Z to operator.
 Indicates destination and pays 15¢ additional.
 Operator punches T/Z: TO ZONE 4 (in second column to left of FROM column).
 Returns T/Z to passenger.
- At T-2 Passenger shows T/Z and exits with T/Z.
 Boards connecting bus and hands T/Z to operator.
 Indicates destination, pays 5¢ additional fare.
 Operator punches T/Z: TO ZONE 5 (in third column to left of FROM column).
 Returns T/Z to passenger.
- At T-3 Passenger shows T/Z and exits with T/Z.
 Boards connecting bus and hands T/Z to operator.
 Indicates destination, pays no additional fare.
 Operator returns T/Z to passenger, without additional punching.
- At B Passenger surrenders T/Z and exits.

Fare: 1 Zone 30¢
 2d. Zone 10¢
 3d. Zone 10¢
 4th and subseq. Zones 5¢

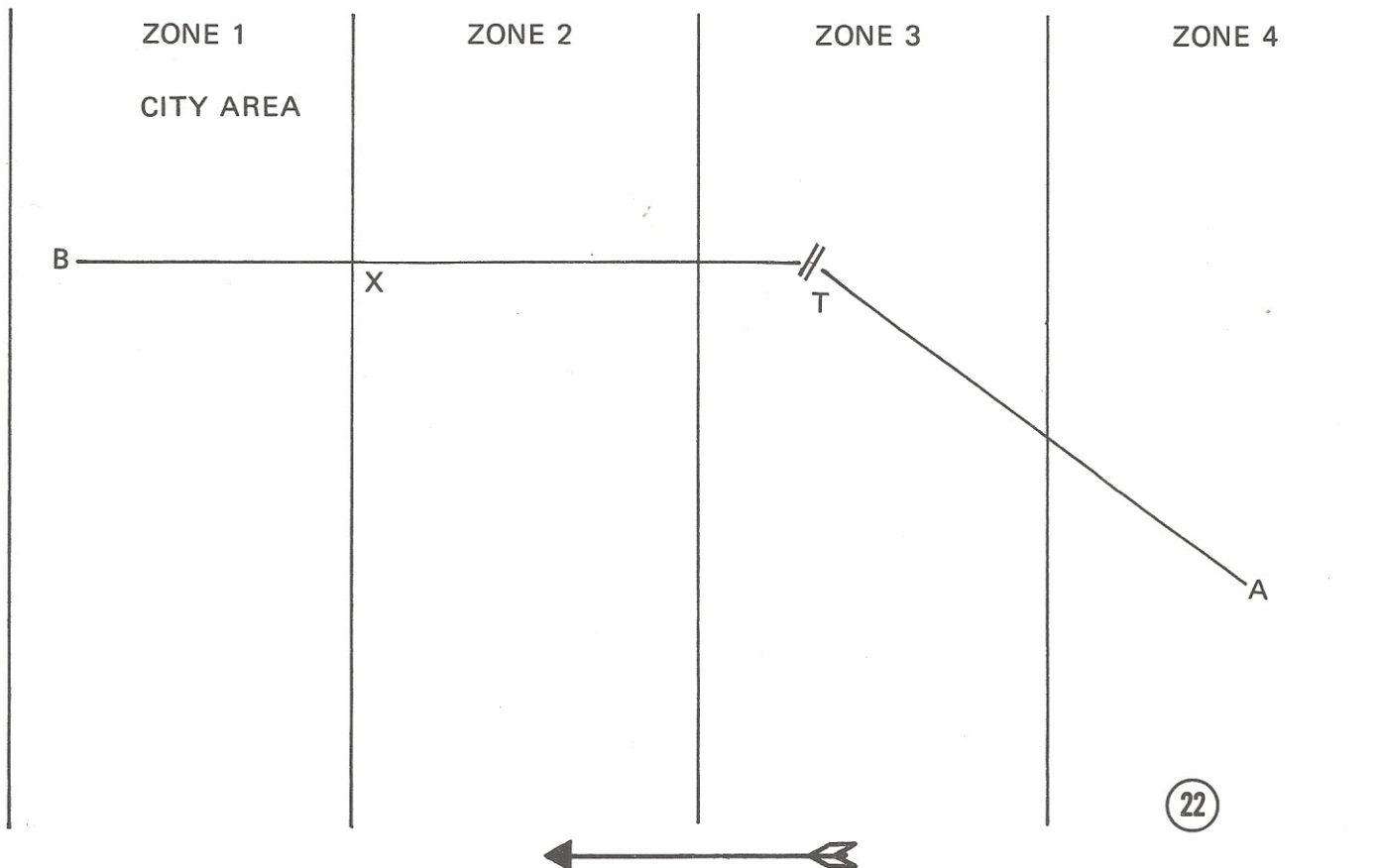


At A Passenger boards and pays 55¢.
 Receives T/Z, punched: FROM 4
 TO ZONE 1 (in first column to left of FROM column).

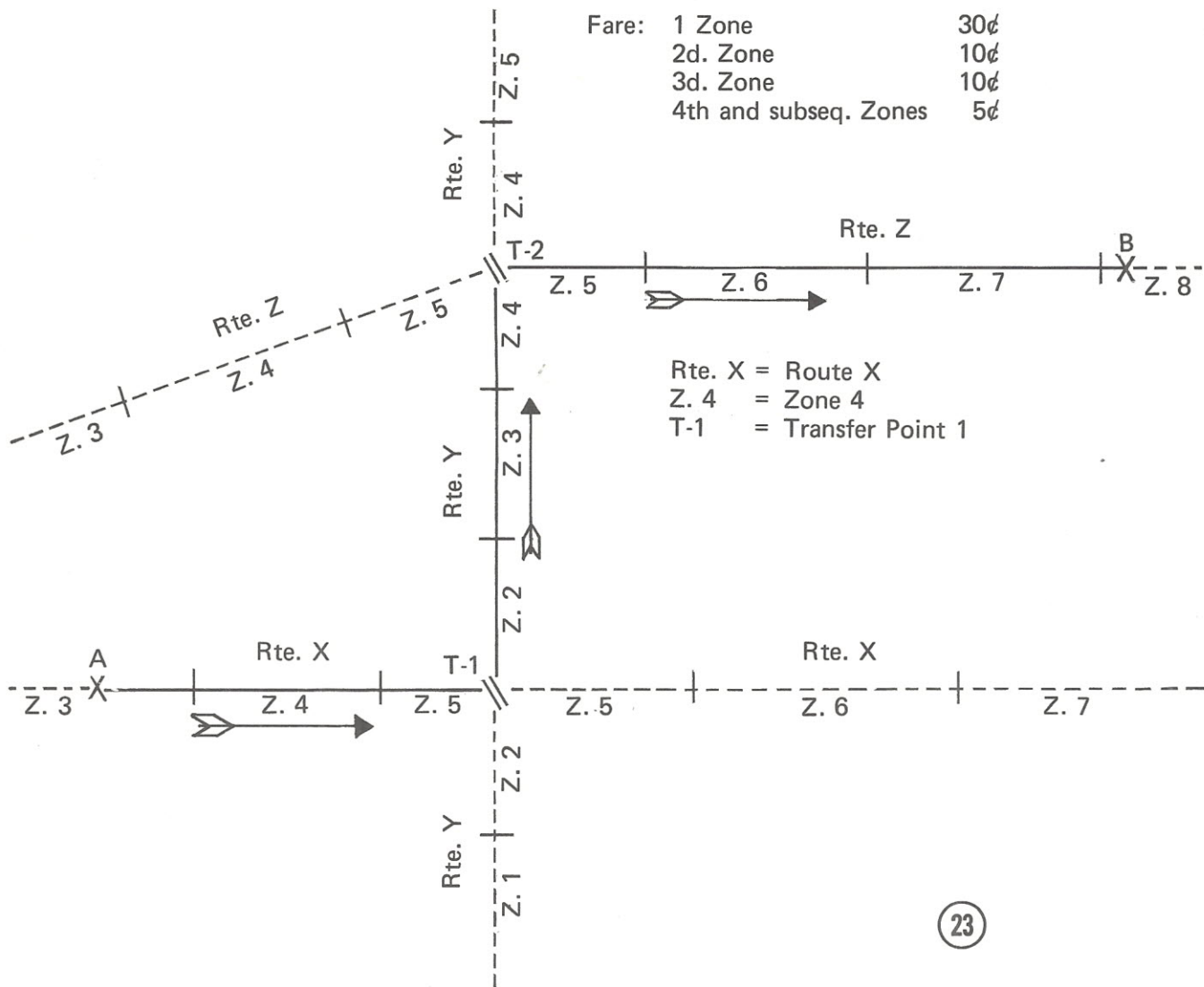
At X If vehicle is "worked" at boundary of City Area (Zone 1)
 a) T/Z is taken up, if no transfer in Zone 1 is intended
 b) T/Z is checked and returned to passenger, if transfer within Zone 1 is contemplated.

At B If vehicle is not worked at boundary of Zone 1, passenger either surrenders T/Z and exits, or indicates that he wishes to transfer within Zone 1, in which case he takes it with him.

Fare: 1 Zone 30¢
 2d. Zone 10¢
 3d. Zone 10¢
 4th and subseq. Zones 5¢



- At A Passenger boards and pays 40¢.
 Receives T/Z, punched: FROM 4
 TO ZONE 3 (in first column to left of FROM column).
- At T Passenger shows T/Z and exits with T/Z.
 Boards connecting bus and hands T/Z to operator.
 Indicates destination, pays 15¢ additional.
 Operator punches T/Z: TO ZONE 1 (in second column to left of FROM column).
 Returns T/Z to passenger.
- At X If vehicle is "worked" at boundary of City Area (Zone 1):
 a) T/Z is taken up, if no transfer in Zone 1 is intended,
 b) T/Z is checked and returned to passenger, if transfer within Zone 1 is contemplated.
- At B If vehicle is not "worked" at boundary of Zone 1, passenger either surrenders T/Z and exits, or indicates that he wishes to transfer within Zone 1, in which case he takes it with him.



(23)

- At A Passenger boards Route X and pays 50¢.
 Receives T/Z, punched: FROM 3
 TO ZONE 5 (in first column to left of FROM column).
- At T-1 Passenger shows T/Z and exits with T/Z.
 Boards connecting bus of Rte. Y and hands T/Z to operator.
 Indicates destination, pays 10¢ additional.
 Operator punches T/Z; TO ZONE 4 (in second column to left of FROM column).
 Returns T/Z to passenger.
- At T-2 Passenger shows T/Z and exits with T/Z.
 Boards connecting bus of Rte. Z and hands T/Z to operator.
 Indicates destination, pays 15¢ additional.
 Operator punches T/Z: TO ZONE 8 (in third column to left of FROM column).
 Returns T/Z to passenger.
- At B Passenger surrenders T/Z and exits.

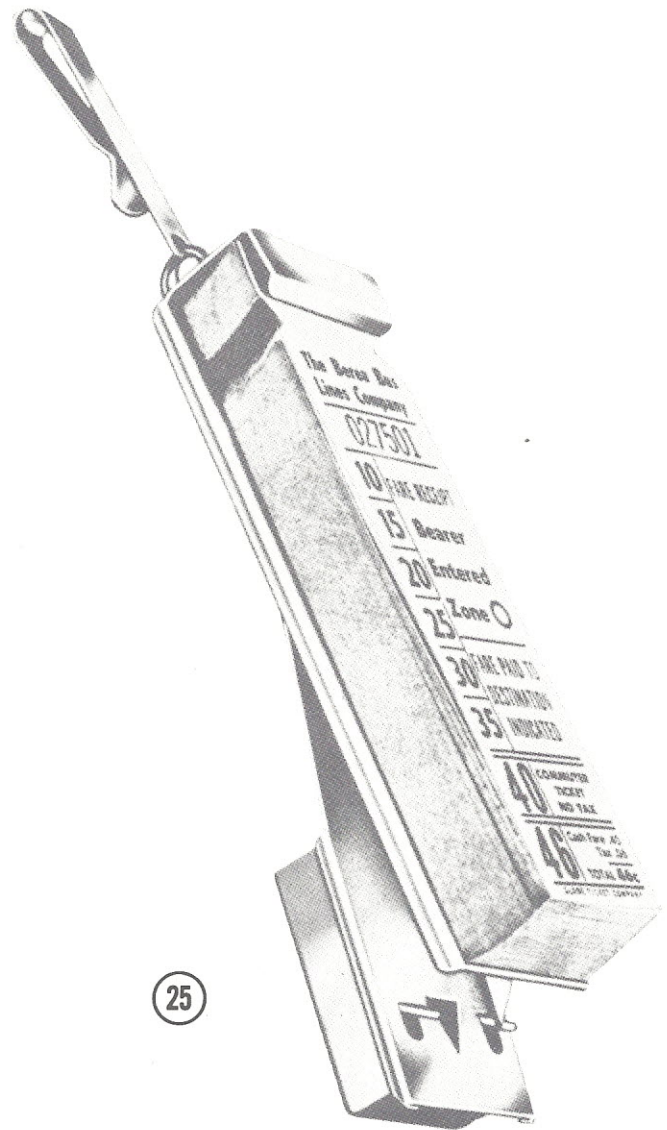


ZONE CHECKS AND HOLDERS

Under No. 24, an assortment of various zone checks is shown. They may take almost any form, carry a variety of copy and may be made of cardboard or paper. They must show the zone number clearly. This may be a signal to indicate the boarding zone or one to show the exit zone, meaning the furthest zone, into which the passenger has paid his fare. Color coding can help achieve this clarity.

At times there have been attempts made, to use zone checks over and over again. However, particularly now, when we are duly conscious of sanitation, that practice is frowned upon by authorities charged with hygiene and sanitation. It is all too common and likely that passengers, while riding and idly holding zone checks in their hands, will be tempted to finger them a great deal or even stick them into their mouths.

For this reason zone checks are almost universally designed for and employed in one-time use. The four shown under No. 24 in a width of roughly two inches, with notches at the perforation, are particularly favored, in part because they can be produced on the same high speed equipment as transfers. They are generally also printed on the same stock as transfers. But narrower checks, on light cardboard, are also much in use,



particularly where a fairly large number of zones are involved and where, therefore space is a factor at the operator's station.

ZONE CHECK HOLDERS

No. 25 shows a self contained holder-notcher for narrow zone checks. It has its own notching device,

with a small reservoir attached, for the cuttings. It may be used with a zone check on which the notch may indicate boarding or exit zone, the amount paid or both. It is designed to be carried by the operator on belt or pocket, or to be attached to the vehicle, easily accessible to the driver.

No. 26 shows the sketch of a zone check holder which may be furnished for checks of 2" width or those of narrower size. The checks are held in place by knurled-head screws which, at their lower end carry a claw-like swivel washer. This washer straddles the staple in the binding stub of each pad and holds it firmly in place. For zone checks of 2" width, this holder is normally made up in trays, each to hold three different pads of checks. The trays can be put together, then, for any number of pads desired. The sketch shows four trays, normally good for twelve pads. In this case, however, one position is taken up by an open tray for used checks. This tray can be furnished with the holders. It has a lip which protrudes from its bottom plate, not visible in the sketch, by which it is held firmly in position by the same type of screw that secures the pads.

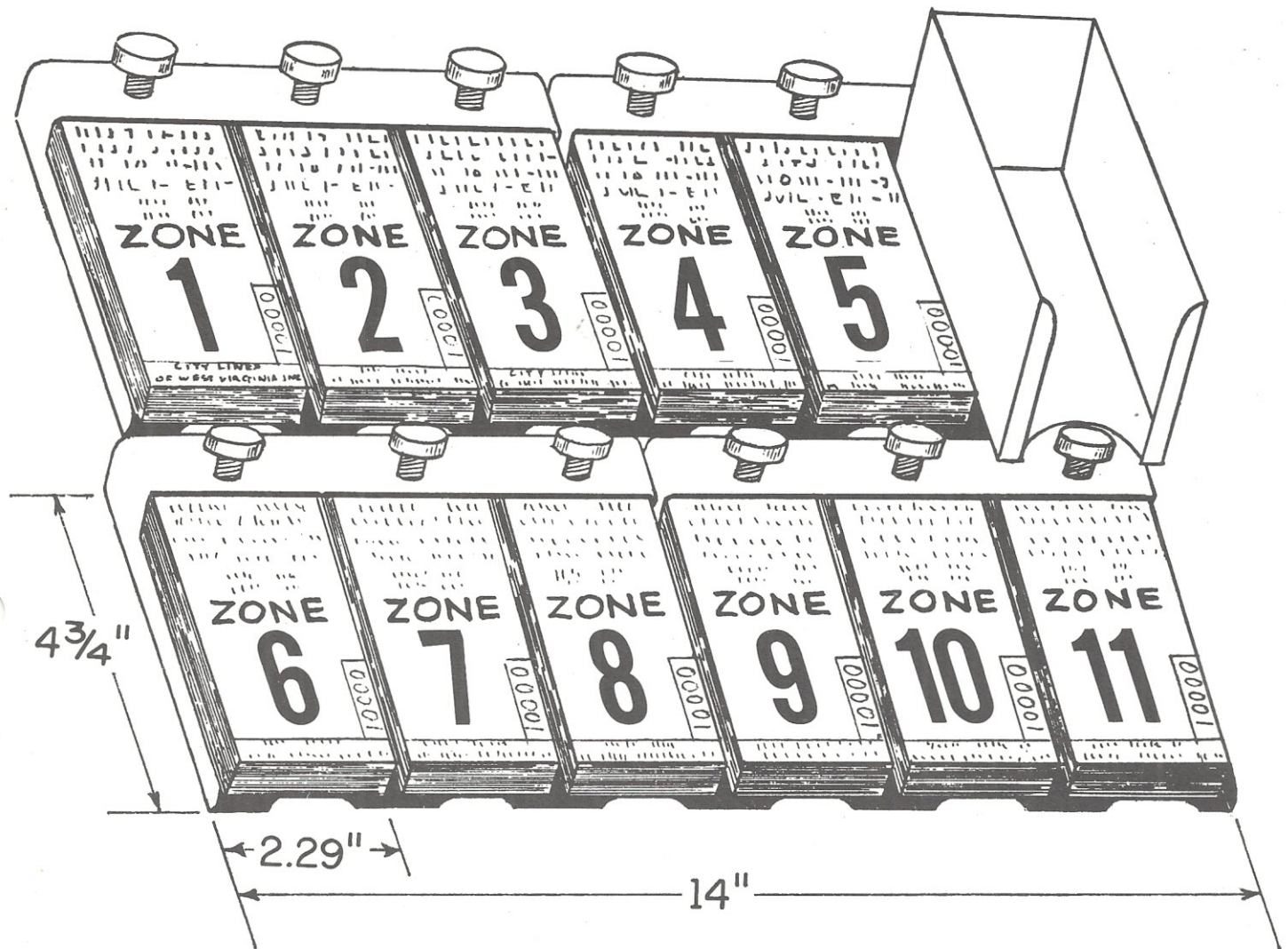
The checks are perforated and notched at the binding stub, and they are prevented from sideways motion by a flange on each side of each tray, plus small lugs between each pad. They tear off easily and cleanly.

THE ZO-NOTCH SYSTEM

The ZO-NOTCH holder, illustrated as No. 27, represents another means of indicating destination or other information by notching. In this illustration it is meant to indicate a certain zone area on one of several routes. Where the passenger transferred from one route to another and also rode into more than one zone, he paid his total fare in advance. He received a transfer as well as a ZO-NOTCH check, notched to indicate the zone area into which his fare was valid. Upon boarding his connecting vehicle he would give up his transfer but retain the zone check, to serve as exit check when getting off in the indicated zone.

This check is produced in a width of 2", on transfer stock. It carries two notches near one end. Two posts on the holder fit into these notches and keep the loose checks lined up. At the same time they are always held in place firmly by the notching clamp. This clamp is moved to the desired position in each case, and an easy, sideways motion against the notching point effects the notching indication.

The Illustrations No. 28 and 29 expand this method in the sense that, on No. 28 the entry as well as the exit zone is indicated with the one notch. In the case of No. 29, the boarding and exit zones as well as the fare amount are indicated, all by a single notch. In this case the large "C" in the



(26)

Leaving Zone column is intended to indicate the City Zone. In the case of this latter form, the notching clamp is used on either side of the check, as required, and the chain that attaches it to the holder would be suitably lengthened.

audit of the zone checks taken up by the operator upon the passenger's exit and surrender of the check.

The specimens shown under 28 and 29 permit

This concludes the two issues, No. 687 (Winter 1972) and No. 688 (Spring 1972), on GRADUATED FARES.

Boarding ZONES		Leaving ZONES	Boarding ZONES	
3	55	C	25	C
4	65		35	1
3	35	1	45	2
4	45		35	C
3	25	2	15	1
4	35		25	2
3	15	3	45	C
4	25		25	1
3	25	4	15	55
4	15		35	1
			25	2
			65	C
			45	1
			35	2

ZONE CHECK
Hold and surrender to operator when leaving bus.

GLOBE TRANSIT LINES

010000

29

L **010000**

ENTRY ZONE

1 2 3 4

1 **2** **3** **4**

GLOBE TRANSIT LINES, INC.

Keep and surrender when leaving. Void if check carries more than one notch

28

171147

RAVENNA

BRADY LAKES

KENT

STOW

CUYAHOGA FALLS

AKRON

BARBERTON

SHERMAN

WESTERN STAR

WADSWORTH

MONDAY AUG 16 1963

PORTAGE LAKE 2

PORTAGE LAKE 3

LAKEMORE

27