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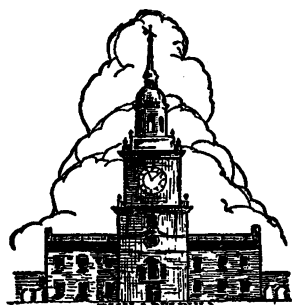
**NOTES ON THE COLLECTION
OF TRANSFERS**

FRANK FOLUPA

Notes on the Collection of Transfers

BY
FRANK FOLUPA

William James Ellis

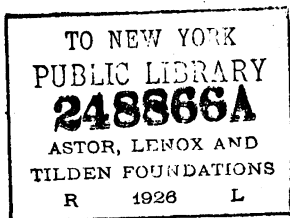


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CONTENTS

INTRODUCTION

PART I THE RIGHT OF TRANSFER

	PAGE
CHAPTER I TRANSFERS IN GENERAL.....	13
1 What Is Included.....	13
2 Vehicles Giving Transfers.....	15
CHAPTER II TRANSFER PRIVILEGES.....	17
3 Transfer Privileges in General.....	17
4 The Universal Transfer Privilege.....	19
5 The Special Transfer Privilege.....	21
6 The Restricted Transfer Privilege.....	22
7 Central Districts	23
8 Continuation Privileges	23
CHAPTER III FARES	26
9 Prepayment Stations	26
10 Payment of Fares.....	28
11 Notation for Fare Rates.....	30
CHAPTER IV REVERSIBILITY	33
12 Reversibility of Fares.....	33
13 Reversibility of Transfers.....	35
14 Reversibility as an Aid in Collection.....	37
CHAPTER V FARE LIMITS AND OVERLAPS.....	42
15 Fare Limits	42
16 Overlap Receipts as Transfers.....	45
17 Effect of Overlap on Transfer Privileges.....	47
18 The Overlap Transfer Privilege.....	48
CHAPTER VI CIRCUMSTANCES OF ISSUE.....	51
19 Issuance of Transfers.....	51
20 Passenger Using Transfer.....	53
21 Fares Paid for Transfer.....	55
22 Repeat Transfers	56
23 Reversibility of Repeats.....	60
CHAPTER VII SYSTEMS AND SUB-SYSTEMS.....	62
24 Companies and Systems.....	62
25 Notation for Systems.....	66
26 Sub-Systems	68
27 Inter-Company Transfers	69

PART II CONTENTS OF TRANSFERS

	PAGE
CHAPTER VIII TRANSFER TICKETS	75
28 General Appearance of Tickets.....	75
29 Transfer Inscriptions	77
30 Transfer Conditions	81
31 Endorsed Matter	82
CHAPTER IX TRANSFER FORMS	85
32 What Constitutes Separate Forms.....	85
33 Issues of Transfers.....	87
34 Vestigial Forms	88
35 Punches and Listings.....	90
36 Types and Devices.....	91
CHAPTER X DATING OF TRANSFERS.....	93
37 What Constitutes Dating.....	93
38 The Date-Number Surcharge.....	94
39 Month Surcharge	96
40 Surcharge of Complete Date.....	96
41 Date-Code Surcharge	99
42 Color Check on Dating.....	100
43 Jumbled Dating	101
44 Undated Forms	102
CHAPTER XI TRANSFER TIME LIMITS.....	103
45 Elements of a Time Limit.....	103
46 Old Type Time Limits.....	103
47 Slight Variations of Old Type Time Limits.....	104
48 Owl Time Limits.....	106
49 Dial Time Limits.....	107
50 Stamped Time Limits.....	108
51 Attached Coupons as Indicating Time Limit.....	108
52 Absence of Time Limit.....	109
53 Effect of Time Limit.....	110
CHAPTER XII THE HALF-DAY ON TRANSFERS.....	111
54 Combination of Half-Day With Time Limit.....	111
55 Separate Punch for the Half-Day.....	111
56 Combination of Half-Day With Other Items.....	113
57 A. M. and P. M. Surcharges.....	116
58 Separate Half-Day Forms.....	117
59 Indication of Half-Day by Attached Coupons.....	118
60 Distinction Between A. M. and P. M.....	121
CHAPTER XIII ROUTES	123
61 Difference of Routes.....	123
62 Naming of Routes.....	124
63 Company Numbering and Lettering of Routes.....	127

CONTENTS

vii

	PAGE
64 Naming of Directions.....	129
65 Naming and Numbering of Divisions.....	130
66 Number of Lines in Cities.....	131
67 Notation for Routes and Divisions.....	132
CHAPTER XIV TRANSFER-ISSUING UNITS.....	134
68 What Constitutes a Transfer-Issuing Unit.....	134
69 What May Be Transfer-Issuing Units.....	134
70 Indication of Transfer-Issuing Unit.....	136
71 Wording of Issuing Unit on Transfers.....	138
72 Baltimore Type of Transfer.....	140
73 Section of the Issuing Unit.....	141
74 Attached Coupons Indicating Initial Fare Limit...	144
75 Transfer-Receiving Units	146
76 Notation for Transfer-Issuing Unit.....	146
CHAPTER XV CONDITIONS OF PLACE.....	148
77 Varieties of Conditions of Place.....	148
78 Implication of Receiving Conditions.....	149
79 Wording of Receiving Conditions.....	150
80 Punching and Listing of Conditions of Acceptance.	152
81 Additions and Exceptions.....	152
82 Explanation of Punches.....	154
83 Other Endorsed Conditions.....	155
84 Parallel Columns	155
85 Combination of Receiving Conditions With Other Conditions	157
86 Direction Punches	158
87 The Square-Box Type.....	159
CHAPTER XVI MISCELLANEOUS CONDITIONS.....	160
88 Indication of Repeats.....	160
89 Use of Original Transfer for Repeat.....	161
90 Emergency and Continuation Indications.....	164
91 Forms Not Giving Actual Transferral.....	165
92 Classes of Transfers.....	165
93 Form Numbers	166
94 Serial Numbers	167
95 Conductor's Numbers and Run Numbers.....	167
96 Issuing and Receiving Punches.....	169
CHAPTER XVII STANDARD TYPES.....	170
97 The Ham Type.....	170
98 The Pope Types.....	170
99 The Smith Type.....	171
100 The Moran Type.....	173
101 The Franklin Rapid Transfer.....	174
102 Stedman Transfers	175

	PAGE
CHAPTER XVIII COLORING OF TRANSFERS.....	177
103 Color Schedules	177
104 Individual Coloring	178
105 Uniform Coloring	180
106 Variable Color Schedules.....	180
107 Coloring Based on Class of Transfer.....	181
108 Coloring Based on Half-Day.....	182
109 Coloring Based on Issuing Direction.....	183
110 Combination of Different Kinds of Schedules.....	184
PART III COLLECTING TRANSFERS	
CHAPTER XIX COLLECTION IN GENERAL.....	187
111 Direct Collection	187
112 Separate Forms	188
113 Tickets and Receipts.....	189
114 New Issues	191
115 Incomplete Transfers	194
CHAPTER XX DERELICT TRANSFERS.....	196
116 What Is a Derelict.....	196
117 Transfers in Bad Condition.....	197
118 Handling Derelicts	198
119 Cleaning and Patching Derelicts.....	198
120 Importance of Derelict Transfers in Collection....	199
121 Souvenir Transfers	201
CHAPTER XXI LOCAL EXPLORATION.....	202
122 Local Trolley and Bus Riding.....	202
123 Suburban and Interurban Riding.....	204
124 City Exits	206
125 Other Modes of Travel.....	208
126 Points to be Noticed by the Collector.....	209
CHAPTER XXII ARRANGEMENT OF COLLECTION... ..	211
127 Grouping of Transfer Forms.....	211
128 Transfer Envelopes	212
129 Labelling the Envelopes.....	213
130 Filing Envelopes	215
131 Division of Envelopes.....	216
132 Duplicate Collections	220
133 Keeping Count of a Collection.....	220
CHAPTER XXIII INDEXING THE COLLECTION.....	224
134 File Numbers for Transfers.....	224
135 Record of File Code.....	226
136 Order of Filing Transfers.....	228
137 General Index	229
138 Index of Hints.....	233
139 Index of Duplicates.....	234

CONTENTS

ix

	PAGE
140 "Bad Condition" Index.....	235
141 Summary of Transfer Indexing.....	236
142 Special Type Index.....	237
CHAPTER XXIV READING TRANSFERS.....	238
143 Interest in Reading Transfers.....	238
144 Transfers as Auxiliary Street Guides.....	240
145 Company Connections	243
146 Noticeable Factors in Reading Transfers.....	243
147 Tracing Form Resemblances.....	249
CHAPTER XXV MAPS AND GUIDES.....	250
148 Use of Local Maps and Guide Books.....	250
149 Transfer Maps of Systems.....	251
150 Distribution Maps	252
151 Census Guides	253
152 Information Leaflets and Time Schedules.....	255
CHAPTER XXVI TRANSFER-HUNTING OPPORTUNITIES	257
153 Transfer-Hunting from Various Cities.....	257
154 Opportunities for Collection from New York.....	258
155 Opportunities for Collection from Cleveland.....	263
156 Opportunities for Collection from Los Angeles.....	266
157 Transfer Collecting While Travelling.....	267
CHAPTER XXVII MISCELLANEOUS ITEMS OF INTEREST	269
158 General Interest in Transfer Collection.....	269
159 Historical Interest	270
160 Anecdotes and Verse.....	271
161 Conclusion	273
APPENDICES	
APPENDIX A	275
APPENDIX B	286
APPENDIX C	288
APPENDIX D	292
APPENDIX E	297
APPENDIX F	301
APPENDIX G	305

INTRODUCTION

This book is a description of what is, so far as the Author is aware, a new kind of hobby, but one which seems on the face of it to be as reasonable, as interesting, and as instructive, as any other sort of collection fad. This is the collection of street-car transfers and allied forms. The Author himself has already collected over sixteen hundred such forms, there being no duplicates included among that number; and he has found the process of collection, and the things observed during the process, both interesting and entertaining. He believes that others could get the same interest in such collection, even though it were made on a more limited scale.

The result, therefore, is this book, containing many facts about transfers that such a collector might find useful, and many of the things that the Author has discovered while riding his hobby. However, since the greater part of this volume contains dry data concerning transfer privileges, classifications, etc., which would only be of interest to one concerned in transportation questions, or to one who has already acquired an interest in collecting transfer forms, the Author recommends that the Reader, after going through this Introduction, skip and read the end of the book first, and gradually work back toward the beginning as references and contexts suggest. The appendices are purely for reference, and are not intended for direct reading material.

Inasmuch as the arrangement of transit systems, which is intimately tied up with the subject of transfer collection, is constantly changing, it is quite probable that a considerable portion of the data given here concerning transportation systems, transfer issues and forms, etc., is already out of date. This is unavoidable, but an effort was made to have everything correct down to the date of December 7, 1924, though we regret to say that this effort was not successful throughout. We apologize,

therefore, for the inclusion of any data in this book that may have become antiquated; also for a considerable amount of data the authenticity of which is doubtful. We disavow any intention to injure the reputation of any companies that may be involved in erroneous or out-of-date statements, and it is not our intention to enter into any disputes which any transit companies may have with each other or with anyone else. No advantages or disadvantages of anything are urged in this book; the only interest assumed is that of collecting the transfer forms.

The Author also wishes to point out, and has called attention to it several times in the book proper, that great care should be taken not to use such a collection for fraudulent purposes. The very fact that such a thing might be possible renders it all the more the duty of each individual collector to exercise special care not to bring this form of collection into disrepute. With such care, the collection of transfers can be as honest an avocation as any other; and the Author would very much like to see it grow in such a way as to remain so.

We have been very much tempted to give this process of transfer collection some special name, similar to the name "philately" for stamp collection, and "numismatics" for coin and medal collection. Consequently we went so far as to coin the term "peridromophily" for the general subject of transfer collection, and, concurrently with this, the term "peridromophile" for the transfer collector. But we refrained from using these terms in our book, on the consideration that they would hardly be necessary as long as such collection is not a very popular thing. As it is, we have had to introduce into the book an overlarge number of special technical terms pertaining to this form of collection, some of which were borrowed from philately.

The Author acknowledges the kindness of the Connecticut Company and the Worcester Consolidated Street Railway Company in granting us permission to use sample transfers of their system for a jacket design.

FRANK FOLUPA.

February 20, 1925.

PART I
THE RIGHT OF TRANSFER

I

TRANSFERS IN GENERAL

1. *What Is Included.* Generally speaking, a transfer means a ticket given on a local, especially a city, public vehicle (in particular, a street car), as evidence of fare paid on one vehicle and good for travel on another vehicle for the same fare in continuation of the ride. In most American cities this is a common device where traveling from one part of the city to another necessitates changing cars. There are, however, other similar sorts of tickets that may easily be included with transfers for collection purposes. In general, the purpose of a transfer is to save the payment of further fare. Transfers may even be sold, as they are in New York and Philadelphia, where the price is less than an additional fare. Or they may even be required to be presented with an amount of fare lower than would otherwise be required, as in the case of Philadelphia "exchange tickets" used on the Roosevelt Boulevard bus line; these tickets being sold for three cents, and requiring to be presented with another three cents, the total of six cents still being less than the regular ten-cent bus fare. Or a transfer, instead of being from one car (or other vehicle) to another, may be from one fare zone or fare collection to another. On long rides in electric cars, it is common to take up collections of fare from all passengers at definite points; but, under some circumstances, a passenger getting on somewhat before the collection point receives a coupon good for such fare, by way of receipt. This is, in effect, a transfer. Again, there are cases of exit fares, intended for special cases only; passengers not required to pay exit fares may get coupons which will save them that extra payment. This is a form of ticket which may be called a transfer, and is in use on the Hudson and Manhattan tubes connecting New York and New Jersey. On that same system, there is also the

14 THE COLLECTION OF TRANSFERS

refund coupon, the purpose of which is to procure the refund of fare already paid to a point beyond where the passenger actually gets off.

However, mere receipts for fare paid may or may not be included, according to circumstances of collection, form and use of ticket, etc. Where such receipts resemble those given on ordinary railroad trains for cash fares, whether to be kept as duplicates or as rebate tickets; or where they resemble the train checks given on such trains to indicate to what point fare has been paid, they are not to be considered as transfers. And yet even here the line is very difficult to draw. Where fare is not arranged by fare zones or fare limits, but varies from station to station, any tickets given are railroad checks rather than transfers; and, generally speaking, a receipt for a through fare covering several fare zones is also in the class of railroad checks rather than that of transfers. Take for example the Public Service system in New Jersey, consisting mainly of trolley lines (Public Service Railway) charging by the regular fare-zone system, a single fare in each zone; and a few express lines (Public Service Railroad) on which fares differ according to the stations, and are collected as on regular railroads, including sale of tickets, hat checks, cash fare receipts, etc. These documents are not transfers. But on one of the P. S. Railroad lines, where a receipt for the five-cent fare is accepted for fare on the other lines to that amount, that form is to be considered as a transfer. On the other lines of the P. S. Railway there are various kinds of car-to-car transfers whose right to that name could hardly be doubted; and then there are "identification slips" acting as fare receipts in the case of overlapping fare zones, which should also be considered as transfers from one zone to the next. But on the Hackensack line of that system, there are checks issued to passengers on entering, uniform with these "identification slips," and called such, showing merely where the passenger got on, so as to determine the amount of fare he should pay on leaving. Although such slips would usually not be considered as transfers, their uni-

formity with other transfer forms makes it rather better to consider them as such.

2. *Vehicles Giving Transfers.* A vehicle on, from, or to which a transfer is issued, must be a public vehicle charging fare and providing public transportation between points within the same locality. The system may be a steam railroad in local service with a single fare or fare zones, such as the Boston, Revere Beach, and Lynn ("Narrow Gauge") between Boston and Lynn, Mass., or the East and North Shore divisions of the Staten Island Rapid Transit in Staten Island, New York City; or the local electric Long Island R. R. lines near New York City. Again, the system may be a system of buses operated under a single management, as is the case with the Fifth Avenue Coach Co. in New York City, or the Newburgh Public Service system in Newburgh, N. Y. Where buses are operated by a number of independent persons or groups, there can, as a general rule, be no transfers. Again, we may have transfers issued by a so-called "rapid transit" system; that is, a system consisting of elevated or subway railways, operating either trains or ordinary cars. This is exemplified by the Interborough system in New York City, and the Hudson and Manhattan Railroad connecting that city with its New Jersey suburbs. But ordinarily the system with which we have to deal in the issuance of transfers is one of ordinary street cars, whether operated on streets or on private rights of way; but, as we have said before, there is some requirement of there being definite fare zones, though a car on which there is no fare-zone system may issue a transfer to a fare zone on another car. Such is the case of the International Railway around Buffalo, on which a passenger may travel by ticket from Niagara Falls to Buffalo (the fare not being arranged in definite zones) and be entitled to a transfer to local street cars in Buffalo. Besides these kinds of systems, we may consider mixed systems, where two or more kinds of transportation are in use. Thus, the Philadelphia Rapid Transit system consists of street car, bus, elevated, and subway lines, both trains and street cars being operated in the subway. Transfers are given between all

16 THE COLLECTION OF TRANSFERS

these various classes of transportation. The Brooklyn Manhattan Transit system (formerly the Brooklyn Rapid Transit) consists of elevated and subway trains and street cars; but at only two points (Marcy Avenue and Broadway, and 4th Avenue and 86th Street, in Brooklyn) do the surface cars transfer to the rapid transit lines, or vice versa. The Connecticut Company in Stamford, Bridgeport, and New Haven; and the Municipal Railway in San Francisco, are instances of systems of buses and street cars combined, issuing transfers interchangeably. The same is true of the Washington Railways and Electric Co. in the District of Columbia. A special case is the Portsmouth, Dover, and York system in the south corner of Maine, where transfers used to be given between trolleys and ferryboats.

II

TRANSFER PRIVILEGES

3. *Transfer Privileges in General.* In most American cities, the practice is that when two lines of the same company intersect, a transfer is granted allowing a passenger on one line to continue for the same fare or, in some cases, for a small extra transfer fee, on the other line. This is, of course, provided the two lines are in the same fare zone, and also provided the second line does not take the passenger back, at least within the fare zone, to where the original car came from or to the same vicinity. In such cases transfers are granted under the same conditions where the two lines run together for a distance at some point after the place where the passenger gets on, and then diverge. Thus the transfer is usually required to be used at the point of divergence, though some companies require it to be used at the first common point of the two lines. A transfer privilege of that sort is the most ordinary, and is becoming known as the "universal transfer" privilege.

We may speak of the restricted transfer privilege where there are any particularly notable exceptions to the universality of the transfer privilege on a system, or where it follows rules more restricted than the universal transfer. For example, in Philadelphia the universal transfer can hardly be said to be in force, though there are some fairly general rules which the transfer privileges broadly follow. For instance, as a general rule, where the transfer point is within the central part of the city, an "exchange ticket" or three-cent transfer is required, while if the transfer point is farther out, a free transfer is the general rule. Likewise, the total fare for a bus ride plus a car or elevated ride, is 14 cents cash; and the elevated transfers to surface lines only outside the business district. This is a fair sample of the restricted transfer privilege. This

18 THE COLLECTION OF TRANSFERS

sort is usually treated as a variant of either the universal or the special transfer privilege.

Finally, we have the special transfer privilege, where transfers are confined to certain special lines and transfer points, which may have been picked out arbitrarily. An example of this is the Brooklyn City Railroad, in the Boroughs of Brooklyn and Queens of New York City. The Nostrand Avenue car line in Brooklyn, for instance, intersects ten car lines of the same company, yet transfers to only six of these, though the topography indicates no special reasons for the distinctions drawn, nor for the special restrictions on the transfers to these various lines.

Besides these forms, which are not actually definite classifications, but which shade into one another, there are many variations and combinations of the various kinds of transfer privileges mentioned, such as, for instance, a universal or restricted transfer privilege with special transfer privileges superimposed. Three particular kinds of variations we may note: the walkover transfer, the inter-company transfer, and the overlap transfer. The walkover is the case where, in addition to the ordinary universal, restricted, or special transfer privilege as between intersecting car lines, there is also a similar privilege where two lines approach within a certain distance of each other; this is exemplified best by the Los Angeles Railway, which allows transfer between car lines where there is as much as three blocks "walkover" from one car to the other.

As for the inter-company transfer, we may simply note that, as a general rule, transfers are only between vehicles operated by the same company; but it often happens that special arrangements are made for transfer from one company to another. Frequently these companies should be regarded as subdivisions of one system, as in the case of the two street car companies in Atlantic City, or the subsidiary companies of the Brooklyn-Manhattan Transit Corporation in New York. But, in other cases, there may be special arrangements as between companies which it is not convenient to regard as parts of the same system. Thus, the New York and Stamford Railway gives trans-

fer at New Rochelle to all cars of the Westchester Electric Railway, which is part of the Third Avenue Railway system of New York City; while at Stamford, it gives passengers boarding cars within the city limits, but not through passengers, the privilege of a four-cent transfer to all cars and buses of the Connecticut Company. In the District of Columbia, the two main street car companies sell one-cent transfers to each other's cars on the restricted privilege.

The "overlap transfer" can best be considered under the heading of fare limits. It is in force where fare limits overlap, when there is a transfer point in the overlapping part. The overlap transfer usually takes the form of the establishment of an inner and an outer fare limit around the transfer points, the transfer privilege extending from the inner fare zone on one line to the outer fare zone on the other, and vice versa. A variation is where transfer fare limits are narrower than ordinary fare limits, either on the issuing or receiving line or both.

We may also mention the continuation privilege, which is ordinarily, especially under the universal transfer arrangement, part of the regular transfer privilege, but may sometimes require distinction. This is a transfer enabling a passenger to continue for the same fare along the same route, where cars must be changed; or, sometimes, between a main line and a branch line.

In some cities the transfer privilege has been altogether suspended. This was the case in Bridgeport, Conn., in 1922, and has been the case since October 1, 1923, in those cities in New Jersey where a five-cent fare was established at that time, including Jersey City, Bayonne, Newark, Passaic, Paterson, Elizabeth, and Camden. This is also the case in many of the cities served by the Eastern Massachusetts Street Railway system, such as Lawrence, Lynn, and Salem.

4. *The Universal Transfer Privilege.* This is the commonest form of all. Usually it implies a free transfer, that is, the carfare itself covers the transfer privilege. If, however, transfers are "sold," or an extra price over and above carfare charged for them, there is usually a re-

20 THE COLLECTION OF TRANSFERS

stricted or special arrangement for free transfers super-added, usually including the continuation privilege. This is the case with the Public Service Railway in New Jersey. Before October 1, 1923, transfer privilege was universal, and an extra cent was charged for transfer; but free transfers were given under the continuation privilege. On that date, the transfer privilege was abolished in certain zones where a five-cent fare was established, leaving the universal transfer privilege as above outlined unaltered elsewhere (e. g., New Brunswick, Plainfield, Edgewater). On July, 1924, the transfer privileges were still further abridged, not affecting certain places. In other cases, such as the New York Railways on Manhattan Island (New York City) the exceptions where a free transfer is granted are rather arbitrary, although still following fairly definite principles; while in other cases the extra price for a transfer is absolutely universal, as in Trenton, N. J., with the Trenton and Mercer County Traction Corporation.

What the universal transfer privilege *includes* is a transfer privilege from any car line to any other car line in the same zone intersecting it or continuing it. Where a transfer point is at a zone limit, there is usually some special regulation covering that matter. Where two lines run together a certain distance and then diverge, transfer can be made between the cars of these two lines, but it is not always agreed where the transfer point should be when both cars run over the common part in the same direction; that is, the proper transfer point may be at the beginning or at the end of the common part of the routes, or at some intermediate point, according to the particular regulations of the system. The Los Angeles Railway gives the passenger the choice of either the beginning or the end of the common part of the route. But usually the transfer point is the divergence point. However, in many cases arbitrary transfer points are specified. Thus, on the New York and Queens County system between the separation of part of its lines on May 10, 1922, and the alteration of routes on May 15, 1923, the Flushing line and the Jamaica line ran over the same route for several miles, and yet transfer between them was at an intermediate

point, "Flushing Bridge," the only transfer point established by the company in that entire stretch of track. We may also note in such a case that passengers boarding cars in that common part cannot generally get transferred from one of those two lines to the other.

The universal transfer privilege *excludes* transfers to cars going back in the direction the passenger initially came from. Exceptions to transfer rights, in the case of a true universal transfer privilege, come under this heading, where both lines are in the same fare zone. The exact interpretation of this, however, depends in large part on the company regulations.

5. *The Special Transfer Privilege.* Occasionally it happens that transfers are given only at special points and in special directions on some systems. This is the case, for instance, in Brooklyn, N. Y., on the Brooklyn City Railroad and on the Brooklyn-Manhattan Transit System excluding the central fare zone of the three main subsidiary companies. These systems probably form the largest and most important examples of a special transfer privilege, though a proper description of the transfer arrangements on those systems would be altogether too long, and could only be made by listing all the transfer points and what transfers are given from each. There is, on both these systems, a universal continuation privilege where cars do not run the full length of the line within the fare zone. Agents stationed at the last stop of the car hand transfers to passengers coming off the car, such "agent's tickets" being good on cars continuing the trip. But, as an example of how arbitrary this special transfer privilege can be, we may state, for instance, that a Fulton Street car coming from the Brooklyn Bridge gives transfer to southbound Nostrand Avenue cars, which are, however, not good on Lorimer Street cars, though both lines run on the same street and are operated by the same company. The Nostrand Avenue line crosses other car lines of the Brooklyn City Railroad parallel to the Fulton Street line, and in the same way, but does not transfer to them. No description would be adequate, therefore, ex-

22 THE COLLECTION OF TRANSFERS

cept a complete listing of every variety of transfer given, with its exact privileges.

Sometimes a special transfer privilege of some particular kind is superimposed on another transfer privilege. Thus, in the case of the New York Railways system, we have what might be considered a universal transfer privilege on the main part of the system, transfers being sold for two cents. Superimposed on this is a special free transfer privilege, which is given only in a few cases. Thus transfers issued to be used at the corner of Lexington Avenue and 116th Street are free transfers; a few cases of inter-company transfers on that line are free transfers; a car from West 34th Street gives free transfer to downtown Broadway cars; and there are a few other sporadic cases.

6. *The Restricted Transfer Privilege.* This includes, in general, all intermediate cases between the universal and special. It scarcely needs any particular attention, as it includes a variety of forms that can only be separately considered. The instance of the Philadelphia Rapid Transit system is about as good a one as can be adduced. A restricted privilege may be superimposed on a universal one, or may (as in the case of the Brooklyn-Manhattan Transit system) have a special privilege superimposed on it. The restricted transfer privilege will also include cases where, instead of transfers properly so called, there are special varieties of coupons issued, as in the case of the Hudson and Manhattan tubes connecting Manhattan Island with the New Jersey suburbs. The rules in this case are as follows: (1) Passengers entering at Newark or Harrison, N. J., or at a northbound station in New York of the 6th Avenue tube, are entitled on collection of fare to an "exit coupon" which is good in place of the four-cent exit fare collection on leaving northbound New York stations of the 6th Avenue tube; (2) Passengers entering in Jersey City or Hoboken can get from the gateman, on payment of the regular six-cent fare, a refund coupon which entitles them to a one-cent refund on leaving the tubes at any other station in those two cities within 30 minutes; (3) Southbound passengers leaving

at a New York station of the 6th Avenue tube can get from the gateman at the exit a refund coupon which entitles them to a five-cent refund at the change booth at the same exit.

The peculiar characteristic of restricted transfer privileges is the existence of such regular general rules governing their use. A curious restriction is found in Wilkes-Barre, Pa., where transfer privileges, otherwise universal, are suspended on certain holidays. On some systems there are no transfers at certain hours of the night ("owl" hours).

7. *Central Districts.* In some cases, as in Buffalo, N. Y., and in Houston, Texas (pre-war arrangement), there is a fairly well-defined central district where most, if not all, car lines go, and where transfer privileges are wider than elsewhere, usually in the way of allowing walk-overs if necessary, or of allowing all transfers to be presented at any point in the central district. In Cleveland, all but the so-called "crosstown" cars go either to Public Square or to the loop a block south of it, and walk-over is allowed from one to the other. In some cases this central district appears in the form of a fixed central transfer point, as in Flushing, N. Y.

8. *Continuation Privileges.* A continuation transfer privilege is one enabling the passenger to continue for the same fare along the same line where a car line stops too soon, or is diverted, or where the car runs off on another branch, or, conversely, from a branch line to the main line of which it is a branch. In the case of an ordinary universal transfer privilege, there is, of course, no reason for distinguishing this from the regular transfer privilege; but there are plenty of cases where this form of privilege needs to be distinguished from ordinary transfers. In the first place, we may include under the continuation privilege the emergency transfer, issued when some controlling emergency arises, and which cannot be included under any regular heading, partly because transfer points and directions cannot conform to the regular rules. Most systems have some provision for such a case, usually by a special punch on the regular transfer form,

24 THE COLLECTION OF TRANSFERS

but sometimes by the issuance of a special emergency form (the "block ticket" on the Brooklyn-Manhattan Transit system, or the "emergency transfer" on the Public Service Railway in New Jersey) or even by the issuance of the regular continuation privilege form (as in the case of the Philadelphia Rapid Transit system). The main street car systems on Manhattan Island, New York City (the New York Railways and the Third Avenue system) have no fixed provision for either regular continuation privileges or emergency transfers.

There are, however, other reasons why continuation privileges may be distinguished from regular transfers. One of them is that, where transfers are regularly sold for a price above the regular fare, the continuation privilege, whether regular or emergency, is free. This is the case, for instance, with the Brooklyn-Manhattan Transit and the Philadelphia Rapid Transit systems, although both of these systems have regular free as well as sold transfers. In the case of the Public Service Railway in New Jersey, there is regularly a one-cent charge for transfers (excluding identification slips, which do not transfer from car to car); but this does not apply to the continuation or emergency privilege regularly granted on that system.

Another reason for keeping continuation transfers separate from others is the question of the "repeat" privilege, of which we will say more later.

Where there is any regulation limiting the number of cars to be used on one fare, there is frequently some exemption in that direction for the continuation privilege. Such exemptions are very frequently the only ground for such distinction, as in the case of the Los Angeles Railway, which made no such distinction before May 1, 1921, when a regulation was adopted by which one fare was good only on three cars; and, to take care of "shuttle" cars, which are continuation or branch lines, a special shuttle transfer form was provided, which was substantially a continuation transfer. Where continuation privileges are separated for this reason, they may be divided, generally speaking, into two main classes (outside of the emergency privilege). These are what we may call the

“preliminary” and the “feeder” forms of transfer. One is from a preliminary, or shuttle, or branch line, to a main line; this usually gives the passenger presenting the transfer on the main line the same privilege as a passenger paying cash fare. In the case of the Brooklyn-Manhattan Transit system, such a transfer plus two cents entitles the passengers to a regular two-cent cash transfer. On the other hand, transfers of this class are, generally speaking, issued only in exchange for cash fare or the equivalent (not for transfers). But the other class of continuation transfers, which we may call the “feeder” transfer, is from a “short line” car to a through car (in some companies only), or to a shuttle, continuation, or branch line from a main line. It is issued irrespective of what kind of fare is paid, and sometimes (as in the case of the Brooklyn “agents’ tickets”) even after the passenger is off the car; but it entitles the passenger to no further transfer privileges, as a general rule. In the Brooklyn-Manhattan Transit system and the Brooklyn City Railroad, careful distinction is made between these two kinds of transfer, while, in other systems, such as the Philadelphia Rapid Transit system or the Los Angeles Railway (1921 issue), the same form of transfer differently punched is used for both kinds of privilege. Sometimes the continuation privilege is the only one on the system; and, though usually universal, may also be special or restricted.

III

FARES

9. *Prepayment Stations.* There are occasional devices for doing away with the use of transfers altogether. For instance, it often happens that, for emergency reasons, it is necessary to transfer passengers *en bloc* from one car to another, and, if it is not found convenient to issue emergency transfers (for instance, if no such form is provided by the company) this can be done without the collection of a fare by some conductor or inspector watching the crowd going over from one car to the next and seeing that nobody gets in from anywhere else without paying fare. This, however, is generally feasible only as a temporary emergency measure, and, if such a situation continues to arise, it becomes necessary to issue some form of transfer.

We may also note the existence of prepayment stations, which are not to be entered without payment of fare. Such a station may be enterable only on a car, or it may be possible to enter through special gates where fare is collected. Such prepayment stations are especially common on the so-called "rapid transit" lines (subway or elevated). They are general on the subway and elevated lines in Boston, New York, Chicago, and Philadelphia. Of course, a passenger arriving on one car can alight and take another car within the same fare limits of the station. Prepayment station platforms between which transfer is desired can arrange it either by presentation of a regular transfer ticket (as in Boston at South Station, or in New York at the crossing of 149th Street and Third Avenue, and in rush hours at the Canal Street station of the Brooklyn-Manhattan Transit system), or, as is more common, by a simple passageway connecting the two platforms. In Boston, transfer is also arranged by prepayment stations at many places on the surface, though

usually in connection with a subway or elevated station. At the Watertown car house, on the Boston Elevated Railway system, there is a platform which can only be entered on cars, and which is reserved entirely for the use of passengers transferring without transfer ticket from car to car.

Prepayment stations are sometimes established for the purpose of facilitating collection of fare from large crowds, and, in such cases, they frequently are not arranged to facilitate transfer from one car to another, especially at terminals. Thus, at the Public Service Terminal, Newark, N. J., passengers get off at one set of platforms and on at another set, with no direct connection between them. Indeed, since October 1, 1923, all transfer privileges in that city have been suspended. In such cases it frequently happens that the prepayment feature is confined to rush hours.

The existence of prepayment stations, besides sometimes abolishing the necessity of transfer tickets, also complicates the questions of validity, issuance, and receipt of transfers. We will consider later the question of issuance, when we take up the whole general subject; we may simply note here that special prepayment station forms of transfers are frequently to be found, including a large variety on the Boston Elevated Railway system, a "terminal" and "terminal repeat" form issued at the Newark, N. J., Public Service Terminal during rush hours before the change of fare on October 1, 1923, and a few forms on the Philadelphia Rapid Transit system (two "elevated" transfer forms, an "elevated bus exchange ticket," and a special rush-hour form issued at Juniper Street subway station), as well as the transfer forms between elevated and subway in New York (Interborough Rapid Transit) at 149th Street and Third Avenue, and four forms of "agents' tickets" on the Brooklyn-Manhattan Transit system.

When a transfer is *to* a car or other vehicle to be boarded at a prepayment station, the transfer is generally good for admission to the station. Thus, before the suspension of transfer privileges in Newark, N. J., street

car transfers could be used for admission to prepayment platforms at the Public Service Terminal.

10. *Payment of Fares.* Before the recent war, car-fares in single zones were, as a general rule, five cents, with a few cases of six-cent fares in New England (the Atlantic Shore Railway in York County, Maine; and most of the car lines of the Middlesex and Boston system), and a few cases of three-cent fares, especially in the Middle West (such as the Cleveland Railway). Now carfares as low as five cents are the exception, found in a very few parts of the country. We may name among these New York City (except the "yellow cars" on Staten Island) and a large surrounding district; Niagara Falls, N. Y.; Camden, N. J.; San Francisco, San Diego and Los Angeles ("yellow cars" only), Calif. In many parts of the country, including a large part of New England, a ten-cent fare is becoming almost as universal as the five-cent fare used to be. Carfares generally range between five and ten cents, and frequently vary widely, even in the same district.

On many systems there are devices by which frequent users of the system get reduced fare, usually at a fractional price; this is ordinarily done by the use of strip tickets or tokens. "Strip tickets" are coupons attached together in a strip, each coupon being good for one fare; "tokens" are metal discs, the shape and approximate size of some coin, usually the nickel or the dime, each token being good for one fare. Usually these are sold in certain numbers at a reduced price, although in some cases they are sold at the same price as cash fare, and are intended only to save making change (Boston Elevated Railway during eight-cent fare in 1919; United Railways and Electric Company in Baltimore). Such tickets or tokens are usually allowed the same privileges as cash fare, though the Eastern Massachusetts Street Railway does not issue transfers on tickets. Where transfers are sold, a ticket or token plus the transfer fee will ordinarily entitle the passenger to a transfer on the same basis as a passenger paying full transfer fare. As an illustration, the fare on the Philadelphia Rapid Transit system before

October, 1924, was seven cents, but strip tickets were sold at four for a quarter dollar. An "exchange ticket," which is the downtown transfer, was issued for ten cents cash or a ticket and three cents.

The mode of collecting fare differs widely on different systems, and even on different vehicles of the same system. We may say that there are a few main types: (a) the prepayment station; (b) the "pay-as-you-enter" plan, otherwise the "prepayment car"; (c) the old-type method, by which the conductor goes through the car collecting fare from such passengers as have not already paid; (d) the "pay-as-you-leave" plan; (e) the postpayment or "exit fare" station. Method (a) has already been considered; and (e) is similar, except that the fare is collected from passengers *leaving* the station. A combination of these two sometimes occurs. As to the other methods of fare collection, a great deal depends on the facilities in the structure of the vehicles themselves. In some cases, where a car covers two fare zones, fares are collected in the first zone on a "pay-as-you-enter" basis, and in the second zone on a "pay-as-you-leave" basis, making it unnecessary for the conductor to go through the car collecting the new fare at the fare limit, as would otherwise have to be done, and as is done where this arrangement is not adopted, unless some system of collecting through fares either on entering or leaving the car is provided, together with a system of fare receipts to suit the arrangement provided. Such receipts are ordinarily not to be considered as transfers to enter into a collection, though occasionally they may be.

As a general rule, transfers are collected at the same time as cash, strip ticket, or token fares.

Where there is a fare-zone system, fare is uniform within the limits of a prescribed zone; when the limits are passed, a new fare is collected, good within the limits of the next zone. The problem is complicated where the second zone begins before the first zone ends, as frequently happens. This problem needs special consideration, and will be taken up later.

It may happen in some cases that the charge for travel-

30 THE COLLECTION OF TRANSFERS

ing in two fare zones continuously is less than twice that of a single fare zone. In this case some proper way must be provided whereby the reduction can be secured. The question in this form arises in three systems in California; the Pacific Electric Railway and the Los Angeles Motor Bus Company in Los Angeles (six cents in one zone, ten cents for two zones), and the San Diego Electric Railway (five cents in one zone, two tokens for fifteen cents good for two zones each). Through fare collection is necessary in these cases.

11. *Notation for Fare Rates.* In classifying transfers it may be found convenient to have some abbreviated notation for the fare represented by a particular transfer or variety of transfers. We may suggest the following sort of notation which we have used for that purpose: Start by indicating the number of cents in the local cash rate. If only this number appears, it means that that is the straight fare, with no ordinary reduced-fare tickets or tokens, and free transfer. Thus, the Third Avenue Railway system in New York City, or the Market Street Railway Company in San Francisco, will bear the simple mark 5, meaning a straight five-cent fare with free transfers; similarly the mark 6 for the Harrisburg Railways (Harrisburg, Pa.), or the mark 7 for the United Railways and Electric Company (Baltimore, Md.). In reckoning reduced fare, no attention is to be paid to special cases applying only to special classes of people, such as passes or school tickets, or to commutation tickets not giving regular fare rates. If the reduced fare is a round-trip ticket fare, it can be placed in parentheses following the one-way fare, with a $\frac{1}{2}$ prefixed to it. Thus, in the case of the Hudson and Manhattan Railroad (New York City to New Jersey suburbs), the exit coupons issued to passengers from Newark to the 6th Avenue tube should be marked 33 ($\frac{1}{2}$ 40), meaning that the fare is thirty-three cents one way, and forty cents round trip. If the reduced fare is by ticket or token with the same transfer privileges as cash fare, that rate should follow the cash fare rate, and be separated by a dash; thus, transfers of the

Connecticut Company would be marked $10-7\frac{1}{2}$ under the 1923 fare rates (ten cents cash, two tokens for fifteen cents) and in Bridgeport under the 1924 fare rates (ten cents cash, two strip tickets for fifteen cents), while, under the 1922 rates, and, outside Bridgeport, under the 1924 rates, it would be $10-8\frac{1}{3}$ (ten cents cash, three tokens for a quarter dollar). Similarly, ordinary transfers of any of the companies operating in Washington, D. C. should be, on that basis, marked $8-6\frac{2}{3}$ (eight cents cash, six tokens for forty cents). A little further complication is presented where there is more than one reduced fare rate; thus, the fare on the Kansas City Railways may be marked $8-7\frac{1}{2}-7$, the rate being eight cents cash, two tokens for fifteen, five strip tickets for thirty-five cents.

After the fare rate has been described as above, the transfer rate may also be described. In such case, a free transfer may be described by simply setting down the notation for the fare rate, and nothing more; if there is a transfer fee, it can be set down following the fare rate, separated by the sign $+$. Thus, the rate for the ordinary transfers of the Public Service Railway in New Jersey would be indicated by $8-7\frac{1}{2}+1$, meaning an eight-cent cash fare, a seven-and-a-half cent reduced fare (token), plus one cent for the transfer. If the coupon in question entitles the holder to a refund, the amount of the refund may be similarly indicated, only using the sign x . Thus, the refund coupons issued at Hudson Tube stations in Jersey City and Hoboken are issued on payment of a six-cent fare, and entitle the holder to a one-cent refund if presented within those cities on exit within a half hour. This rate can be denoted by $6x1$.

It will occasionally happen that the same transfer form will represent different rates of fare, according to the circumstances of its issue. In such case, both rates should be set down, separated by the sign u . Thus, the regular "Main Line" form of the New York and Stamford Railway represents a five-cent fare if issued in New Rochelle or Larchmont, and a six-cent fare if issued in Rye or Port Chester, though the same form is used for both. The rate for such a form could be denoted by $5u6$.

32 THE COLLECTION OF TRANSFERS

In cases where there are special two-zone fares, such fares should only be marked for the transfers that require payment for two zones. Otherwise, the local or single-zone fare is what is to be considered in every case.

The above notation is simply offered as a suggestion, though it is not necessary to use it. We can simply state that we have found this notation to work quite satisfactorily.

IV

REVERSIBILITY

12. *Reversibility of Fares.* As a general rule, the regular fare on a system over a certain route from any point to any other point will be the same as the reverse fare over the same route and the same system from destination to starting point. This will generally be true irrespective of how many changes have to be made or how many zones have to be passed through, or how many systems have to be traversed, provided always that both the original trip and the reverse trip are between the same two points, and over the same routes and the same systems on each part of the routes. There are occasional exceptions to this rule, but these are usually due to some little carelessness in planning a complex transfer system. We may give a few illustrations of such exceptions to the reversibility of fare, taken from New York and Philadelphia, where these instances are commonest. In New York City, on the "green car" system (New York Railways), a passenger boarding a green car at the West 42nd Street Ferry can get a free transfer good south on Broadway; he can transfer to a southbound Broadway car at Broadway and 34th Street, and go down to, let us say, Union Square; the total fare is five cents. But this free transfer was really not intended to be used below 23rd Street, though not so restricted. Hence a passenger trying to make the reverse trip, boarding a northbound Broadway car below 23rd Street, cannot get a free transfer to the West 34th Street car which will take him to the West 42nd Street Ferry; a two-cent transfer is required, making the fare between the ferry mentioned and Union Square five cents southbound and seven cents northbound. By exactly the same process, from the corner of 14th Street and First Avenue to the Grand Central Station over the 14th Street Crosstown and the 4th Avenue lines is five cents north-

bound, and ten cents southbound. Another case on the same system is from points on Seventh Avenue to East 8th Street, the fare being five cents southbound and seven cents northbound; this seems to be due purely to an oversight in not granting the free transfer in the other direction. There are a few other instances of the same thing in New York City, both in Manhattan and Brooklyn.

In the case of the Philadelphia Rapid Transit system, the cases in which a repeat transfer privilege is permitted have not been arranged with sufficient care to assure complete reversibility of fare in every instance. Thus, a passenger on almost any car line intersecting the Frankford Elevated can get a transfer good for a ride on the elevated trains. Let us say we start from the corner of Torresdale Avenue and Bridge Street and take the "58" car, getting a transfer which is good on the elevated, so that for the original seven-cent fare* he goes on the elevated train into the 13th Street subway station, where our passenger can get off and get a "subway surface" car to, let us say, Darby, still for his original fare. But let our passenger start from Darby and try to get back to the corner of Torresdale Avenue and Bridge Street in Frankford. The transfer needed between the elevated train and the "58" car cannot be obtained, and it requires two fares instead of the original one. Or again, a passenger gets on the elevated at the 69th Street Terminal, gets off at Second Street, where he takes a car "5" or "25," to, let us say, Snyder Avenue. The passenger must pay another fare on this car, the two fares amounting to fourteen cents. But let our passenger retrace his steps, and get on a northbound "5" or "25" car, asking for a three-cent "exchange ticket." This ticket will be good on the elevated train, taking him back to the 69th Street Terminal for ten cents, which he had to pay fourteen to get out from. Or let a passenger from Market Street at any point in West Philadelphia, let us say the West Philadelphia railroad station, get an exchange ticket which will be good at 11th Street on a northbound "23" car, where he is entitled

* Philadelphia fares described here were raised one cent on October 5, 1924; but the principle holds.

to re-transfer to City Line. This transfer also entitles him to take an Allegheny Avenue car in either direction. But let the passenger retrace the route; from Allegheny Avenue a transfer is available to the "23" car, but no transfer is issued on that, necessitating two fares (fourteen cents) in place of the original ten cents. However, despite these exceptions, the reversibility rule holds quite generally.

A slight complication arises where the return route is slightly different from the original route, as is the case in the business district of Philadelphia. But, even in such a case, the general principle applies. There are some instances, though, where this reversibility principle would be difficult to apply. Suppose the routes in the two directions differ very widely, as with the Fairmount Park Transit line in Philadelphia (where the transfer system is such that the fare between any two points is the same in both directions, though the routes in the two directions are several miles apart) or the Niagara Gorge Belt line, where the northbound cars run in Canada, and the southbound cars in the United States. In this case, however, there are on each side of the border, cars of other lines making the reverse trips along the same route, which will have to be considered the reverse of the Belt line. The principle, however, in this case, does not apply as between a point on the Canadian side and a point on the United States side.

13. *Reversibility of Transfers.* In many of the illustrations given under reversibility of fares, the fare considered had to take into account a transfer issued between one car and another. Now in such a case, if, as almost always happens, the fare is reversible, it follows that in the absence of some other provision for making the fare equal both ways, there will be a corresponding transfer privilege on the reverse route. The same will be true of repeat transfer privileges given on a certain route. There are, of course, exceptions to this, not merely in the rare cases of irreversible fares, but in cases where other provisions for equalization of fare are made. Thus, in the case of a continuation transfer from a "short line" car

to a car going through to the final destination, the passenger on the return trip boards a through car taking him back to the original starting point, and therefore needs no transfer. Likewise, the return transfer may be made by a prepayment station device, as is the case in certain places in Boston, Mass. But, outside of such cases, we may say that for every transfer there will be a reverse transfer, which may or may not be covered by the same transfer form. In fact, any particular transfer form will usually permit transfer to so many different routes as to require a number of reverse transfers, which, again, may be on the same form or may require one or more reverse transfer forms. As any transferral is *from* an issuing route, *at* a transfer point, *to* a receiving route, we may say that the reverse transfer will be from the receiving route in the opposite direction and bound towards the transfer point, at the same transfer point (generally speaking), and to the original issuing route in the reverse direction. For example, if I can get a transfer in Los Angeles for ten cents from an eastbound "R" car of the Los Angeles Railway, transferring at Sixth Street and Vermont Avenue to a northbound Route 3 bus of the Los Angeles Motor Bus Company to Hollywood, it equally follows that, if fares are reversible, as we can generally assume they are, that I can get on a southbound Route 3 bus of the Los Angeles Motor Bus Company in Hollywood and get a ten-cent transfer good at Sixth Street and Vermont Avenue on a westbound "R" car of the Los Angeles Railway.

In the case of "repeat" transfers the same rule applies, the various routes being taken in reverse order and in the reverse direction. And incidentally it follows that, with a repeat transfer privilege, there is always a direct transfer between any two successive routes of the "repeat" set. However, we will take this up later.

In the case of other special forms of the transfer privilege, each case can be taken up by itself and the reversibility of fare principle applied directly to indicate what further transfer privileges, if any, are to be found in the system in question.

14. *Reversibility as Aid in Collection.* The principle of reversibility of fares and transfers, as discussed above, is one of the greatest aids to a would-be collector in getting different varieties of transfer forms on any one system, and, where there are inter-company transfers, sometimes on several systems at once. This being such an important aid in indicating where a collector should look for new transfer forms, we may go into detail on this matter.

In the first place, if a sample transfer form is obtained for any system, the collector should note from and to what lines and at what transfer points this particular form applies, and see what the reverse of each would be. A list of all these reverse transfers which are not covered by that transfer form, or by some other form which the collector already has should be made; also a list of transfers he can ask for directly, since, in each case, he knows what car to get on for the transfer, and to where he should seek a transfer. Or a ride might be taken in a car for a certain distance, the collector observing at what points passengers get on and present transfers which are accepted for fare; this will indicate what transfers to ask for on the return trip. In this last process, however, one has to be more careful, since the existence of an overlap transfer point might interfere slightly. Also irreversible or partly irreversible transfers may occur.

To illustrate how this can help, we will cite a few cases. The collector, let us say, arrives in New York City and takes a ride in a "green car" down Broadway. He may know from the guides or otherwise that "green cars" also run on 14th Street, and takes a chance asking for a transfer to West 14th Street. He gets a two-cent transfer marked as issued from "Broadway—7th Avenue Line South," and the right-hand coupon lists the transfer as good on 8th Street, 14th Street, 23rd Street, or 34th Street east or west, or on Spring and Delancey east. By in turn boarding cars east and west at 14th Street and at 23rd Street bound for Broadway, and asking for a transfer north on Broadway (the reverse of the original ride), we get four more transfer forms; on Spring and Delancey

38 THE COLLECTION OF TRANSFERS

west, still another form is obtained which, on examination, turns out to be issued from that line in either direction. Similarly if we start out from a 34th Street car. Thus we get a total of seven transfer forms from that system. We can get two more from the 8th Street line by the same process, and, if we get on a westbound 8th Street car coming from East 10th Street, we will get another, thus bringing up the total number of forms to ten. We may further note that the 14th Street forms give transfer to 6th Avenue, 7th Avenue, or Lexington Avenue north or south, and to Broadway south as well as north. The reverse of these give us seven more transfer forms; so that, after obtaining these, we have a total of seventeen. But this is not all. The Lexington Avenue forms indicate a transfer to 116th Street, and if we ask for a transfer to Lexington Avenue from a 116th Street car, we get, not a two-cent transfer, but a free transfer. Concluding that the reverse is also a free transfer, we try again to get transfers to 116th Street from Lexington Avenue cars bound north and south, and thus get two more free transfer forms. We now have twenty "green car" transfer forms, all obtained from the original one form by this reversibility principle. But again we may note that the repeat privilege on these two-cent transfers calls for a transfer from 116th Street to the Columbus-Lenox line; this turns out to be a two-cent transfer, good on the Columbus-Lenox line north or south. Trying this line both north and south and asking for transfer to 116 Street, we get two more two-cent transfer forms, thus bringing our total up to twenty-three, including twenty two-cent forms, or all the two-cent forms issued by that company. If a northbound Columbus Avenue car is taken at the most convenient point, the beginning of the line, we notice that many passengers pay fare in transfers, which could be either from the red cars on Broadway, or from the green Ninth Avenue cars. Presuming the latter, we try that and get a transfer form of the Ninth Avenue Company. One of the punch spaces reads "6th Ave. R. R." and taking the Sixth Avenue cars both north and south, we get two more free transfer forms. Also the fact that a northbound

Ninth Avenue car transfers to a northbound Columbus Avenue car means that, by reversibility, a southbound Columbus Avenue car will give free transfer to the southbound Ninth Avenue cars, resulting in still another free transfer. So we have now obtained twenty-seven forms. But we may notice that the eastbound 23rd Street transfer form has the notation on the center coupon: "To 2nd Ave. Line N. at 34th St. from E. 34th St. Ferry Branch cars only with coupons attached." To get the return transfer, we get on a southbound car on Second Avenue and get a transfer to 23rd Street west; there being two car lines on Second Avenue, we get two transfer forms, this time from another system, and free transfers, not two-cent ones. Noting that these give transfer privilege to the 86th Street cars of the Second Avenue Railroad, we can get still another form as the reverse of that privilege. We now have thirty transfer forms, all distinct. But we may notice that our Second Avenue forms were free but that the reverse transfers were not free. So, taking a 23rd Street eastbound car again bound for the East 34th Street Ferry, we get this time a free transfer to Second Avenue, noting that it also covers a transfer to Fourth Avenue south, with a privilege of retransfer to 14th Street east. So we may look for transfers from Fourth Avenue south to 14th Street east, and, conversely, from 14th Street west to Fourth Avenue north, and again from there to 23rd Street west. We can get these provided we get on the car at or after the proper transfer point indicated by the retransfer. But these transfers indicate retransfer privileges through 23rd Street west to Broadway north, and again to 34th Street west. So we can look for transfers from 23rd Street west to Broadway north, and again from there to 34th Street west, and, by reversing, from 34th Street east to Broadway south, and from there to 23rd Street east. Such forms can be obtained, again provided we do not get on the car before the previous transfer junction of the series. Then, noting that the Fourth Avenue transfer forms give transfer to 34th Street east and to 86th Street, we can get a reverse form for both. In this way, starting with one sample transfer form on

which the collector took a chance, the fare reversibility principle finally leads us to obtain no less than forty distinct transfer forms on two different systems (or four systems, if we count the Ninth Avenue Railroad and the New York and Harlem traction lines as separate systems).

On the Public Service Railway in New Jersey, a collector getting a single one-cent transfer anywhere in the system (collecting before October 1, 1923) could, by the same plan, manage to collect no less than one hundred and ten distinct transfer forms between New York and Philadelphia.

Or take a case where the points where the transfer is good are described in more general terms. Let us say that we are collecting transfers from the "yellow cars" in Los Angeles (Los Angeles Railway), and we run across a red transfer from the "M" line (Grand and Moneta, in trip). The attached coupon says, "This coupon will be accepted at a direct transfer point or at such walkover points as are shown on back." Here, we must take all intersecting lines and list them, as well as the listed walkovers, avoiding the exceptions listed. This can be ascertained by a ride on the car line, or by consulting a city map and guide. One of the listed walkovers, for instance, is: "West at Eleventh and Broadway on line L only." So that we may expect that an "L" car west towards the corner named will give transfer to the "M" line in the other direction, that is, southwards. In this way no less than thirty-eight transfer forms can be obtained, including the "shuttle." Since most of these forms are also good on the "M" line in both directions, the next step is to get an "M" transfer from a car running the other direction to any other of the lines of the system. This can be obtained, and we have thirty-nine forms after securing just one original sample.

This system of listing the reverses of all transfers obtained as a way to indicate what new transfers to look for, is probably about the best plan a collector could adopt. As transfers on this list are obtained, they can readily be erased (if ink is used, the erasure should be made with ink eradicator), while new reverse transfers can

be added in. This can also be done if for any other reason any transfers on the list are found to be unavailable, as, for instance, in cases of irreversible fare, or change of route or transfer privileges.

Thus, in the New York illustration, the collector, on obtaining the first sample transfer, may list under the heading "N. Y. Rys." the following entry: "To Bway-7 Ave. line N. from: Spring & Delancey W., 14 St. E. or W., 23 St. E. or W., 34 St. E. or W.; 116 St. E. or W. to Lex Ave. S.; Col.-Lenox Ave. S. to 116 St." As these transfers are obtained, they are expunged from the record, and new hints of the sort added as they appear. In this way the collector's search for new transfer forms is considerably aided.

V

FARE LIMITS AND OVERLAPS

15. *Fare Limits.* Under the fare zone system, some form of which is almost an essential to a true transfer-issuing system of vehicles (we have used the term "cars" for convenience in referring to all forms of vehicles in this connection), a local fare is good from the starting point to a certain fare-limit beyond which (if the system continues) a new fare must be paid, good to another fare limit, and so on to the end of the line in either direction. This will divide off any route into zones, a single fare being collected within each zone, with the general rule that each zone traversed means one fare. To travel from one zone into the next is two fares, even though the ride be for a short distance across the fare limit point. Now a fare zone may include different lines or routes, when a single fare is charged for one ride within a certain district. It need not involve the idea of transfers at all. Since October 1, 1923, we can speak of the cities of Jersey City and Hoboken, N. J., as a fare zone; for, on any car running entirely within those two cities, only one five-cent fare was charged; and yet no transfer privileges whatever were granted.

Generally speaking, the limit to which a local fare is good is the same whether that fare be cash or transfer. This, however, is not always the case, and we sometimes have transfer fare limits shorter than those placed on cash fare. The usual way this happens is, that there is what we might call an inner and an outer fare limit, and transfers issued within the inner fare limit are good for the same distance as a cash fare; while transfers issued outside this inner fare limit on one car are only good to the *inner* fare limit on the other car. An arrangement like this is almost necessary to make the fares strictly reversible. It is found, for example, on the Long Island

Electric Railway at Jamaica; on the Brooklyn City Railroad at Maspeth; and on the Eastern Massachusetts Street Railway at Lowell. This sort of arrangement, however, is allied to the overlap fare zones, which we will take up shortly. There are other cases: for instance, where, on a certain line, transfer limits are shorter than cash fare limits; and, on the reverse trip, transfers are issued only after the transfer fare limit is passed. The N. Y. & Stamford Railway at Stamford is an example of such a situation.

This calls attention to the fact that we must distinguish between two kinds of fare limits, the initial and the final. On the reverse trip the initial and final limit exactly exchange places. Usually the final limit of one fare zone will also mark the initial limit of the next; but there are cases where the initial limit of a second fare zone is reached before the final limit of the first. In such a case we have overlapping fare zones, a situation which, on account of the complications in transfer forms, we will later take up separately.

In the case of a transfer, the initial fare limit is on the issuing car, and represents the point previous to reaching which no transfer of the particular sort is issued. The final fare limit is on the receiving car, and represents the last point to which the transfer is good for fare. Here again, when the reverse trip is taken, the original initial limit should be the new final limit, and vice versa. But here, unfortunately, a mix-up frequently occurs. It is easy enough to regulate the points at which transfers are issued. The passenger that boards the car before the initial transfer fare limit is reached does not get the transfer in question. But it is not so simple to keep check on how far the passenger rides within the fare limit. Because of this it sometimes happens that transfers are issued with initial fare limits, but none with special final fare limits. Such a system does not give reversible fare, and in many cases it will happen that fare one way between two points is quite different from fare the other way. We have already shown how this works in the case of the New York Railways system. Some other

44 THE COLLECTION OF TRANSFERS

systems do the same thing by providing a special space to be punched on the transfer if the transfer was issued on certain parts of the route, thereby granting or withholding additional transfer privileges. This, again, checks up effectively on initial but not on final fare limits, with the result that we again have cases where fares are not exactly reversible. This is exemplified in the case of the Public Service Railway in New Jersey (particularly in many forms in use in 1922), and the Kansas City Railways.

It frequently happens that the initial limit of a fare zone arrives before the final limit of the preceding fare zone. In such a case we have a portion of the route where the two fare zones overlap, and, in this overlapping portion, only a single fare is charged to points in either fare zone. Now it is obvious that this must complicate the problem of fare collection, since, while the car is passing through the overlap portion of the route, some passengers (those who boarded before the overlap portion was reached) belong to the preceding fare zone, while other passengers (those who boarded within the overlap portion) belong to the following fare zone. It is difficult to distinguish these two classes of passengers without some artificial aid, though that is sometimes done. Fare collection may conceivably be made at the beginning of the overlap; but then passengers from the preceding fare zone would have to be able to produce some sort of receipt showing where they got on, in order that they may ride through the overlap for the same fare. But this would require that all passengers in the first fare zone receive these receipts, besides introducing the difficulty of watching final fare limits. Hence the general practice is to collect new fares from all passengers as soon as the overlap is passed. In this case, passengers who boarded the car within the overlap may, in some cases, wait until the overlap is passed before paying fare, where the overlap portion of the route is so short that passengers are not likely to require a ride within the overlap alone. Or a passenger boarding and paying fare within the overlap may get a receipt or identification check which will trans-

fer him into the next fare zone. Such an overlap fare receipt may be considered as a transfer for collection purposes, and one obvious way to obtain it is to take a ride on a car, getting on and off within the overlap portion of the route. The reverse of such an overlap receipt is the receipt to be obtained on the same overlap running in the opposite direction.

Sometimes it happens that more than two fare zones overlap at a certain place. For instance, besides the two fare zones that overlap, there may be an arrangement providing single fare (which need not be the same as the fare in the regular zones) between points in one zone and points in the next. Or there may be a special lower rate of fare within the overlap; or a special higher rate of fare covering a regular fare zone with the overlaps at both ends. This last is well exemplified by the eleven-cent fare charged in a certain part of the "Union" line of the Public Service Railway of New Jersey up until July, 1924, covering two overlaps with a fare-zone between. The regular fare in that fare zone and in the neighboring zones is eight cents. Of course, where more than two fare zones overlap at the same place, the necessary receipt system is slightly complicated.

16. *Overlap Receipts as Transfers.* We have seen how the overlapping of fare zones usually requires the issuance of receipt forms closely allied to transfers, and which may, from the collector's point of view, be considered as such. Such receipts are usually called fare receipts or identification checks. Probably the largest variety of overlap fare receipt forms was issued by the Public Service Railway of New Jersey under the name of "identification slips." These are used strictly as overlap fare receipts, and must be used on the same car and trip.

But this is not always the case. Let us take, for example, the fare receipt given on the "Subway" car line in Yonkers, N. Y., in which two fares are charged from the main part of Yonkers to the New York subway terminal, the two zones overlapping from the New York-Yonkers city line to the corner of McLean Avenue and Broadway. On northbound cars, the latter is the point

where second fares are collected; but a passenger getting on at the city line, or at any other point within the overlap, receives a fare receipt which has the effect of an overlap fare receipt, and is good for fare in the Yonkers fare zone on the same car—or on eastbound McLean Avenue cars. Now it may be observed that, in the latter use, it is a true transfer, properly so called, as being used between one car line and another.

In the Yonkers instance, though, there is the peculiarity that the transfer point is one limit of the overlap zone. But an intermediate point may also be a transfer point. This is the case with the overlapping of the main Queensborough and the main Brooklyn zones of the Brooklyn City Railroad, the overlapping district covering a considerable area in the Queens side of the Brooklyn-Queensborough line. Through cars issuing the customary overlap fare receipts to passengers boarding within this overlap, collect these receipts when the overlap limit is passed and the second fare zone is finally entered. Now the Maspeth car house, which is a transfer point, is situated within this overlap district; and these fare receipts are used at that point as transfers from car to car, so that a passenger boarding any car within the overlap may get an overlap fare receipt, change to another line at Maspeth, and have his fare receipt taken up for a through fare on the second car precisely as if the second car had originally issued it. Thus, if we consider the overlap limit as an inner fare limit (taking Maspeth as the center), and similarly considering the ends of the respective lines (where they run beyond the overlap) as an outer fare limit, these fare receipts become valid as transfers from the *inner* fare limit on one line to the *outer* fare limit on another line. The reverse of these transfer privileges would be a transfer from the outer limit on the issuing line to the inner limit on the receiving line; hence such transfers are also issued, and are also in the nature of overlap fare receipts, but are for passengers riding *into* an overlap district instead of *out* of it. This is not a usual form of overlap fare receipt when no change of cars is involved, but, where change of car is needed, it

becomes necessary to use such receipts as transfers. The cases above instanced show how overlap fare receipts may also function as regular transfers, but with the added feature that there is always some limitation about either initial or final fare limits.

17. *Effect of Overlap on Transfer Privileges.* The normal effect of overlapping fare zones on transfer privileges is to create an inner and an outer fare zone around a transfer point situated within the overlap zone, the inner zone representing the overlap itself; in such a case, transfers are issued from the inner zone on one line to the outer zone on the other, and vice versa. A similar thing would happen, though in a less symmetrical fashion, when the transfer point is at the end of an overlap; a good instance of this is the transfer privileges given at Carlstadt, N. J., on the Public Service Railway, although in that instance the transfer point is not quite at the overlap limit on either of the transferring lines, though the effect is the same.

A slightly different situation arises where there is no real overlap, but a branch line belongs to both fare zones, the fare limit being at the transfer point. Here the only overlap is on the branch line. The branch line may continue beyond the transfer point, where it may belong to only one of the two fare zones. Thus, at Palisades Junction, Fort Lee, N. J., there are two tracks crossing, one north and south, with a fare limit at the Junction (Palisade Line), the other east and west, with no fare limit at that point (Englewood and Hudson River Lines). The latter route belongs to the northern fare zone west of the Junction; east of the Junction it runs for a comparatively short distance where it belongs to both fare zones. Therefore the branch line east of the Junction is, in effect, an overlap, and gives transfer to and accepts transfer from the Palisade Line cars running in either direction. But a car coming from west of the Junction will give transfer only to northbound Palisade Line cars.

Or there may be, within the transfer system, a provision for lower fares within the overlap, especially if

transfers are otherwise sold. Thus, at Port Chester, N. Y., the village limits constitute an overlap area for the zone to the west in Rye, N. Y., and the zone to the east in Greenwich, Conn. There are local lines within the village. Transfer from one line to another within the village is free; on the standard overlap plan to points outside the village in either of the fare zones, if a change of cars is necessary, a three-cent transfer is required.

Where the overlap occurs in a slightly different way from the ordinary, or where more than two zones overlap at the same place, the effect on the transfer system is necessarily more complex. We may note, however, that the California double-zone rate practically has the same effect as the Port Chester overlap mentioned above, with slight additional complications. We may also note another case as a possibility; namely, that although there may be separate fare zones, an extraneous zone may be arranged so as to overlap both. Now if separate cars are operated in each zone, the result will be a transfer with limited initial and final limits, good only in a special instance. This result actually occurs at Asbury Park, N. J.

Sometimes the existence of an overlap zone area may even have the effect of suspending transfer privileges at points in that area, or of limiting transfers to rides entirely within the overlap.

18. *The Overlap Transfer Privilege.* We now come to consider cases where there is no actual overlapping of fare zones, but where the transfer system is so arranged as to give the effect of such. The most usual form is the arrangement of inner and outer fare limits, where transfers issued from the outer fare limits are good on the receiving line only to the inner limits; but transfers issued to passengers boarding within the inner fare limits are good on the receiving line to the outer fare limits. An ordinary exception to this would be where there were just these two sets of limits in the system, and the transfer point is in the outer limit, as well as the receiving line; then the transfer would be valid within the outer

limits. In such a case, if the receiving line passed through the inner limits, it would usually be good through those limits, but not beyond.

In such a case, there would be two kinds of transfer privileges for passengers on any line; one kind with a short fare limit from the transfer point out, and the other kind with the full fare limit, the same as is required for cash passengers. Some arrangement will have to be made to provide some manner of distinguishing these. When we consider transfer forms, we shall take this up more in detail; meanwhile, we may state that there are three principal ways of accomplishing it: by punching the fare limit on the transfer (as is the case in White Plains, N. Y.); by using separate forms for the two types of fare limits (as, for example, in the Maspeth overlap or in Pittsburgh); or, as a compromise between these two methods, by successive attached coupons of which the number left on indicates the fare limit (the device used on the Long Island Electric system, and on the Eastern Massachusetts Street Railway). The latter arrangement will be more particularly considered as the Long Island type route coupon.

There are other cases of what we may call the overlap transfer privilege. For instance, there is the Asbury Park type, where both the initial and final fare limits are shorter for transfer than for cash passengers. But more commonly on a special line there is a short transfer fare limit, both for incoming and outgoing passengers. This is the case on the New Rochelle-Larchmont line at Stamford, Conn.; on the Elizabeth line at Springfield, N. J.; or on the "Southwestern Route" at Essington, Pa.

There are many other detailed devices restricting the fare limits which may be considered as variations of the overlap privilege; although in some cases fare limits are restricted merely because doing otherwise would be allowing a round trip for one fare. Such cases must be carefully distinguished. For example, a passenger, west-bound on the Cambridge Subway from Boston to Cambridge, may, on leaving the subway at the Harvard sta-

50 THE COLLECTION OF TRANSFERS

tion, get a transfer good on Lechmere Square cars up to a certain limit. If it was good for a through ride, the passenger could easily return to his starting point for a single fare. There is no trace of an overlap arrangement about this.

VI

CIRCUMSTANCES OF ISSUE

19. *Issuance of Transfers.* The general rule is that transfers are issued only when fare is paid. This is not always the case, however. For instance, it frequently happens that the conductor will go through the car issuing transfers at some point after fares have been collected; the Connecticut Company very often does this in the case of through passengers coming into a terminal city. Another instance is the "Mexico" line of the El Paso Electric Railway, where passengers boarding a car bound from Juarez, Mexico, for El Paso, Texas, pay fare on entering the car, while the conductor goes through the car issuing transfers after the United States border is crossed. But these instances are exceptions, and the general rule is as frequently advised: "Conductors will issue transfers only upon request when fare is paid."

There is occasionally the arrangement of issuing transfers at the transfer point, when passengers are leaving. This is in accordance with the above rule only on "pay-as-you-leave" cars, but otherwise it constitutes a distinct departure from the regular custom. This manner of transfer issuance is fairly common with continuation transfers, but is sometimes regularly adopted, as on Staten Island (N. Y. City) municipal cars during 1922, or on the buses of the Long Beach Transportation Company in Long Beach, Calif.

A further step is the institution of the "agent's ticket" or the "inspector's ticket," where a special transfer agent meets cars arriving at the transfer point and hands out transfers to passengers as they get off the car. The Staten Island municipal cars at present use this transfer system exclusively; the Brooklyn-Manhattan Transit system and the Brooklyn City Railroad use it in most cases for the "feeder" variety of the continuation privilege; but in

52 THE COLLECTION OF TRANSFERS

many cases the latter two systems require "conductor's feeder tickets," issued according to the regular rule, only when the fare is paid.

Emergency transfers are necessarily issued when the contingency arises and not when fare is paid; hence generally when the change of cars is being made.

The existence of prepayment stations sometimes complicates matters. Where a prepayment station is an exceptional matter, or even where they are common, the regular rule of issuing transfers when fare is paid may be adopted, and a transfer issued by the fare collector at the station. This is the case, for example, at the Public Service Terminal at Newark, N. J. (although now all transfer privileges have been suspended in Newark); and this rule is strictly adhered to in Philadelphia, where there are a large number of prepayment stations on the elevated and subway lines.

Or it may happen that conductors issue transfers to passengers boarding cars at prepayment stations (car house at Watertown, Mass.), or go through the car issuing transfers to passengers after the car leaves the prepayment station (Edgewater, N. J.; most subway cars in Boston).

There is also such an arrangement, allied to the "agent's ticket," as having a transfer agent at a prepayment station give transfers to passengers leaving the station. This is the device used on the subway and elevated lines in New York and Boston.

In the cases where transfers are issued at prepayment stations, whether by the fare collector on payment of fare, or by a special agent to outgoing passengers, there will usually be special prepayment station transfer forms which would certainly form an essential part of a complete collection of transfers of the system in question.

We may note that where transfers are issued at a different time from fare collection, there is no control of what kind of fare the transfer is issued for, and therefore the transfer in this case must be issued irrespective of what fare the passenger paid, whether cash, ticket, token, or transfer. If there are to be any restrictions in this re-

gard, the regular rule of issuing transfers only when fare is paid must be adopted.

Where transfers are regularly issued at the time of fare collection (especially if fare is paid on boarding the car), while other transfer forms are issued as "agent's tickets," either to passengers getting off at the transfer station or to passengers leaving a station platform, there is, of course, the possibility that a passenger may get two transfers, one of each kind, for the same fare. In some cases, as, for instance, in the case of the Brooklyn-Manhattan Transit system, this is regularly used in certain cases. I take the liberty of quoting from their two-cent transfer form: "Transfers issued by short cars are good to all transferring lines; such lines, if beyond terminus, may be reached by next connecting car on Transfer Agent's Ticket." The language of this may seem rather obscure; it means, however, that if the car stops before the end of the line, and thus does not reach the transfer point, a regular transfer will be issued anyway; meanwhile the passenger can also get an agent's ticket which will enable him to get a car which *does* reach the transfer point. The passenger thus gets two transfers, and uses one on the second car, and the other on the third. This, in effect, amounts to giving the same transfer privileges as if the first car had gone through to the end of its own line.

20. *Passenger Using Transfer.* One of the essential conditions of a transfer ticket is that it must be used by the person to whom issued; in other words, it must be used for the fare of the same person who got the original ride. A transfer belonging rightly to one person is not supposed to be used by someone else; such a thing would mean letting two persons ride for the same fare. Hence the statement, very commonly found on transfer forms, that a transfer is not transferable.

There is actually no check on this; and many states have laws penalizing the giving or selling of transfers to persons not entitled to them. Such laws are not in effect everywhere, and in some states without such laws the ground is occasionally covered by local ordinances. The

54 THE COLLECTION OF TRANSFERS

following, for example, is the New York State law on the subject (N. Y. Penal Code, Sec. 1566) :

No transfer ticket or written or printed instrument giving, or purporting to give, the right of transfer to any person from a public conveyance operated upon one line or route of a street surface, elevated or underground railroad to a public conveyance upon another line or route of a street surface, elevated or underground railroad, or from one car to another car upon the same line of street surface, elevated or underground railroad, shall be issued, sold, or given except to a passenger lawfully entitled thereto. Any person who shall issue, sell or give away such a transfer ticket or instrument as aforesaid to a person not lawfully entitled thereto, and any person not lawfully entitled thereto who shall receive and use or offer for passage any such transfer ticket or instrument, or shall sell or give away such transfer ticket or instrument to another with intent to have such transfer ticket used or offered for passage after the time limited for its use shall have expired, shall be guilty of a misdemeanor.

Provisions in other states are similar; though many states require some fraudulent intent on the part of the giver of a transfer before any penalty is applied. In some places stricter provisions are made; thus, a Chicago ordinance penalizes throwing transfers away without first tearing them up. In spite of that, whole transfers are frequently to be found lying abandoned in Chicago streets.

Of course, it would be against such laws to give a person a transfer even for the purpose of collection, in states where the law is similar to that of New York in this respect. We wonder, however, how such laws would apply to giving a collector sample transfers from other states, or sample transfers which are mutilated or otherwise obviously cancelled, or sample transfers whose use is completely obsolete (such as most of the transfer forms issued by the Public Service Railway of New Jer-

sey), so long as there was no attempt in any case to use these sample transfers for fare. This is at least one precaution a transfer collector should observe: not to use for fare any of his collection, or, in fact, any transfer at all not received by him in the usual way.

But even in the absence of such laws, the "non-transferability" of transfers is recognized, and abuse of transfer privileges considered as an ordinary case of fraud.

21. *Fares Paid for Transfer.* It frequently happens that transfers are issued to all passengers paying fare, no matter what form the fare takes. Originally this was universally the case, but recently regulations have been made by many companies limiting the number of cars to be used on one fare. The attitude has been, as one street car company expressed it, that "one could ride all day on a nickel and a quart of transfers." The result is that, in many systems, transfers, except possibly under special conditions (usually in the case of continuation privileges), are issued only in exchange for cash fares (usually including reduced-rate fares such as passes, tickets, or tokens; though the Eastern Massachusetts Street Railway issues transfers only on strictly cash fares). Also, where an extra transfer fee is charged, and it is not intended to collect more than once for another change of cars, as is usually the case, then the ordinary transfer form cannot be used in exchange for another transfer.

Where there is no special provision for re-transferring, then there are two alternatives: either transfers are issued only for cash fares (usually including reduced-rate fares), thus allowing the passenger the use of only two cars for his fare; or else transfers may also be issued in exchange for other transfers, and the number of cars on which a passenger may ride for one fare is unlimited. Any other regulation requires some special arrangement for repeating the transferral.

This question, of course, cannot come up in systems not permitting a change of cars more than once between any two places. For example, if there is only one transfer point, no such question can arise, since transfers are issued only on cars going to the transfer point, and are

received only on cars after the transfer point is passed. So there could naturally be no possibility of exchanging one transfer for another. But if two lines run so that they do not meet, and a third line (or perhaps a series of lines) is needed to connect from one to the other, this question might easily arise and require some sort of regulation.

As for the distinction between cash fare and reduced-rate ticket, as found on the Eastern Massachusetts Street Railway ("Bay State system"), we may also note the peculiar case of the ferry transfers issued by the purser of the ferryboats from Portsmouth, N. H., to Badger's Island, Kittery, Me.* These transfers were good on electric cars from Badger's Island; but the peculiarity that we may note here is that there were two distinct transfer forms, one issued to passengers paying full cash fare, the other to passengers giving tickets. The transfer privileges were the same for both, but there were two distinct forms of different colors, conspicuously labeled 'CASH' and 'TICKET' respectively. There can be no question of repeat transfers here, because this system (the Portsmouth, Dover, and York Street Railway), had no other transfer point than Badger's Island.

22. *Repeat Transfers.* By this term we denote special arrangements by which passengers riding on a car under a transfer privilege (not a cash or ticket fare paid on that same car) may be allowed to transfer to another car. In many cases, such as the Boston Elevated Railway, or the Staten Island (New York City) municipal cars, this is done simply by issuing transfers to all passengers irrespective of the sort of fare paid, so that a passenger paying cash fare and a passenger giving a transfer are not distinguished at all in respect of their rights to further transfer. In such cases, we have what we may call "unlimited repeat," there being no way to limit the number of cars on which a passenger may ride for the single initial fare.

There are other cases in which this repeat privilege is denied altogether, and in some instances (as in Brooklyn

* This system has discontinued its operation.

or Pittsburgh) it is restricted to what is in the nature of a continuation privilege. In Section 8 we have shown how this works: a "preliminary" continuation transfer is entitled to the same privileges as cash fare; while "feeder" forms are given for all sorts of fare; this general rule may be restricted in particular cases.

As we have seen, where the continuation privilege is separately provided for, it usually carries this sort of special repeat privilege over and above what the system ordinarily allows; but aside from that, there are often special restrictions on the repeat privilege. We may consider the repeat privilege as divided, like the ordinary transfer privilege, into universal, restricted, and special; and we may also consider the limits (in respect to number of changes of car) and the mode of limitation.

Where the repeat privilege is special, that is, where it is only found in a certain special series of lines, the same arrangement of exchanging one transfer for another may be conveniently used; in such cases, the only exchange of transfers that will be made is such as will cover that particular series of lines. Thus it can be regulated in whatever way may be necessary. For example, in the New York Railways system, there is a special free transfer privilege, and in only two cases are repeats allowed on it. To mention one of these cases, a passenger from East 14th Street may get a free transfer to Fourth Avenue northbound; exchange that for a transfer to 23rd Street westbound; exchange that again for a transfer to Broadway north; and again re-transfer to West 34th Street. In this way, by exchanging transfers, only that one route can be covered, in either direction, and transfers can be exchanged just three times. So that we have what we may call a triple repeat, covering five successive cars.

But where the repeat privilege is too general, and yet is not unlimited; where the privilege depends rather on the number of cars than on the particular routes, some means of checking up on the number of cars used must be provided not covered by the simple exchange of ordinary transfers. Also, where a transfer fee is charged, so that transfers are sold, and it is therefore necessary for the

conductor to turn in a transfer fee, then, unless it is intended to charge a new transfer fee at each repeat, it is obviously not feasible to exchange ordinary transfers. Some other device must be adopted in these cases to allow passengers another transfer where it is desired.

The devices used are essentially the same as those used in overlap transfers; namely, attached coupons, special transfer forms, and punches. Combinations of these are also used, especially where more than one repeat is desired. These devices will be further considered when we take up transfer forms, particularly the route coupon arrangement. In cases where there are special continuation transfer forms, this is an example of different forms being used to indicate re-transfer.

The use of a special transfer form for the second change of cars is a common arrangement, especially where a transfer fee is charged. Such we may call a repeat form, and the use of it usually means that only a single repeat is allowed (except possibly for continuation privileges). This repeat form is ordinarily distinguished from the regular form in some conspicuous manner, such as color, surcharges, etc. For example, on the Cleveland Railways (transfer fee, one cent) the repeat form, there called "free" transfer, is distinguished by its white color; in St. Louis, the distinction is made by the surcharge of horizontal red bars on the repeat transfers (here no transfer fee is charged). Before October, 1923, the Public Service Railway of New Jersey issued a few repeat forms, to be used in special cases only; three such forms in Newark were distinguished by their green color; the others were the same color as the regular forms issued by the same line, but surcharged "2" (for second transfer) and 'NO CHARGE,' in red.

The use of punches is also made in this connection. A passenger presenting a transfer and desiring to re-transfer receives his transfer back, punched in a special place provided for that purpose. This process is usually called *validation*. There may be several validation spaces provided, or even spaces for special kinds of validation (for

example, over some definite line). This device is used especially in the vicinity of San Francisco.

The route coupons, in their ordinary use for this purpose, serve somewhat the same purpose as the successive attached coupons of an inter-company railroad ticket, the conductor on each car detaching a coupon, and the conductor on the last car taking in the whole remainder of the transfer. This is arranged in several ways, based on the prototype of the "Smith patent" form, which we will consider later. Here the number of attached coupons indicates the number of repeats allowed; thus, if two such route coupons are attached to the transfer, they represent a provision for a double repeat.

A curious variation of the route coupon device is found in Pittsburgh, where some transfers have attached coupons indicating that another transfer may be issued on that one; if the passenger had boarded the first car before reaching the inner zone limit, the coupon would not have been given out with the transfer. This is really a sort of hybrid coupon the use of which is partly repeat and partly overlap.

Of course, combinations of these repeat devices may be used. For instance, in Los Angeles (on the "yellow cars") there is a special transfer form issued from shuttle cars as "preliminary continuation"; on the regular transfer form there is an attached coupon, and the "feeder" privilege is indicated by validating the transfer. The "bus tickets" of the same company have four validation spaces on the route coupon, allowing passengers to ride on three main-line cars and one shuttle before boarding a bus, then re-transferring from the bus once more to another car or bus, by means of the route coupon device.

Sometimes, as is the case in Pittsburgh, a special form is used to denote that re-transfer may be given by means of a regular form.

Repeat transfer privileges, it may be noticed, are usually more limited than regular transfer privileges, and, though sometimes just as wide, this is not always the case. So that, for instance, we may have (as in Newark, N. J., before October, 1923) a universal transfer privilege with

a special repeat privilege. In this connection we may note that repeat privileges usually are more extensive in connection with continuation transfers than otherwise.

23. *Reversibility of Repeats.* The application of the principle of the reversibility of fare to the case of repeat transfers is slightly more complicated than in the case of ordinary transfers, and exceptions are hence more common. In this connection we may also take into account instances where one or more of the changes are made through a prepayment or postpayment station, in which case it is the same as with agents' tickets, and no discrimination can be made as to the kind of fare the passenger originally paid.

To illustrate how to reverse a repeat transfer, let us suppose that it is possible to transfer from line A forward (using "forward" to denote the direction of the initial trip, and "backward" for the direction of the reverse trip) to line B forward, and again to line C forward. On the reverse trip we take line C backward, transfer to line B backward, and then to line A backward to our starting point. Now, if a special repeat form has been used, line B will issue it both times—but it will have to issue repeat transfers going in both directions. If validation or route coupons, or any other device, is used, it will have to cover the reverse trip on some form issued, or we have a case of irreversible fare.

But we may carry the deduction farther. On the initial trip we have been able to transfer from line A forward to line B forward, at least as far as the second transfer point. So, reversing the route, we should, for the very same amount of fare, be able to transfer from line B backward, at least if we board at or after the junction of B and C, to line A backward; this is the *last* part of our reverse trip. And similarly the last part of our initial trip could also be made for the same fare as the entire trip. Hence we may say in general that, where there is a repeat privilege over certain lines, the fare that will cover the entire trip will cover any part either of that trip or of the reverse trip. For example, the special free transfer form issued on westbound cars of the Fourteenth Street cross-

town line of the New York Railways is labeled: "At 4th Avenue and 14th Street N. only on 4th and Madison Avenue cars," and bears the notation:

On surrender of this ticket properly punched northbound 4th and Madison Avenue conductors will issue on request a retransfer to westbound 23d Street Crosstown cars, and in the same manner passenger may retransfer again to northbound Broadway cars and again to westbound 34th Street Crosstown cars.

This repeat privilege may be summed up as follows: "14th St. W. to 4th Ave. N., to 23d St. W., to Broadway N., to 34th St. W." The reverse trip may be similarly denoted (in the same type of abbreviation) as: "34th St. E. to Broadway S., to 23d St. E., to 4th Ave. S., to 14th St. E." There should be forms enough to cover any part of either trip. For instance, a southbound Broadway car passenger from 34th Street should be able to get a free transfer to eastbound 23rd Street cars, with a repeat privilege to 4th Avenue south, and again to 14th Street eastbound; such forms are to be obtained, and, in all, it requires eight distinct transfer forms to accomplish this. (That is, 14th Street west, 4th Avenue north, 4th Avenue south, 23rd Street east, 23rd Street west, Broadway north, Broadway south, and 34th Street east.) In this way, by reversing repeat privileges, many more transfer forms can often be obtained than by reversing ordinary forms. The collector of transfer forms should not overlook this source of hints.

VII

SYSTEMS AND SUB-SYSTEMS

24. *Companies and Systems.* We have used the word "system," as speaking of systems issuing transfers, etc. But we have not as yet indicated what we mean by that term. Generally speaking, transfers are given by cars of one company to cars of the same company. (Note that the term "cars," as we use it, includes buses or any other kind of vehicle from which transfers might be issued.) Where this simple situation obtains, the company is a system in itself. And generally, a system includes a set of car routes operated under the same management as a united whole. It is, however, largely a matter of discretion as to when two or more companies should be lumped together under one system, and when a single company should be divided into several systems. For instance, both at Portsmouth and at Concord, N. H., the Boston and Maine Railroad operates trolley cars and issues transfers between them; but, on account of the very distance between the two sets of routes, they can hardly be said to be one system.

There are other cases of geographical separation of lines belonging to the same company; thus, the Massachusetts Northeastern Railway operates the body of its lines along the Massachusetts-New Hampshire state line north of the Merrimac River, not diverging far from the state line in either direction. But it also has another set of lines about thirty miles away, commonly known as the Dover, Somersworth, and Rochester Railway, operating between those cities in New Hampshire. This may or may not be considered as a separate system. Likewise the question arises with the Lebanon Division of the Reading Light and Transit Company in southeastern Pennsylvania. In the case of the Eastern Massachusetts Street Railway, the lines north of Boston and the lines south of Boston are

not geographically connected, but, being fairly operated as a whole, it is probably best to consider them as one system.

Another case to be considered is that of new lines acquired by a company but not yet assimilated, as the Easton (Pa.) lines of the Lehigh Valley Transit Company, which still has its own forms and issues of transfers, and its separate cars bearing the old monogram of the Easton Transit Company. It may be convenient, for the purpose of classifying transfers, to include it as a separate system under the old name.

However, the most difficult problem in the matter of separating systems is in the case of subsidiary and connected companies. These may or may not belong to the same system, according to the manner of operation, under which heading one of the most important items of consideration for our purpose is the form and mode of issuance of transfers. In New York City we have three instances of this problem that will serve very well as illustrations. Cars labeled "Third Avenue Railway System" are in use on lines throughout Manhattan, the Bronx Borough, Long Island City, Yonkers, Tuckahoe, Pelham, Mount Vernon, and New Rochelle. It is true that, in Long Island City, above the name of this system on the cars there are to be found, in very small, almost invisible letters, the words "Leased From." Transfers issued in different parts of these lines are labeled with the names of various subsidiary companies, but one car receives transfers from the other depending on the zone rather than on the particular subsidiary company. The forms are fairly uniform throughout, and use the same sort of paper and are printed in the same type; some of the Westchester County forms are differently arranged, but the back belongs to the standard Third Avenue form. Only in Long Island City might there be some doubt, for there the form is slightly different. But on the whole we may consider it as having been acquired by the Third Avenue system, since it came under receivership of officers of the Third Avenue company when it was separated (on May 10, 1922) from another company, the New York and Queens

County Railway. The substitution of Third Avenue cars for Queens County cars is, for instance, an indication of the annexation. In this case, we might consider the whole as a single system.

Slightly more complicated is the question of the New York Railways Company and the affiliated but independent companies. These companies are: the New York and Harlem Railroad traction lines, the Second Avenue Railroad, the Eighth Avenue Railroad, and the Ninth Avenue Railroad. Each one of these companies presents a slightly different problem. The New York and Harlem lines do not really have an independent transfer system of their own, but give free transfers not only between their own two lines, but also to lines of the New York Railways proper, and the transfer form is practically uniform with that of the free transfers of the New York Railways. We can say the same of the Ninth Avenue Railroad, though that is slightly more independent, and uses a different type of transfer form. Therefore the collector will probably find it most convenient to classify these two companies as part of the New York Railways system. The single transfer form (continuation) in use on the Eighth Avenue Railroad is so obviously uniform with the Ninth Avenue form that it would be difficult to separate them; so this also may be put into the same system, though the company does not give transfers to, or accept transfers from, the others. But the Second Avenue Railroad is a slightly different case. It has a well-developed transfer system of its own, and transfers to the New York Railways only in one case, where a line of the latter company uses Second Avenue tracks. Hence we leave the Second Avenue Railroad out of the New York Railways system. We may possibly do the same with the Eighth Avenue Railroad, though it is hardly worth while. But the other companies it is most convenient to include.

The most complicated case is that presented by the transportation companies in Brooklyn, N. Y. Here one may find several companies operating trolley cars and rapid transit (subway and elevated) lines, and issuing transfers carrying the initials of these companies. There

are, in all, nine such companies, seven of which are controlled by the Brooklyn-Manhattan Transit Corporation (formerly the Brooklyn Rapid Transit). The other two, the Brooklyn City Railroad and the Van Brunt Street and Erie Basin Railroad, are technically independent. The subsidiary companies of the B. M. T. are all operated as a whole, with the possible exception of the New York Rapid Transit (formerly the New York Consolidated). The Van Brunt Street and Erie Basin Railroad consists of a single line, transferring only to connecting B. M. T. lines; therefore, for transfer purposes, it is probably best to classify it as part of the B. M. T. system. As for the New York Rapid Transit, it gives transfers regularly to the other B. M. T. lines at two points, and to Brooklyn City Railroad cars at one point; but an example of the true classification of these lines is in their "block ticket," or emergency transfer, which is good on any B. M. T. lines for forty-eight hours. Hence the New York Rapid Transit really belongs in the B. M. T. system. The case of the Brooklyn City Railroad is slightly different; there are two points where transfer is given to B. M. T. lines, but this can be regarded as an exceptional arrangement; usually the Brooklyn City Railroad and the Brooklyn-Manhattan Transit carefully avoid giving transfers to each other's lines, and, especially since both supply a very large number on transfer forms, it is most convenient to classify the Brooklyn City Railroad as a separate system, and all the other Brooklyn lines as part of the Brooklyn-Manhattan Transit system. We may note that, on all these lines, including the Brooklyn City Railroad, transfer forms are fairly uniform.

In the District of Columbia the question arises as to the two main street car companies, the Washington Railway and Electric Company and the Capitol Traction Company, besides the Washington-Virginia Electric Railway. Both of the main street car companies give transfer to each other; and there is a transfer between the Capitol Traction and the Washington-Virginia. Still, as this is out of the ordinary transfer system of any of these companies, they are really to be considered separate systems.

We may note that this division into systems is simply a matter of convenience for the transfer collector in classification, and does not refer to the actual management of the lines in question.

There are other cases where the same system has different names in different states. In such cases one can usually classify them under the same system. But here again, a distinction must be drawn between that case and the case where two systems adjoin at the state line. For instance, on the car line from Providence, R. I., to Taunton, Mass., the Rhode Island part of the line is operated by the United Electric Railways, while the Massachusetts part is operated by the Eastern Massachusetts Street Railway. But the operation of the two parts have nothing in common, except that the cars run through, much as cars of one railroad are frequently run through on to another. But the line from Darby, Pa., to Wilmington, Del., is a somewhat different proposition. There the only difference between the Pennsylvania and the Delaware part is the name of the company, which is known as the Southern Pennsylvania Traction Company in Pennsylvania, and in Delaware as the Wilmington and Philadelphia Traction Company. Tokens sold on these systems are absolutely the same irrespective of which state they were sold in, and the same fare token is good in either state. In this case there is no difficulty in classifying the two companies under one system.

25. *Notation for Systems.* For the transfer collector who wishes to keep a systematic file of his transfers, the classification by systems is the first method to be taken into account. A proper code notation for the various systems covered is therefore a convenient thing to have. Of course the individual collector may readily devise a code that best suits his needs, but we are suggesting a basis on which such notation may be made, similar to the fare notation suggested in Sec. 11.

One of the most obvious ways of classifying systems is geographical. If the same company has lines too far apart, with no connection, they will be most conveniently dealt with as separate systems. Thus each system will

have a definite territory of its own, possibly slightly broken up, but nevertheless definite geographically. Hence a very obvious way to classify and, therefore, to code, these systems, is by geographical distribution. This can be done by the use of districts or divisions each divided into subdistricts or subdivisions. The major geographical divisions can be numbered, let us say, by Arabic numbers, while the subdivisions may be denoted by letters preferably in alphabetical order, starting with A for the subdivision containing the largest city in the geographical district. Thus each subdivision is denoted by a number followed by a letter—let us make it a capital letter for convenience. These divisions and subdivisions may be described or indicated on outline maps. However, we must remember in tracing them out, that it is systems and not territory that we wish to divide, for divisions or subdivisions may readily overlap. Division and subdivision boundaries should therefore be arranged with a view to avoiding this, and systems crossing these boundaries should be definitely assigned to one of the subdivisions, namely, to that one which contains the main part of it and the greatest number of the transfer points.

Once these divisions and subdivisions have been mapped out, we may now proceed further and number the transfer-issuing systems in each subdivision; in order not to confuse it with either the division number or the subdivision letter, let us number them with small Roman numerals. Then the series of division number, subdivision letter, and system number, will denote one definite system.

Of course, in arranging these divisions and subdivisions, we should note that subdivisions will be smaller, generally speaking, where population is denser, and may be made very large indeed where population is sparse. For instance in our own notation, Division 1 (New England) is many times smaller in area than Subdivision 9B (Southern California).

In order to show how this works, we may refer the reader to Appendix A, where we have placed our own notation for geographical divisions and subdivisions in the

United States. This notation is not one that we would especially recommend as the best, but it is one which we have found practicable.

Of course all this is simply a matter of convenience in arranging and filing collected transfers, so whatever sort of notation or arrangement the individual collector finds most convenient, is for him the best. He may even simply number systems arbitrarily in any order, such as, for instance, the order in which they enter into his own collection.

26. *Sub-Systems.* In many cases it is convenient, even after it has been decided what should constitute a system, to consider various parts of that system separately as though they had not been classified together into a single unit. We shall name each of such parts *sub-systems*. This may be done, for instance, where there is some distinct geographical separation, which may or may not be complete, as with the Eastern Massachusetts Street Railway system (lines north of Boston and lines south of Boston completely separated), or with the Public Service Railway system in New Jersey (lines north and south of Trenton have only one junction point); or it may be done for the sake of separating different parts of the system where notation for lines is independent (this will be further considered later; but we give as an example the Third Avenue Railway System in New York, which we may divide into four sub-systems: Manhattan, Bronx, Long Island City, and Westchester County). Also it may be convenient sometimes to consider the different subsidiary companies as separate sub-systems (as the Brooklyn-Manhattan Transit system, or the Long Island Electric system, or the Atlantic City and Shore system). Of course, all this is a matter of convenience, but it simplifies matters in any of the above instances, or where the forms and issues of transfers differ materially in different parts of the system.

Notation to indicate the sub-system referred to is comparatively simple. For instance, a main sub-system can be referred to without special notation, while the others are given special letters. Or a number in parentheses

following the notation of the system may be assigned to each sub-system. In Appendix B, we give an example of how sub-system classification may be made. It is all purely a matter of convenience.

27. Inter-Company Transfers. As we have indicated before, a transfer is usually between cars of the same company, but there are exceptions to this, where transfers are given from one company's lines to those of another company. There are cases where different companies are sufficiently united to be indistinguishable, and it may not even be convenient to regard these as inter-sub-system transfers. Or, again, we may have the case of inter-sub-system transfers, which need only be noted in cases where they are exceptional (otherwise they are simply an integral part of the transfer arrangements of the system concerned), and we may have the inter-system transfers. These it is not always necessary to distinguish among. If we take the case of the New York Railways system, we may note that ordinary transfers on the New York Railways Company, which is the main company involved, are two-cent transfers; but, in special cases, this company gives free transfers to the Second Avenue Railway Company, the New York and Harlem traction lines, and the Ninth Avenue Railroad. These are essentially inter-company transfers, and it makes no real difference whether we regard these companies as part of the same system or not.

Inter-company transfer privileges (except where the companies are to all intents and purposes completely united) are occasionally given, though not usually unless there is some sort of relation between the companies. In many cases, though, the fact that one company uses the tracks of the other or has taken over service formerly operated by the other, may account for this.

One thing however, that we must be careful not to mistake for inter-company transfers, is where a through car is operated by more than one company in the course of its run. For example, cars of the Middlesex and Boston Street Railway run between Arlington and Lowell, Mass.; but from Billerica to Lowell they are operated by the

Eastern Massachusetts Street Railway and give transfers to Eastern Massachusetts car lines at Lowell. This is not an inter-company transfer in any sense. But in the case of the New York and Stamford Railway, which gives transfer to lines of the Connecticut Company at Stamford, and to lines of the Third Avenue system at New Rochelle, we have true inter-company transfer, even though the New York and Stamford uses the tracks of the other two companies mentioned at these respective terminal cities. This is true inter-company transfer because there is no change of operation. There are a few cases of inter-company transfers of this sort.

Frequently the inter-company transfer is granted on different terms from the ordinary transfer, and, if so, some special form is used. Usually, unless this is the case, the ordinary transfer forms used on the system issuing the transfer will also do for the purpose of inter-company forms. Sometimes an extra transfer fee is required, as in the case of transfers between the various companies operating in the District of Columbia. The case of inter-company transfers given by the New York Railways Company is remarkable for being the reverse of this; namely, the inter-company transfer is cheaper than the ordinary transfer between cars of the same company.

There is one case of an inter-company transfer used like an overlap fare receipt, not from car to car, but on a single car. There is a car line from Lowell to Haverhill, Mass., via New Hampshire, and the Massachusetts part at the Lowell end belongs to the Eastern Massachusetts Street Railway, while the rest of the line belongs to the Massachusetts Northeastern system. Passengers from Lowell get inter-company transfers to be used when the car has crossed into New Hampshire.

Reversibility of fares usually applies to inter-company transfers. However, reduced fare rates sometimes upset this, where there are not equal reductions on the lines of both companies. For instance take the Stamford inter-company transfer mentioned above. On the New York and Stamford Railway car, passengers boarding within the city get a transfer for ten cents—six cents fare plus four

cents transfer fee; on the Connecticut Company cars, the transfer is free, the fare being ten cents—or three tokens for a quarter, a rate not obtainable when traveling the other way.

PART II
CONTENTS OF TRANSFERS

VIII

TRANSFER TICKETS

28. *General Appearance of Tickets.* The usual American transfer ticket consists of an oblong piece of more or less flexible paper, in many cases with coupons of the same width attached at one or both ends, usually in the manner known to stamp collectors as rouletting (hyphen-shaped perforation),* and printed on one or both sides. Transfers are ordinarily issued to conductors and transfer agents on pads, from which they are easily detached and issued to the passenger. If there are any attached coupons that are, under some circumstances, not supposed to be part of what the passenger is to receive, it is most convenient to have those coupons at the end of the transfer which is attached to the pad, so that, if the coupons in question are not to be issued, they can simply be left on the pad. It is therefore inconvenient to have such coupons at both ends of the ticket. In some cases, to facilitate detachment of the transfer from the pad and of the attached coupons from the main body of the transfer, there is a small indentation at each end of the rouletted lines.

In measuring the size of transfer tickets we may use either the English or the metric system; we will usually use the latter, sometimes both. Sizes of transfers vary considerably with the company, and even with the form issued; but, although the length of a transfer ticket (such should be properly measured from the line of junction with the pad to the other end) is extremely variable, there is much less variation in the width. Although the width is not standardized, most transfer tickets issued in the United States are about 52 millimeters wide (approximately two inches). The average length is between 13

* The so-called "Franklin Rapid Transfer" form uses round perforation for attachment to the pad.

and 14 centimeters (about five inches). Indentations are usually to the amount of about two or three millimeters. There are some cases of very small transfers (California Street Cable System in San Francisco; the rapid transit system in Boston before 1914) whose width is much less, in fact, about 2 centimeters, and whose length is the standard transfer width of 52 millimeters. In some cases, such as the northbound and crosstown forms issued by the Fifth Avenue Coach Company of New York, the transfer, together with all attached coupons (in this case one coupon on the left of the main body of the transfer, and two on the right), reaches a length of over 20 centimeters. In the case of the Fifth Avenue transfers, the main body of the transfer is 7.3 centimeters in length, the coupon on the left 3.3, and the two coupons on the right 5 centimeters each, giving a total length of 20.6 centimeters or 8.1 inches.

Many transfers are printed on one side only; usually in the others there is one side which is important, and, where the transfers are issued from a pad, that side is the one visible on the pad. This is the front, or obverse side of the transfer; the other is the back, or reverse side. In the case of the small transfer forms issued by the California Street Cable Railroad in San Francisco, both sides are sufficiently alike to make it difficult to call either side the front in preference to the other. The lines of printing may run along the length or along the width of the transfer ticket; and, since frequently a great deal has to be put into a small space, part of the printing will run one way, and part the other. If we take, however, the most important and most conspicuous parts of the printing on the front, then we may distinguish the transfer as *horizontal* (when that part of the printing is along the length) or *vertical* (when that part of the printing is along the width). Similarly, in relation to such printing on the front of the transfer we can distinguish the top and bottom, and the left and right side.

Transfers are issued in various colors, and on kinds of paper usually depending on the particular system. Each system has its definite color scheme for transfers, which

we will take up later. In the matter of color, both that of the paper and of the printing has to be taken into account; the latter is usually black, but not always.

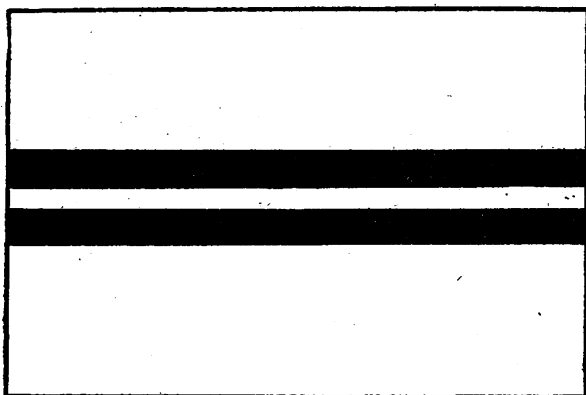
29. *Transfer Inscriptions.* We may, as a most obvious classification, divide the inscriptions on a transfer ticket into printing, stamping, and surcharges. The two latter should be classed together as matter placed on the ticket after and over the printing of the regular form, and presumably done in the company's offices rather than at the printing establishment. The term "surcharge" is taken from the language of stamp collectors, among whom it means something printed over a regular stamp form to change the use of the stamp (as, for instance, to alter the name of the nation, or the value represented by the stamp). For the transfer collector, it may mean such after-printed wording or designs as were apparently not part of the originally printed form; usually of some distinctive color, especially red, although occasionally surcharges of other colors are found. One distinctive feature of a transfer surcharge is that, being put on afterwards, an occasional slip is made, so that a surcharge will not always exactly occupy the space obviously intended for it, if it was to fit into such a space. Or, in the case of some surcharges, it is placed over regular printing, which is usually visible through the surcharge. In some cases a rubber stamp is substituted for a surcharge—merely a hand surcharge, but nevertheless to be distinguished from the regular sort.

Designs on a transfer ticket may occasionally be due to the way the color is laid on, as in the case of the New Jersey forms issued by the Hudson and Manhattan Railroad. But usually the coloring is part of the paper, and is therefore uniform, except for possible surcharges, or regularly printed designs. Here under the term designs we include every figure, not letters or numbers, except the outlines of the spaces reserved for different parts of the wording (even though those spaces may actually be empty). Among the most important of such designs are the bars that are surcharged on many transfers; lines of greater or less width crossing the entire ticket or some

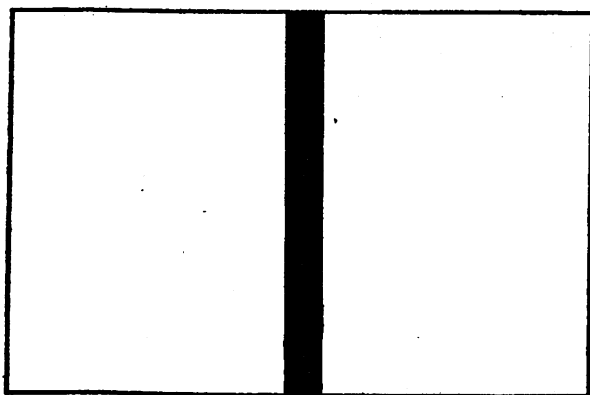
part of it (especially the main body or an attached coupon, where a coupon is attached) in some particular direction. So we may speak of vertical, horizontal, and diagonal bars, according to the direction in which the bar crosses the face of the transfer. Diagonal bars may again be subdivided into primary (crossing from upper left to lower right) and secondary (crossing from upper right to lower left). In some cases there are to be found double bars, consisting of two parallel lines surcharged across the face of the transfer. Other kinds of designs, such as the date-codes, the P. M. quadrat, etc., will be taken up in the consideration of the types of forms in which they occur. Occasionally, though, some peculiar design will occur, such as the star surcharged on the right-hand coupons of almost all forms issued by the New York Railways Company, though not on the forms issued by affiliated companies. The following illustrations will show the various kinds of bars as they occur on horizontal transfers.

The wording of the transfers may be on both sides, or it may be on the front alone. There may be wholly irrelevant matter, such as advertisements, announcements, notices, etc. But, aside from this, there will usually be indicated in some form or other the name of the company, a number for the ticket (each transfer ticket usually carries some sort of serial number), and the conditions of issue and use; also sometimes a little miscellaneous information such as the number of the issuing conductor or the "run" number. In addition, there is frequently a general set of transfer regulations, including the non-transferability limitation and a notice of the penalty for disposing of the ticket. Many of these things are printed on, others are surcharged or rubber-stamped, while in many cases the desired information is left to be punched in one of a series of spaces provided for the purpose. This means that where a certain condition may offer various alternatives, the conductor punches a hole through the space in which the desired alternative is printed.

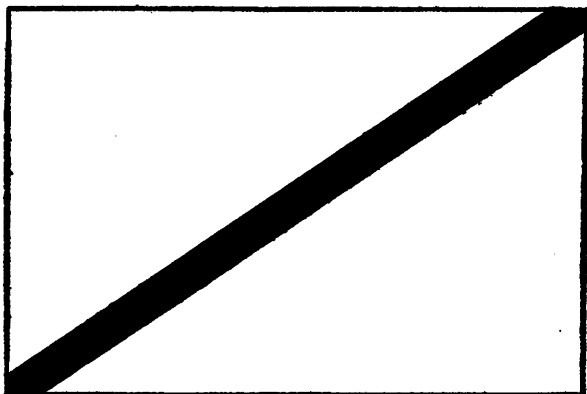
There is usually very little difficulty in deciphering the name of the company, except where it is too much ab-



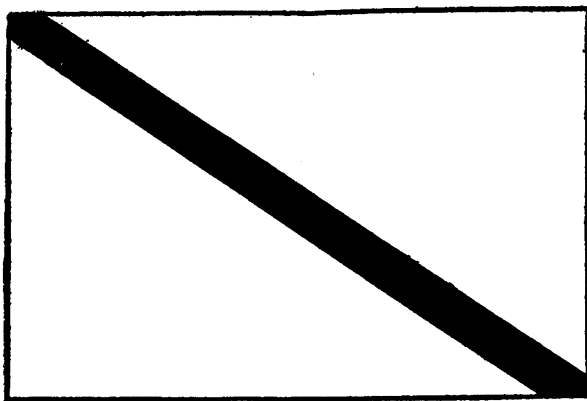
Horizontal Double Bar



Vertical Bar



Secondary Diagonal Bar



Primary Diagonal Bar

breviated, as is the case in Brooklyn, N. Y. Thus, transfers issued by the Brooklyn City Railroad have "B. C. R." on the left side, completed on the right side by "R. Co." Another difficulty is presented when there is a main and a subsidiary company; here usually the name of the main company appears on the transfer, especially if the main company operates the cars directly; but in some systems in New York City and vicinity the opposite is the case, and the name of the subsidiary company appears.

The company name, and the general transfer regulations, as well as inscriptions for the punch spacing, are usually printed; transfer regulations are ordinarily signed by some company officer either by printed name or by a facsimile signature. But there are exceptions to this. On the contrary, serial numbers of the transfer, and usually (where they are indicated at all) the conductor's number and the run number, are surcharged.

30. Transfer Conditions. Most of the conditions of issue and use indicated on a transfer ticket may be simply classified into conditions of time and place. There are also some miscellaneous conditions of circumstances of issue and privileges attaching to the use of the transfer. But the conditions of time and place are by far the most important, and some device or other must be provided to indicate all the essential ones that require specification. We may cite the following as the usual conditions, though not all are necessary. Among the conditions of place: (1) issuing line; (2) direction of issuing car; (3) initial fare limit; (4) transfer point; (5) receiving line; (6) direction of receiving car; (7) final fare limit. Among the conditions of time: (1) year; (2) month; (3) day of month (date number); (4) week day; (5) A. M. or P. M.; (6) hour; (7) fraction of hour (which we may call the minute, though usually indicating half, third, quarter, or sixth of an hour). Other miscellaneous conditions are: (1) kind or amount of fare represented by the transfer; (2) class of transfer; (3) repeat privileges, if any; (4) conductor's number; (5) run number; (6) form number; (7) serial number. Not all of these conditions are necessary, and sometimes others arise; but, on

82 THE COLLECTION OF TRANSFERS

every transfer issued, it is worth noting just what provisions are made for indicating each, as well as the company name and sometimes the section of the system issuing the ticket. There is enough variety in this to make it interesting to the collector.

31. *Endorsed Matter.* Under this heading we include matter on the back or reverse side of a transfer. In many cases the back of a transfer is completely blank, so that there is no endorsed matter. Since whatever matter is endorsed is intended to be read by the recipients of transfers (although it usually is not), there will not usually be matter endorsed on attached coupons without which the transfer may be still issued, except sometimes the conditions expressed by the attachment of that coupon—the same sort of matter that would be found on the front side of the coupon. As an exception to this, we may note the attached hour-coupons on transfers issued by the Boston Elevated system, which bear on the back the advertisement: "PATRONISE YOUR NEIGHBORHOOD GROCER" (or DRUGGIST, in some cases), on the backs of coupons which may or may not be issued with the transfer, but some of which are usually attached.

Outside of conditions of use and exceptions to them, which will be taken up more in detail later, there are other matters, relevant or irrelevant, which may be endorsed on the back of a transfer. As relevant matter, we may instance general transfer regulations (Smith patent forms; Kansas City Railways; Wilmington and Philadelphia Transit system), or more special matters of the sort, such as notices of non-transferability (usually placed somewhere on the transfer) or notices of the penalty of transference of the transfer (most Public Service Railway forms in New Jersey; Scranton Railway; Chicago Surface Lines). These things are very often placed on the back of a transfer together with more specific conditions of use.

Notices, mottoes, warnings, and advertisements are frequently used to fill up the space on the reverse side of a transfer ticket. Private advertisements are common enough for backs of transfers, probably as an additional

means of revenue for the company. Among the transfers in our own collection, such backs are found on transfers from the following systems:

Portsmouth (N. H.) Electric Railway.
New York and Stamford Railway Company (some forms only).
New York and Long Island Traction Company.
Wilmington and Philadelphia Traction Company (a few forms only).
Frankford, Tacony, and Holmesburg Street Railway.
Easton Transit Company (1922 forms).
Washington Railway and Electric Company (Ham Patent forms only).
Washington Rapid Transit Company.
Detroit (Mich.) Motorbus Company.
City of Ashtabula (Ohio).
Denver Tramway Company.
B. and H. Transportation Company.
Long Beach Transportation Company.
San Pedro Motorbus Company (part of the advertisement also on front).
Santa Barbara and Suburban Railway.

Besides private advertisements, other notices are quite commonly written on the backs of transfers. We may instance the back of Middlesex and Boston transfers, which read, "Wait until the car stops! Take care—not chances! Teach the children to stop! look! listen!" Similar safety notices are found on the backs of transfers of the Richmond Light and Railroad Company in Staten Island, N. Y.: "To the Public: Avoid Accidents. Wait until the car stops. Face forward when boarding or alighting from the car. Look out for approaching vehicles. Help us make your journey safe."

Sometimes the company has special notices to put in such a place; for instance, the Connecticut Company has two standard backs, one intended to impress people with the importance of the company and its interests, and the other to reconcile the riders after an increase in fare.

Transfers issued by the Market Street Railway Company (San Francisco) have general conditions on the back, and also the legend: "Our aim—Care, Comfort, Courtesy."

The most miscellaneous variety of transfer backs we have seen is found on the transfers issued by the United Railways and Electric Company of Baltimore, Md. All sorts of notices, ranging from safety slogans to private advertisements, are placed on the backs of Baltimore transfers, and each form of back has its special number, which appears in the corner. The transfer collector might even find it worth his while, as an additional curiosity, to collect the various kinds of backs on Baltimore transfers. For example, the back of number 39 shows illustrations of how to get off a car and how not to do it; the back of number 103 advertises one of the beaches near Baltimore; the back of number 62 asks passengers to buy tokens. Some of these Baltimore backs urge trolley riding for children; thus, back 18 says: "Trolleying is of inestimable value as an educational factor for children. Let them learn their city and its suburbs by riding on the cars." Back number 86 calls attention to play trolleys maintained by the company: "JOLLY TROLLEYS FOR THE KIDDIES. Cars on which boys and girls may play motorman, conductor and passengers. They have trolleys, registers, ding-dings and everything." There are also notices asking people to shop early, and many forms of safety notices, such as "Do not hold an umbrella in front of your face while crossing the street. It is better to get wet than to get hurt." (Back number 1.) Or: "The Chance Taker Is the Accident Maker. Don't Take Chances." (Back number 43.) Or: "Eyes Front when leaving the car. Grasp the front handle with left hand." (Back number 91.)

Designs on transfer backs are not common, but still they are to be found. Thus, the route coupons attached on the right of the transfers of the Fifth Avenue Coach Company (New York) bear black primary diagonal bars. These bars have no apparent meaning, but are the exact reverse of the secondary diagonal bars on the front of the same coupons, whose color indicates the direction of the issuing line.

IX

TRANSFER FORMS

32. *What Constitutes Separate Forms.* What the transfer collector tries to collect is as many different forms of transfers as possible, these forms to indicate all the sorts, colors, and conditions of transfers to be found in the various systems covered by the collection. It becomes, accordingly, important to distinguish when two transfers are of the same form (in which case they are *duplicates*), and when they are of different forms. Very often the issuing company puts on the transfer a form number, which the collector should by all means note, but which is not absolutely conclusive as to differentiation of forms, since it frequently happens that what the collector should consider as differences in form may have the same company form number. Thus, the Connecticut Company gives the same form number to all transfers issued in the same city; all Hartford transfers have the form number C419, while, from the collector's point of view, there are over a hundred different transfer forms issued in that city, which would all be required in a complete collection. Likewise, in Springfield, Mass., there are over twenty transfer forms issued; but all have the same company form number, 266-S. Company form numbers, for instance, never take account of differences of color or of surcharges, which may be important distinctions to the collector.

Differences of form in transfers are constituted by differences of essential conditions of issue and use, differences of wording, of the arrangement of parts of the transfer, and differences in the manner of indication of various conditions. It is hardly advisable to go the length of stamp collectors, with whom every slight typographical error constitutes a new variety. Simple time differences would not constitute differences of form,

unless they involved other distinctions, as of arrangement or color. Similarly with differences in transfer serial number, conductor's number, or run number; the same conditions can be read from two transfers differing in this way. As an example, where the date or the date number, or even a date code, is surcharged on a transfer, it is to be considered the same form no matter what date is surcharged. The difficulty is greater with A. M. and P. M. transfers. If the only difference between these transfers is in certain surcharges equivalent to the mere statements "A. M." and "P. M.," these transfers are to be considered duplicates; but if there is a difference of color or arrangement of parts, they are distinct forms. The question can arise, for instance, in the case of the Kansas City Railways, which issue A. M. transfers with green print, and P. M. transfers with black print; in this case there is a real difference of color in the transfer, and they are to be considered separate forms. But, in the case of the New York Railways, the difference is the surcharge of "1" for A. M. and "2" for P. M., and the surcharge of hourly punch spaces with a special P. M. quadrat added on the P. M. transfer; here on the whole it is probably better to consider the forms as identical.

Another question is the difference of irrelevant backs; this usually would make no difference to the transfer form itself. In the case of the United Railways and Electric Company of Baltimore, Md., there are at least 110 types of "irrelevant backs" which may be placed on any form of regular transfer whatever. There being approximately 65 forms of these, it means that, if the backs were counted as constituting separate transfer forms, the total number of forms in Baltimore would amount to the product of these two numbers, namely, 7150. Still, the adoption or elimination of irrelevant endorsed matter might be considered as a change of form.

Change in the company name as it appears on the transfer, or in the names or listing of issuing or receiving routes, or in any essential condition as stated on the transfer, is certainly a change of form. So is the adoption of

some new device to indicate a condition of use of the transfer.

Slight differences of color may not be real differences of form when they were merely due to variations of intensity in the coloring of paper, or to some sort of stain or bleaching received later and having nothing to do with the form as issued.

33. *Issues of Transfers.* When, after certain forms of transfers have been in use on a system, others are substituted and regularly used, there is said to be a new *issue* of transfers on that system. This new issue may affect the entire set of forms in the system, or only some of them; in the latter case the remaining ones will still belong to the old issue. The change may be a change in arrangement, or in conditions, or a mere change in color schedule. In the latter case, it is difficult to tell whether we are to consider it as a new issue or merely an additional set of forms, depending on whether the change is chronic or fairly permanent. Thus, in the case of the Connecticut Company, there are five colors used for the transfers (pink, purple, green, white, brown), and each month a different one of these colors is used on practically all forms issued. Such a change is chronic enough not to constitute a new issue, but is to be considered simply as a means of checking up on the month of issue. The same kind of transfer in the five different colors will, it is true, yield the collector five distinct forms; but it is hardly a case of different issues. On the other hand, the Boston Elevated Railway system changes its entire color schedule of transfers occasionally, but not in any sort of regular rotation; and those changes are accompanied by a slight change in arrangement, so that we really have new issues. In Brooklyn, new issues consist simply in adding and omitting words from the conditions of some transfers, when the routing of cars is changed in some way.

Sometimes it may happen that a change in type of print or in the quality of paper used will be so marked as to make it worth while to consider that a new issue, but usually this would only happen if there has been some other more essential alteration in the forms.

As a code notation for issues, we suggest the use of Roman numerals enclosed in braces, issue [I] on any system being the current one when that system was first represented in the particular collection; issue [II] being the next issue, and so on. If transfers of previous issues are obtained, it may be found convenient to number these issues backwards, using Arabic numerals; so that, before issue [I] comes issue [1]; before that, issue [2]; and so on. Should intermediate issues be found, decimals may be inserted. It may also be found convenient to distinguish major issues, which effect the arrangement of parts of the transfer, the mode of notation of conditions, etc., from minor issues, in which no change of such importance has taken place. In such a case two numbers would be required to express a definite issue, one for the major and one for the minor.

34. *Vestigial Forms.* When, on any system, a change in routing or in the granting of transfers renders the current forms obsolete as to their printed conditions, punch-spaces, etc., there should properly be a new issue with the conditions brought up to date. This, however, is not always done, and the result is the issuance of forms with inscriptions which do not correctly represent the actual conditions of use, but those which obtained in the past. In some cases such forms may be diverted to uses entirely different from what they were originally intended. Such forms, with inscriptions which are wholly or partly unsuited, whether by omission or inclusion of conditions, to the present situation of transfer privileges, but which are vestiges of former transfer privileges, are called vestigial forms.

Vestigial forms are a rather common thing to see in the process of collecting transfers, and very few systems that make any notable changes in their routing or transfer privileges would fail to have some vestigial forms or other. A common instance is when a car route is discontinued and yet the transfer continues to mention it; as an instance we may mention the "agent's ticket" (feeder continuation privilege) issued by the Brooklyn-Manhattan Transit system to westbound passengers alighting at "Station

No. 45" (Flatbush and Atlantic Avenues, Brooklyn, N. Y.), and reading: "VALID FOR ONE RIDE on any South Ferry, Fulton Ferry or Manhattan-bound car from Flatbush and Atlantic Avenues except the Park Slope line and the Cars of the Brooklyn City Railroad Co." The vestigial part about this form is, that the Park Slope line mentioned has been discontinued for some years. But ordinarily the Brooklyn-Manhattan system is prompt in making new issues of as many forms as may be affected by a change of routing cars. Other systems are not so prompt. For instance, the New York and Queens County Railway, operating in part of Queens borough of New York City, made a complete change in routing and transfer points on May 15, 1923. But for about two weeks they continued issuing the old transfer forms, mentioning by name the old lines and the old transfer points, although these had no connection whatever with the new state of affairs.

Another remarkable instance of vestigial transfer forms is that of the Public Service Railway of New Jersey, which suspended transfer privileges altogether in many cities on October 1, 1923, and in many more cities on July 27, 1924. In the remaining regions the old transfer forms are still used, unaltered, even including on their face transfer privileges which are no longer granted. Thus, transfers are issued on the "Hudson River" line (Paterson to Edgewater) which are good in Fort Lee, Leonia, and Hackensack, but whose inscriptions also tell of transfer privileges in Paterson which have been long ago suspended.

Vestigial transfer forms have the same interest as other vestigial remnants—objects, manners, actions, that are entirely disconnected from their present surroundings, and are simply survivals of a bygone past. However, a vestigial transfer form does not become so because it is a new and separate form, but precisely because it is absolutely identical with an old form; so that the transfer collector cannot collect separate vestigial forms, but may readily make note of how certain forms that he has collected have become vestigial in some way or other.

There are, of course, other ways than as above indicated by which a form may become vestigial; as, for instance, by the system changing its name without making that change on the transfer form; or when the transfer mentions a rate of fare that has already been changed. For instance, the Portsmouth Electric Railway (Portsmouth, N. H.) has not had a five-cent fare for over five years, and yet their transfer tickets still state that they are good for a five-cent ride.

In figuring the transfer privileges granted on any system from reading the matter on the forms, and in figuring the reverse transfer forms to be sought for (Sec. 14), the collector must always allow for the possibility of vestigial forms.

35. *Punches and Listings.* In the older forms of transfers, as many conditions of time and of place as were desired to be indicated, were expressed by punches. The various possible conditions were listed, each one separated from the other by a "box" (a line around the words, usually in the shape of a square or oblong), and the particular one out of the list of conditions that was intended to apply to the particular transfer was indicated by a hole punched through the paper in the particular box in question. This, of course, incidentally has the effect of obliterating a large portion of the printing, so that frequently a special punch-space near the box was reserved for the conductor's punch. In some cases as many as six holes had to be punched in a transfer, as, for instance, to indicate issuing line, transfer point, receiving line, month, date-number, and hour.

This we will call the old-type transfer; it is still in use in many places, and the punch with the series of punch-spaces that it entails is still found to some extent or other in almost all transfer forms. There is, however, a tendency to eliminate punches as far as possible by various devices. In many cases this necessitates the issuance of many more transfer forms than were formerly necessary. With conditions of place, the conditions of use are very frequently *listed* as alternatives which present themselves to the user of the transfer, any of which he is at

liberty to take. In such listing, where no punching is required to indicate which condition out of the list the passenger *must* take, the use of boxes is not necessary, and is usually, although not always, eliminated.

In the case of conditions of time, punches have been more widely retained; but even here the tendency is to minimize them as much as possible. However, the old-type transfer is still so common, as well as the use of punches so general, that all devices used on transfers may be treated as variations of the old type.

One curious use of punches is the "receiving punch" found in a few systems, such as the Richmond Light and Railroad Company in Staten Island, New York City, or the Scranton Railway Company in Scranton, Pa. The use of the "receiving punch," which is a special punch-space labelled with those words, provides a means for cancelling used transfers so that they cannot be reissued. When a transfer is received by the conductor, he punches it in that space, after which the transfer cannot be used again.

Listing makes the transfer a more flexible thing; it is simply specified that the transfer is good under any one of a set of circumstances stated in the list; and it can be used in any of these ways. Combinations of punches and lists are also used; as, for example, where a punch in a definite space refers to a list below it, or in another part of the transfer. For example, on the Los Angeles Railway system, the forms issued on the Grand and Moneta line ("line M") have a little circle, which is punched out if the conductor issues the transfer after passing a certain point, and is therefore really expressive of initial fare limit; but it refers really to the endorsed conditions, of which there are two sets, one set being headed: "When punched in circle."

36. Types and Devices. Besides punches and listings, there are other ways in which conditions may be denoted, such as attached coupons, special surcharges, particular circular or tabular arrangements of spaces, etc. All these we put under the heading of *devices*; a device covering most of the essential points of the transfer, and deter-

92 THE COLLECTION OF TRANSFERS

mining its general appearance, we will call a *type* of transfer. We shall have to consider very many types and devices, some of which are standard, and some even patented, while some are peculiar to particular systems or forms, and some are peculiar to certain printers. Most standard types and devices, whether patented or not, have their imitations, adaptations, and alterations, all of which the thorough transfer collector should note.

X

DATING OF TRANSFERS

37. *What Constitutes Dating.* By the dating of a transfer we mean any indication given on the transfer as to the date of issue and use. Considering that transfers are not intended for stop-over purposes (this is stated in so many words on many transfer forms), it follows that the date of issue will be the date of use; and, in order to have a check on this, some indication of the date of issue must be made on the transfer. Of course, where the second car is boarded soon after 12 o'clock midnight, we might consider this as an exception; but, for such purposes, we might figure that the old day has not yet expired, and the general principle would still not be vitiated.

The items of information which constitute such dating are the year, the month, the day of the week, and the day of the month. Of these, only the month and the day of the month are really necessary. The year and the day of the week are usually not expressed at all, but either might be put on the transfer. To put in both of these would simply be a double check; for instance, September 1, 1924 could be only on Monday, while a Monday, September 1, does not occur every year, but only every five or six. In most cases it is not considered worth while to indicate anything more than the month and the day of the month (date-number).

In the old-type transfers the date is punched, requiring twelve punch-spaces for the month and thirty-one for the date-number. Exact arrangement differs, but usually the months come in natural order, beginning with January and ending with December. No extra space is needed for the punch, for the order alone tells what month or date-number was printed in the space where the punch-hole is. Months and date-numbers may be arranged in a single horizontal row or vertical column, or in several

94 THE COLLECTION OF TRANSFERS

rows or columns. A tabular form for these is common; that is, an array of rows and columns. In the "Franklin Rapid Transfer," for example, the arrangement is somewhat as follows:

JAN	JUL	1	2	3	4	5	6
FEB	AUG	7	8	9	10	11	12
MAR	SEP	13	14	15	16	17	18
APR	OCT	19	20	21	22	23	24
MAY	NOV	25	26	27	28	29	30
JUN	DEC						31

This is a sample of tabular arrangement. In other cases, the punch-spaces are arranged around the margin of the transfer, as with the Moran patent forms and the Pittsburgh transfers.

The Frankford, Tacony, and Holmesburg Street Railway Company issues transfers in which punch-spaces for the day of the week are also provided, marked in order with the names of the seven days of the week. This system does not provide any way to indicate month on its transfer forms.

Since we consider the old-type transfer forms as the standard from which all others are to be treated as variations, the collector may safely consider these punch-spaces as the standard way of indicating the dating of a transfer, except where other devices have been introduced to replace the punch.

38. *The Date-Number Surcharge.* In many transfer forms, although the month still continues to be punched as in the old type, a variation is made by the date-number being surcharged over the transfer, usually in red. In a few systems, such as the Easton Transit Company, a special space is reserved for this surcharge, which takes such a form as "15th DAY." But the ordinary use of the date-number surcharge does not reserve such a space, although the number is surcharged over the regular printing so that the printing can be seen through it. This surcharge consists merely of a number and nothing else,

and is usually along the length of the transfer, whether the body of the printing on the form is that way or not.

Transfers of the New York State Railways issued in Rochester have the week-day surcharged instead of the date-number, there being no further indication of the date.

The forms having a special space reserved for the surcharge, and where it is in the form as indicated above (— day), we may call the "Easton date surcharge" after the city where they are found. The other device we may call the ordinary date-number surcharge. We mention the following systems as using this device of a date-number surcharge:

Northampton (Mass.) Street Railway.

New York and Stamford Railway. (Except Stamford form.)

Richmond Light and Railroad Company. (Staten Island, N. Y. City.)

Westchester Street Railroad Company. (White Plains, N. Y.)

Atlantic City and Shore system.

Atlantic Coast Electric Railway. (Asbury Park, N. J.)

Mauch Chunk and Lehighon Transit Company. (Uses Easton surcharge.)

Reading Transit and Light Company.

Easton Transit Company. (Easton date surcharge.)

Scranton Railway Company.

Washington Railway and Electric Company.

Washington Rapid Transit Company.

East Saint Louis Railway Company.

New Orleans Public Service. (Special space at top of transfer reserved for date-number surcharge.)

Houston Electric Company. (Regular general form only.)

El Paso Electric Railway Company.

Market Street (San Francisco) Railway Company.

Municipal Railway of San Francisco. (Date-number surcharge on these forms is green.)

San Francisco-Oakland Terminal Railways.

San Diego Electric Railway Company.

Hamilton (Ont.) Street Railway Company. (Black date-number surcharge on front and back, in specially reserved space.)

Los Angeles Railway. (1920 issue.)

On four of these systems we have what we may call a "hollow surcharge," in which the surcharged type is hollow, thus: 20. These are the Northampton, the El Paso, the Los Angeles, and the Oakland systems.

39. *Month Surcharge.* Sometimes, instead of the date-number, it is the month that is surcharged, again usually in red. This, however, is not common, being mostly confined to forms of the Moran patent type and those resembling the Moran type, such as the forms issued by the Staten Island Rapid Transit Company in Staten Island, New York City. In forms of such type, the month is indicated by a surcharge in a specially reserved space along the length of the transfer (though the transfer itself is usually vertical), and the date-number is punched in the margin, the numbers 1 to 31 appearing in order around three sides of the transfer margin. In the Moran type, the fourth side is used to attach coupons to.

40. *Surcharge of Complete Date.* In many systems, the complete date is surcharged on the transfer, thereby obviating all necessity of punching out the date every time a transfer is issued. This surcharge is usually in red, and in a space reserved for it. However, there is, in this case, considerable variation in the color of the surcharge, and the date is sometimes rubber-stamped or printed in. The Cincinnati Traction Company surcharges the date over the regular printing of the transfer.

By a complete date is meant enough to identify the date, and usually includes, besides the month and date-number, either the week-day or the year, and sometimes both. Practically always, both week-days and months are abbreviated. Ordinarily this information is printed in the order one would naturally use, namely: week-day, month, date-number, and year. But sometimes a distinctive arrangement is adopted, as on the Brooklyn trans-

fers, where the year appears below the date-number, and the month to the left of both.

Where there is a complete date surcharge, the date is very frequently similarly surcharged on attached coupons. In the Smith patent type of transfer, and in many of its imitations and adaptations, this is the case.

We may also note that frequently the year is abbreviated by the omission of the century figures.

We mention the following systems as using the complete date surcharge:

Connecticut Company. (Both week-day and abbr. year.)

New York Railways system. (Except 8th and 9th Ave. RR's; surcharge includes week-day and year, and is on all attached coupons. On free transfer forms, color of surcharge depends on direction of issuing line.)

Third Avenue Railway system. (Includes year; on coupons.)

Second Avenue Railroad Company. (Both week-day and year.)

Fifth Avenue Coach Company. (On all coupons; includes week-day. Surcharge is color of diagonal bars.)

Interborough Rapid Transit system. (Includes week-day and year. Date-number in red; rest printed in black.)

Brooklyn-Manhattan Transit system. (Includes year; green surcharges.)

Brooklyn City Railroad. (Same arrangement as Brooklyn-Manhattan.)

Long Island Railroad. (Fare receipts; year included.)

New York and Queens County Railway system. (On forms issued before June, 1923. Year included; date also on attached coupons with abbreviated year. Forms issued in summer of 1922 have rubber-stamped date.)

Long Island Electric system. (Year included; date rubber-stamped.)

- Public Service Railway, New Jersey. (One-cent transfer forms; on attached coupon; week-day included on body of transfer, and abbreviated year on coupon.)
- Trenton and Mercer County Traction Corporation. (Week-day included.)
- Hudson and Manhattan Railroad. (Date rubber-stamped by time-clock on New Jersey refund coupons; red surcharge including year on exit coupons issued in N. J.)
- Philadelphia Rapid Transit system. (Date, including week-day, printed on regular forms and surcharged on "exchange" forms.)
- Wilkes-Barre Railway Company. (Regular forms only. Include week-day and abbreviated year.)
- United Traction Company, Albany and vicinity. (Including week-day and year.)
- United Railways and Electric Company, Baltimore. (Including week-day and year.)
- Capitol Traction Company, Washington. (Year abbreviated.)
- Washington Railway and Electric Company. (Including week-day and year; on inter-company form only.)
- Chicago Surface Lines. (Printed; year on margin.)
- Columbus Railway, Power and Light Company. (Week-day.)
- Cincinnati Traction Company. (Including year; surcharge blue on red forms.)
- Cincinnati, Newport, and Covington Railway. (Week-day and year.)
- United Railways of St. Louis. (Including year.)
- Kansas City Railways. (Including year; on attached coupons; surcharge red on P. M. forms, black on A. M. forms.)
- California Street Cable Railroad, San Francisco. (Printed; year abbreviated.)
- Los Angeles Railway. (1921 issue; week-day; on attached coupon; surcharge color different for A. M. and P. M.)

The surcharge is to be considered as a complete date where the month and date-number are specified, together with any further dating that may be necessary. It is not complete if any part of the date is left to be indicated in some other manner. On transfers of the Cincinnati Traction Company, the date surcharge also contains the letters "AM" or "PM" as the case may be.

41. *Date-Code Surcharge.* In some recently issued transfer forms, the entire device of dating has been replaced by a printed or surcharged code. No year, no month, no week-day, no date-number, is indicated anywhere on the transfer form; but some design or combination of letters or numbers with no apparent meaning is substituted. This date-code, as we may call it, is changed every day. Besides being an abbreviated form of dating, it also has the advantage that successive dates are indicated by marks that are not alike.

In the 1924 issue of transfers on the Los Angeles Railway system, there are fourteen different designs used for surcharges, a different one for each day. After two weeks, when all fourteen designs have been used, the same cycle is repeated. These designs are surcharged over the regular printing, both on the main body of the transfer and on the attached route coupon. The designs are: (1) the split circle; (2) the hollow T; (3) the star; (4) the square; (5) the four-triangle cross; (6) the figure-of-eight; (7) the double segment; (8) the inverted triangle or del; (9) the heart; (10) the inverted mushroom; (11) the split square; (12) the spearhead; (13) the Greek cross; (14) the crescent.

Although the number of such geometrical designs is not particularly limited, it would still need a very complicated system to get a very large number of them. At the other end of the continent, the Eastern Massachusetts Street Railway did the same thing by surcharging a single letter, which was changed each day. This is done in a specially reserved space which, on many transfer forms, is actually labelled DATE. Although, as I believe, only fourteen letters are actually used there in this way, making a two-week cycle similar to that in Los

Angeles, the device has the capacity of running twenty-six days without indicating two days alike. The International Railway in Buffalo, N. Y., and vicinity, has adopted a two-letter surcharge over the regular printing, this surcharge being changed each day. This is also done in Seattle and in Portland, Ore. The number of days this can run without a duplication in date-code is 26×26 , or 676; that is, it could cover a cycle of nearly two years. The date-code printed in on Denver transfers consists either of two letters or a number and a letter. Considering I and O as common to the letters and numbers, we have 34 characters, and, deducting the simple two-figure numbers, the number of combinations is $34 \times 34 - 100$, or 1,056. So that the Denver date-code could run for nearly three years before repeating itself.

If we extended the code to three symbols, the cycle would have a much longer run. On the Buffalo arrangement of using letters only, with three letters instead of two, the number of arrangements would be the cube of 26, or 17,576. Such a device could run without duplication for that number of days, or for a little over forty-eight years. And if we added the possibility of using letters and numbers, as in Denver, such a device could run without duplication for $34^3 - 1,000$, or 38,304 days; that is, for about 104 years. Surely this ought to be sufficient for all practical purposes.

42. *Color Check on Dating.* It occasionally happens that, as a further check on the dating used, the colors of transfers will be changed at intervals. Thus, in the regular transfer forms as issued by the Connecticut Company, there is a complete date surcharge; but, as a further check on the month, the color of transfer is changed regularly on the first of each month. There are five colors used, and each one is used in a different month. Thus the color of the transfer, in a way, indicates the month of issue. This is not, however, a complete indication, for, after five months, they must return to a color that had been used before; so that pink transfers were issued in October, 1923, and again in September, 1924.

In other systems the color is changed every day. This

is to prevent transfers of the day before from being passed. The arrangement is adopted in Newburgh and Poughkeepsie, N. Y.; it is preferably used where the system is small enough to issue only a single form.

Simply on account of the comparatively small variety of readily distinguishable colors, the color schedule could hardly be expected to replace completely any other form of dating. It can merely be used as a check on the dating of transfers, which are to be dated in some other way.

43. *Jumbled Dating.* On a few systems where dating is indicated by punches, the order of the punch-spaces is frequently jumbled, probably in order to prevent similarity between transfers issued on successive days or months. In the two main street car systems operating in San Francisco, the date-number surcharge is used, but the month is punched. The months are listed on the punch-spaces so jumbled that no two successive months appear in adjacent spaces. The Market Street Railway Company arranges the months in two rows of six each, as follows:

JUNE	AUG	OCT	DEC	FEB	APR
MAR	JAN	MAY	JUL	SEP	NOV

The Municipal Railway arranges them in a single row, in the following order: Feb., Jun., Nov., Apr., Aug., May, Jan., Oct., Mar., Jul., Dec., Sep.

In the case of the transfers issued in Pittsburgh, both months and date-numbers are arranged around the margin in a jumbled order, as the following represents:

2 10 18 26 4 12 20 28 6 14 22 30 8 16 24 Jan Mar

1 9 17 25 3 11 19 27 5 13 21 29 7 15 23 31 Dec Oct

Aug Jun Apr Feb Nov Sep July May

102 THE COLLECTION OF TRANSFERS

Here, even dates are on the top margin, and odd dates on the bottom. Both dates and months are jumbled very systematically, as inspection will show. On the whole, however, it would seem that this sort of jumble tends to confusion, and that may explain its rarity.

44. *Undated Forms.* It happens occasionally that transfer forms will be obtained without any date whatever on them. In the case of true transfers this is rare, but it sometimes happens, especially where the date is hand-stamped, and the stamping is omitted in this particular case. In the forms issued by the Long Island Electric system this occasionally happens; in the issues of transfers of the New York and Queens County Railway during the summer of 1922, when this rubber-stamping of dates had been introduced as an emergency matter, omission of the date stamp was fairly common.

But undated forms are more common where we are not dealing with true transfers, but with fare receipts, etc. On the Hudson and Manhattan Railroad system, the refund and exit coupons issued in New York have no date on them. The reason is that they are issued and used under such circumstances as to make their misuse (at least, as to date and hour) very unlikely.

Another case of undated transfers is found in some emergency forms. The rapid transit lines of the Brooklyn-Manhattan Transit system, when the trains are tied up, usually issue "block ticket" forms, supposed to be good anywhere on the system within forty-eight hours. These are supposed to have the date surcharge common to all forms issued by that system, but usually the dating is not put on.

We may also note that transfers are frequently issued without the punches they are supposed to have; and this applies equally to dating, where that is the mode of indication. We might, however, note that the International Railway in Buffalo uses a date-code, but also retains the old punch-spaces for dating, which are not used because they are vestigial.

XI

TRANSFER TIME LIMITS

45. *Elements of a Time Limit.* As we have seen before, a transfer is intended for a continuous ride, and not for a stop-over at the transfer point. As a preventative of too long stop-overs, the transfer indicates some time of the day after which it is not good. This time limit includes three items, the half-day (A. M. or P. M.), the hour, and the fraction of the hour (or minute, as we may call it for short). There are so many devices for indicating the half-day that we will consider it separately, except where it is directly involved in the means of indicating the hour and minute.

The fraction of the hour is not always indicated at all, the time limit of transfers being on some systems always the "even hour," that is, the exact beginning of an hour. In other cases the fractions indicated are half-hours, thirds of an hour, quarters, sixths, and twelfths. The devices used for indicating these fractions are usually so closely connected with those used for indicating the hours that we could not very well treat them separately. In Appendix C will be found a list of the devices used on a number of systems, together with the time-intervals denoted.

46. *Old-Type Time Limits.* In the old-type transfers punches are used to denote time limits as well as other necessary conditions. It is in the case of time limits that the least variation from the old type is to be found; in fact, if we leave out of consideration the devices to denote A. M. or P. M., the system of punching the time limit is retained on almost all systems. There are some exceptions, but a very few. In many transfer forms, the time limit is the only thing required to be punched.

In the true old-type time limit there are punch-spaces for the hours from 1 to 12, and around each hour cluster

104 THE COLLECTION OF TRANSFERS

punch-spaces for the minutes after that particular hour, so that we might, for instance, have the following:

1	2	3	4	5	6	7	8	9	10	11	12
30	30	30	30	30	30	30	30	30	30	30	30

or the following:

4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 15
30 45	30 45	30 45	30 45	30 45	30 45	30 45	30 45	30 45

A punch at the number of an hour indicates that that hour is the time limit; if it is on one of the other figures, it will indicate the number of minutes the time limit is past the hour to which that space belongs.

There will, in old-type transfers, be two sets of punch-spaces, one set labelled A. M. and the other set labelled P. M. These might be in separate rows, or in separate parts of the transfer, but they are usually beside the rows of punch-spaces. In such an arrangement as the second one shown above, the hour is sometimes put on a side to emphasize its distinction from the minutes, and the label "AM" or "PM" put in the corner where the illustration puts the hour. This, for example, is done on the Middlesex and Boston transfers. As a general rule, P. M. spaces are dark (color of print), while A. M. spaces are "light," or, to be more exact, the color of the transfer; in the P. M. spaces, the print and the boxes being the color of the transfer. This distinction of color between A. M. and P. M. is quite general, so that a dark space usually means P. M.

As a way of distinguishing the hours from the minutes, the former are usually, in old-type transfers, printed in either larger or heavier type.

47. *Slight Variations of Old-Type Time Limits.* In the old-type time limit the half-day is indicated by which set of punch-spaces (dark or light) is used in punching the time limit, so that the half-day really has no separate indication. Where there is some separate device to indicate the half-day, it becomes unnecessary to provide two

different sets of punch-spaces for this purpose, and accordingly, if it is desired to make no further changes in the time limit, the old type is preserved with the exception that only one set of punch-spaces (usually the light set) is used.

In other variations there is no indication of the minutes, and the hours are presented in a row or column; this may be considered as essentially the old type. Again, the minutes may come in a row following the hours, presenting the time limit punch-spaces in regular tabular form. When the fractions of an hour are thirds or sixths the final 0 may be dropped from the number of minutes to save space. Such a form (assuming some device to denote A. M. and P. M. apart from this time limit), would be in somewhat the following shape:

1	1	2	3	4	5
2	1	2	3	4	5
3	1	2	3	4	5
4	1	2	3	4	5
5	1	2	3	4	5
6	1	2	3	4	5
7	1	2	3	4	5
8	1	2	3	4	5
9	1	2	3	4	5
10	1	2	3	4	5
11	1	2	3	4	5
12	1	2	3	4	5

In many transfer forms, including the Stedman type, such a tabular arrangement of the time limit punch-spaces is regularly used, occupying the extreme right end of the transfer ticket. We may call this the tabular time limit.

Another variation is the avoidance of the repetition of minute-numbers at each hour by putting one set of these minute-numbers in a separate row or column of their own, and having a separate punch for the hour and the minute. In such a case, if the minute is not punched, the time limit is the even hour.

Even the tabular time limit has its variations. In the

standard form it is arranged at the right end of a horizontal transfer, columns across the width of the ticket, and rows along the length. In some cases we have other tabular forms which cannot be included with the standard tabular time limit; for instance, the column is arranged along the length of the ticket, as in vertical transfers, making the whole arrangement less compact; sometimes this is done with the regular double set of punch-spaces as found in old-type transfers. The form is also sometimes broken up into two or even four columns.

48. *Owl Time Limits.* Under this heading we include the early A. M. hours, which, in many transfer forms, receive a separate treatment for two reasons. The first is that cars run less often or not at all during those hours; the second is that, after midnight, it is sometimes more convenient to consider that it is still part of the preceding day.

The former consideration is often shown by either omitting the owl hours altogether from the punch-spaces, or by making them less frequent; for instance, where quarter-hour intervals are used, the owl punch-spaces will show only hours; in other cases, by using only every other hour, such as 1, 3, and 5 A. M. As for the consideration of the dating, the arrangement of the punch-spaces often indicates the desired effect by starting the punch-spaces, not just after midnight, but at 4 or 5 A. M. If there are separate A. M. and P. M. forms, the effect can be achieved very well by making the A. M. form effective, let us say, from 4 A. M. to 3 P. M., and the P. M. form for the rest of the time. In some Southern California systems, due to a combination of the two considerations that we have given above, a special owl punch-space is provided, with such a label as: "Good at any transfer point until 8 A. M. of the following day." The "at any transfer point" is specified because, on many systems, owl routing is different from ordinary routing. The consideration of routing alone induces many systems to provide an owl punch space which is not connected directly with indicating the time limit, but has to do rather with routing.

49. *Dial Time Limits.* A common variation of the old-type transfer in relation to time limits is the use of dial arrangements of the punch-spaces. The simplest shape this device takes we may call the single dial. This is simply a regular clock-face, with the hours marked around the edge as in an ordinary clock, usually in Arabic, but sometimes in Roman numerals. The minutes can occupy the central part of the dial, sometimes being arranged on a concentric circle inside the circle of the hours, so that both hours and minutes can be punched in the place they would occur on a clock or watch. This arrangement (as seen, for example, in the San Diego transfers) presupposes some other means of indicating the half-day. The minutes may be arranged otherwise within the central part of the dial. The central part is sometimes divided into a light half (usually the upper half) and a dark half (usually the lower half), labelled respectively AM and PM, each half containing a complete set of punch-spaces for the minutes. Another variation is that found in the 1924 issue of Pacific Electric Railway transfers (Southern California), which has a complete double set of punch-spaces for the hours, arranged in two concentric circles, representing the way watches are sometimes fitted out to show the so-called "24-hour time," such as is used in some European countries.

Besides the single dial there is what we might call the double dial. This resembles the single dial in all essential points, except there are two dials, each complete in itself and each containing minute punch-spaces inside it, the one (usually light) labelled AM, the other (usually dark) labelled PM. This supplies a complete double set of punch-spaces for both hours and minutes. As a variation of this, we note what we may call the square double dial, in which the outlines of the dials are square instead of round; here no color distinction is made. This type is found on the bus systems in Long Beach, Calif.

The most complex dial device, and at the same time the one which is closest to the old type time limit, is what we may call the *dozen-dial* arrangement, such as is found in Connecticut (Connecticut Company) and in the Ken-

tucky suburbs of Cincinnati (Cincinnati, Covington and Newport Railway). Here the arrangement includes twelve dials, usually elliptical in shape, and with the longer axis vertical, the dials having a dark center and light margin. The margin of each dial contains a complete set of minute punch-spaces, and the dials are numbered in the center from 1 to 12. Here we have the series of hours, with the minutes clustered about each, as is usual with old-type transfers. A punch in the center indicates the even hour, while one on the margin of one of the dials indicates the number of minutes past the hour that the time limit is.

50. *Stamped Time Limits.* The device of rubber-stamping the time limit is not common, because it cannot be used under the ordinary conditions of the issuance of transfers. However, in the case of forms issued from prepayment or other special stations, the difficulties are not so great, and rubber-stamped time limits are accordingly sometimes found on such transfer forms. In the case of the New Jersey refund coupons of the Hudson and Manhattan Railroad, the time limit, together with the complete date, is rubber-stamped by a time-clock device which stamps a dial with an hour-hand pointing to the time limit. Other cases of rubber-stamped time limits are transfers between elevated and subway lines issued by the Interborough Rapid Transit Company at 149th Street and 3rd Avenue, New York City; also the transfers formerly issued at prepayment stations in Boston (in this case, that of the Boston Elevated Railway, another device was adopted in 1922).

51. *Attached Coupons as Indicating Time Limit.* The indication of time limits by attached coupons is rare, but not unknown. One case is the Ham patent transfer forms, formerly in use in Washington, D. C.; these forms have two attached coupons, a light one on the left for A. M., and a dark one on the right for P. M. Each coupon contains a complete set of punch-spaces for time limit, in standard tabular form. The time limit is punched on the proper coupon and the passenger receives the transfer with that coupon only, without the other. However, the

object of the attached coupons, in this instance, is rather to indicate the half-day than the time limit itself.

The Moran patent forms, such as are used in Boston, show a truer case of time limit by attached coupons. There is no punching of the time limit. The earliest hour to be used as a time limit on the particular form (1 PM or 2 or 3 AM, as the case may be; or whatever other hour is desired) is printed at the bottom of the main body of the transfer; to this is attached a series of narrow coupons, each with another hour printed on it, somewhat as follows (left figure) :

1 PM	
	2 PM
3 PM	
	4 PM
5 PM	
	6 PM
7 PM	
	8 PM
9 PM	
	10 PM
11 PM	
12 MIDNIGHT	

1 PM	
	2 PM
3 PM	
	4 PM

The bottom is attached to the pad, and, when the transfer is issued, coupons bearing hours later than the desired time limit are left on the pad. The time limit is thus to be found printed on the lowest coupon issued. Thus, if the transfer is issued with coupons as shown in the right-hand figure above, it is good until 4 P. M.

52. *Absence of Time Limit.* Just as we have seen that some transfers remain undated, so there are some transfers without a time limit. Of course, undated transfers may be expected to have no time limits; there are others in which the only time limit is the day or the half-day. Thus, on the Hudson and Manhattan Railroad, "exit coupons" issued to passengers coming from Newark are merely dated, and are said to be "good on connecting train." The only check on this is that coupons of different

colors are issued on different trains. Again, on transfer forms issued by, or good on, the Los Angeles Motor Bus Company, the only timing is "A. M." or "P. M." There are, of course, inadvertent omissions of time limits, but that is not part of the form.

53. *Effect of Time Limits.* Generally, a time limit on a transfer or similar coupon is intended to specify the time beyond which the transfer is not valid. There are, however, cases where the transfer is specified to be good within a certain time after the indicated limit (30 minutes leeway with New Jersey refund coupons of Hudson and Manhattan Railroad Company); and cases in which the transfer is specified as good on the first car leaving the transfer point after the time limit. In cases where a repeat privilege is allowed on the same transfer ticket, there is usually a certain allowance after the time limit made for that. These are peculiarities of company regulations, and can usually be found among the general regulations printed on the transfer.

The legal validity of the time limit is at best rather questionable. It seems fairly agreed that it cannot be enforced where the passenger requires a longer time to make necessary connections. In some States the time limit is not legally recognized at all, the date being the only authorized condition of time. However, this is of little concern to the transfer collector, since these legal requirements do not affect the transfer form itself. Even in States where the law does not allow the enforcement of time limits at all, it is nevertheless the case that time limits are specified on the transfers.

XII

THE HALF-DAY ON TRANSFERS

54. *Combination of Half-Day with Time Limit.* The most natural way to show whether a transfer is intended for use in A. M. or P. M. hours is to place that condition in the time limit, as is done in the old-type transfers and generally wherever there is a double set of punch-spaces for the hours. This includes the double-dial device, which also provides a double set of punch-spaces. In some instances of the single-dial device, there is a double set of punch-spaces for the minutes, so that the half-day may be said to be combined with the minute instead of the hour. In the case of Santa Barbara (Calif.) transfers, there are two rows of punch-spaces for the minutes, one for A. M. and one for P. M., thus:

30	30	30	30	30	30	30	30	30	30	30	30	30
1	2	3	4	5	6	7	8	9	10	11	12	
30	30	30	30	30	30	30	30	30	30	30	30	30

One of the rows of "30's" is for A. M. use, and the other is for P. M.

Another way in which the half-day is combined with the timing is in the few instances where the time limit is stamped, and the statement "A. M." or "P. M.," as the case may be, is stamped with it. This may also be accompanied by some other mode of indicating the half-day.

55. *Separate Punch for the Half-Day.* A common device for indicating A. M. or P. M. on a transfer is to provide two punch-spaces, one labelled A. M. and the other P. M.; the space that is punched indicates the half-day in which the transfer is to be used. This device is used on the type known as the "Franklin Rapid Transfer," as well as on many other forms. Sometimes the P. M.

space is dark and the A. M. space is light. This device we may call the AM-PM punch.

There being only two alternatives here, a simplification of this sort of device provides only a single punch-space, and distinguishes A. M. from P. M. by the presence or absence of a punch in that space. In such a case, it is better to have the punch mean A. M., for otherwise an A. M. transfer might be converted by the passenger into a P. M. by merely punching that particular space. Such a device is indeed in use, and we may call it the A. M. punch.

We note the following systems using separate punch-spaces for the half-day alone, uncombined with other items:

Eastern Massachusetts Street Railway. (A. M. punch.)

Newport (R. I.) Electric system. (A. M. punch.)

United Electric Railways, Rhode Island. (Franklin forms only.)

Springfield (Mass.) Street Railway. (Franklin forms only; issue of 1923.)

Manhattan and Queens Traction Corporation.

Peekskill (N. Y.) Lighting and Railroad Company. (P. M. space dark.)

Easton (Pa.) Transit Company. (P. M. space dark.)

People's Motorbus Company of St. Louis. (Dark blocks on each side of P. M.)

El Paso Electric Railway. (P. M. space dark.)

Denver Tramways Company. (A. M. punch.)

Market Street Railway Company, San Francisco.

Pacific Electric Railway, Southern California. ("Joint transfer" only.)

Los Angeles Motor Bus Company.

Glendale and Montrose Railway (Glendale, Calif.).

Hamilton (Ont.) Street Railway.

The shape and arrangement of these punch-spaces and the way they are worded varies considerably. They are usually small boxes, little, if at all, larger than the average hour-space. The A. M. and P. M. punch-spaces

are usually so labelled, and are close together, though sometimes they are placed at opposite ends of the transfer to make them easier to distinguish. However, the spaces often are more elaborate, as in the Easton transfers, where the two punch-spaces together occupy the entire left end of the transfer, one labelled "A. M. Transfer," and the other "P. M. Transfer."

With the simple A. M. punch, further explanation is necessary. The Eastern Massachusetts Street Railway provides a little star in a box to be punched for A. M., with the legend: "Not good in A. M. hours unless punched here." In Denver, however, there is no other explanation on the A. M. punch except, "A. M. if punched."

56. *Combination of Half-Day with Other Items.* The Stedman transfer forms, as well as many other types resembling these in that particular respect, have their own peculiar way of indicating whether the transfer is intended to be used in A. M. or P. M. hours. Just as in old type transfers there is a double set of time-limit punch-spaces, one set for A. M. hours, and the other for P. M. hours; so in the Stedman and other similar types (which we may group as Stedmanic), a double set of punch-spaces is provided for the receiving line, as follows. The list of receiving lines is arranged so that one line comes below another; a dark strip covers the right half of the entire group; and the receiving line is punched in the light space or in the dark space, according to whether the time limit is A. M. or P. M. In some cases, such as the Cleveland Railways, there is no color distinction, but the two columns are labelled A. M. and P. M. respectively, the separation of the punch-spaces only being found on the P. M. side in some cases. Of course, where the list of receiving lines has to be omitted, this becomes simply the AM-PM punch. The following sample shows how this is done (from Clifton form, Cleveland Railway). Usually the left side is light and the right side dark.

Of course there may be more than one such double column without affecting the principle of the arrangement; or we may even have each punch-space separately divided into an A. M. and a P. M. portion.

AM	PM
<u>Crosstown</u>	
<u>At Public</u>	
<u>Square</u>	
<u>St. Clair</u>	
<u>Superior E.</u>	
<u>Euclid E.</u>	
<u>Ontario S.</u>	
<u>Prospect E.</u>	
<u>Scranton</u>	
<u>Depot</u>	
<u>Pier</u>	
<u>At W. 25th</u>	
<u>Fulton S.</u>	
<u>At W. 25th</u>	
<u>W. 25th S.</u>	
<u>AT E. 2 and</u>	
<u>Prospect</u>	
<u>Kinsman</u>	

In the cases above considered, the half-day may be said to be combined with the receiving line. It may, in an exactly similar way, be combined with other items, such as the receiving direction (Los Angeles Railway, issue of 1920), or the issuing line (Harrisburg Railways). In the case of the 1920 issue of Los Angeles transfers, there are two rows of "NSEW," one over the other, the first row, indicating A. M., in light type, and the second row, indicating P. M., in heavy type. There being two such pairs of rows, one for "Out Trip," and one for "In Trip," combines it further with the issuing direction. In the Harrisburg (Pa.) case, the combination is made in the same way as in the Stedmanic forms.

The following systems are mentioned as using such devices, combining the half-day with some other item not involving time:

- Boston, Revere Beach, and Lynn Railroad. (Stedmanic.)
- Connecticut Company. (Special Derby form, Stedmanic.)
- Danbury and Bethel Street Railway. (Danbury, Conn.; Stedman.)
- Richmond Light and Railroad Company. (Staten Island, N. Y.; Stedmanic.)
- Poughkeepsie (N. Y.) and Wappingers Falls Railroad. (Stedman.)
- Peekskill (N. Y.) Lighting and Railroad Company. (Stedman.)
- Kingston (N. Y.) Consolidated Railroad. (Stedman.)
- Hudson River and Eastern Traction Company. (Ossining, N. Y.; Stedman.)
- Harrisburg Railways. (Combined with issuing line.)
- Pennsylvania-New Jersey Railway. (Penn. suburbs of Trenton. Imitation of Stedman type; A. M. punch-space to the left of each receiving route, and P. M. punch-space to the right.)
- Lehigh Valley (Pa.) Transit Company. (Excepting Easton lines; 1923 issue. Imitation of Stedman, but combination is with receiving direction.)
- Schenectady (N. Y.) Railway Company. (Stedmanic.)
- Rochester, Lockport, and Buffalo (N. Y.) Railroad Company. (Stedmanic.)
- Lake Shore Electric Railway Co. (Lorain and Sandusky, O.; Stedmanic.)
- Cleveland Railway Company. (Stedman but no color distinction.)
- Cleveland Southwestern Railway and Light Company. (Stedmanic.)
- Columbus Railway, Light, and Power Company. (4th St. form only; Stedmanic, but without color distinction.)
- San Antonio (Tex.) Public Service Company. (Stedmanic.)
- Municipal Railway of San Francisco. (Combined with issuing direction; an A. M. set of punch-spaces "in"

and "out" at the top of the transfer, and another similar, but dark, set for P. M. at the bottom of the transfer.)

Los Angeles Railway. (1920 issue; see above.)

This combination of the half-day with other items is not a substitute for the punching device, but rather aims to punch several things at once. There are similar devices to combine other items. The old type transfer combines the half-day with the time limit, where it naturally belongs; we have also seen it combined with the hour, or even with the minute, alone.

57. *A. M. and P. M. Surcharges.* In some instances the half-day is indicated on a transfer by some form of surcharge, though this usually happens where there are separate A. M. and P. M. forms. In the case of the pure Smith patent forms as issued in New York City, time limit punch-spaces are surcharged in black, differently for A. M. and P. M. Also a little black oblong is surcharged on attached coupons of transfers to be used in P. M. hours, which we may call the P. M. quadrat. These surcharges do not appear where a different device, such as the attached coupon, is used to denote the half-day. In the case of the New York Railways Company, there is the additional surcharge of "1" for A. M., and "2" for P. M.

In the 1921 issue of Los Angeles Railway transfers, A. M. and P. M. are distinguished by the labelling of the time limit punch-spaces (as above), and also by the color of the date surcharge, which was different for the two half-days. However, in the 1920 and 1924 issues, where the half-day is otherwise indicated, all surcharges are red.

In the case of the Cincinnati Traction Company, the letters "AM" or "PM" are included with the date surcharge. In this case, however, there is also a difference of color in the transfer itself, thus making it a different form. A similar case is the time-clock punch on New Jersey refund coupons of the Hudson and Manhattan Railroad, which stamps, besides the dial pointing to the

time limit, the letters "AM" or "PM" and the date; here again is another way of indicating the half-day, namely, by the Pope coupon.

In these cases it is difficult to say whether the A. M. and the P. M. transfers should be considered as separate forms. We should say that where the only difference is in the time-surcharges and in labelling of punch-spaces dealing with time limits alone, they should not be so considered. A difference in color of transfer (as in the Cincinnati case) or of printing (as in Kansas City), or an essential difference in arrangement of parts, should constitute the A. M. and P. M. transfer forms as different.

58. *Separate Half-Day Forms.* In some cases, as where the Moran type of transfer is used, there are separate A. M. and P. M. transfers. In the case of the Moran type, A. M. and P. M. transfers are of a different color and are given a different form-number; usually the P. M. transfer gets the form-number immediately following the corresponding A. M. transfer. Furthermore, the time limit being indicated by successive attached coupons, as explained in Sec. 51, the omission of certain owl hours results in an A. M. form that has fewer coupons attached to it, and to that extent we have a different arrangement of parts. This type of transfer, with its concomitant indication of the half-day by different forms, is used on the Boston Elevated Railway system (Boston, Mass.) and on the New York and Queens County Railway system (northern Queens Borough, New York City).

Where there are such different forms, they are usually labelled A. M. and P. M., respectively, in some way. The usual differentiation of forms is by color, as with the Interborough Rapid Transit system (New York City) and the Cincinnati Traction Company. In Kansas City the differentiation is in the color of printing, the A. M. transfers being in green print and the P. M. transfers in black.

Where color is the basis of differentiating the A. M. from the P. M. transfer, there is likely to be only those two colors (as in the Cincinnati and Queens County cases mentioned above, green for A. M. and red for P. M.); but there may easily be a color schedule indicating other

118 THE COLLECTION OF TRANSFERS

conditions, each thing to be indicated having one color for A. M. and another for P. M. Thus, the Interborough Rapid Transit System has a color schedule denoting the line and direction of issue, with pairs of colors in that way, as follows:

Elevated North: A. M. white, P. M. red.

Elevated South: A. M. green, P. M. yellow-brown.

Subway North: A. M. purple, P. M. brown.

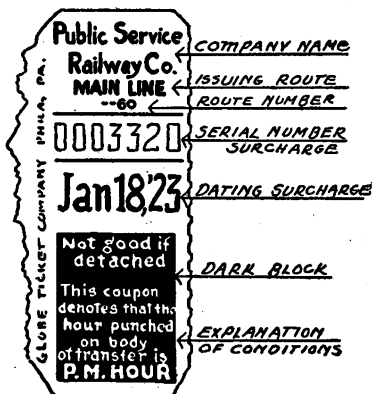
Subway South: A. M. pink, P. M. blue or grey.

In Boston there is a similar color schedule.

59. *Indication of Half-Day by Attached Coupons.* We have already mentioned the Ham patent type of transfer, in which there are two attached coupons each containing a complete tabular time limit. The one on the left of the main body of the transfer is light, and is for A. M. hours; the right-hand coupon is dark, and is for P. M. hours. The transfer is issued with only one of these coupons, the one not wanted being detached before issue, and the transfer is A. M. or P. M., according to which coupon is attached to the transfer as issued. We may note that a Ham transfer is never issued complete, but always lacking one of its attached coupons. This type of transfer was used in the case of a few forms issued in Washington, D. C.

A development of this is the Pope patent coupon, whose use is found scattered all over the United States. Here one attached coupon takes the place of the two of the Ham type, and it is generally not concerned with the time limit, which is indicated on the main body of the transfer. A. M. or P. M. is indicated merely by the presence or absence of the attached coupon. This coupon frequently contains other matters, such as the company name, the issuing line or division, and a duplicate of dating and serial-number surcharges. The following sample is an indication of the general arrangement, although in some cases (such as the New Jersey refund coupon of the Hudson and Manhattan Railroad) there is only the inscription, "Void if Detached," with the half-day. The

half-day indicated by the presence of the coupon is always P. M., for otherwise simply detaching the coupon would convert an A. M. into a P. M. coupon of the same day, good for another twelve hours.



The "Void if Detached," or "Not Good if Detached," is usually found on these P. M. coupons, and, indeed, on most attached coupons.

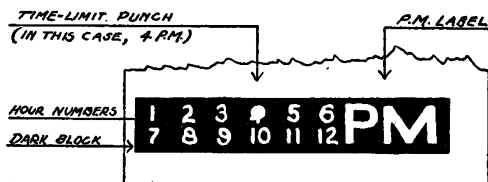
Where the P. M. coupon is used, it is necessary to explain that, without the coupon, the transfer is good only in A. M. hours; and this notice, being intended for passengers who receive the transfer without the coupon, must be placed on the main body of the transfer. By the presence of this notice it is always possible for the collector to tell when the Pope device is used, even when the P. M. coupon itself is not attached to the transfer.

The P. M. coupon usually has its conditions in light printing on a dark block, which is sometimes divided into two parts with space between them for printing or surcharges. The East Saint Louis (Ill.) Railways Company, however, uses the Pope patent coupon without the dark block.

We may note that the Los Angeles Railway uses a P. M. coupon resembling the standard Pope patent form in their issue of 1924.

120 THE COLLECTION OF TRANSFERS

A variation of this P. M. coupon is the Pope time limit, in which the P. M. coupon contains, printed in light color on a dark block, the hour numbers from 1 to 12 and the letters "PM," and, if needed, a separate set of minute-numbers labelled "Fraction of Hour" in a row below. On the main body of the transfer is a similar set of punch-spaces without the dark block, labelled "AM." The P. M. coupon is used as in the regular type of the device; and the time limit is punched as in the ordinary case of a double set of punch-spaces. This type is essentially similar to the Ham type, except that the matter for the A. M. coupon is placed on the main body of the transfer. The following is a sample of the attached coupon of this type of transfer, which is used in Brooklyn, N. Y.:



The regular Pope P. M. coupon is attached to the main body of the transfer at its right side, and to the pad at its left side. Being thus placed between pad and transfer, it is a simple matter to issue the transfer either with or without the P. M. coupon. We note that the P. M. time limit used by the Brooklyn-Manhattan Transit system and by the Brooklyn City Railroad is attached at the bottom of the transfer, while the pad end of the transfer is at the top; this means that, for A. M. transfers, the coupon has to be detached and thrown away as a separate operation. We note that one of the forms issued by the Brooklyn-Manhattan Transit system is what we may call a rush-hour form, being intended to effect a transfer during the early morning rush hours only, since, at other hours, the change in question is made within the limits of a prepayment station; this form is arranged as though a Pope time limit coupon had been detached, but,

of course, none is ever printed, with the result that we have only the A. M. punch-spaces at the bottom of the transfer. This can be distinguished from a transfer whose time limit coupon has been detached, by the fact that the bottom edge is smooth instead of rouletted.

In the case of the Ham type, it is required to detach coupons at issue with equal facility from either end of the transfer. This cannot be done on a pad, so Ham forms must be kept loose by the conductor. This is a great disadvantage.

Denotation of the half-day by attached coupons is very common, and probably the Pope P. M. coupon is more widely used than any other single device in variation of the old-type transfer punches. We may say that in our own transfer collection, over half of the forms found used attached coupons for this purpose.

We note the peculiar inscription on P. M. coupons in Queens Borough, New York City, on the New York and Queens County system and on the Steinway Railways (Third Avenue Railway system). On these P. M. coupons, below the dark block, is the inscription "1 to 5." The meaning of this is not apparent. We note that the former of the two systems mentioned ceased using Pope coupons in June, 1923, and now uses the Moran type of transfer.

60. *Distinction Between A. M. and P. M.* Ordinarily the A. M. indication would be from 12 midnight to 12 noon, the remaining time being indicated by P. M. However, there is frequently doubt as to which classification the noon and midnight hours fall into, and sometimes even as to where the times between 12 and 1 go. This, however, is usually settled by the context of the transfer, and, in the case of old-type transfers, no question arises as to this point. Besides this, we note that frequently, especially in the case of separate A. M. and P. M. forms, the division between the half-days is not at noon and midnight, but several hours later. This is the case, for instance, on Smith forms. However, in most cases an inspection of the transfer will indicate the nature of the division.

122 THE COLLECTION OF TRANSFERS

The following data as to our own collection (as of Dec. 7, 1924) will give an idea as to the relative frequency of the various half-day devices:

Old type indication.....	217
Combination with hour only	61
Combination with minute only (inc. single dial)	24
Double dial (inc. concentric dials)	22
Uncombined A. M. punch	17
Uncombined AM-PM punch	57
Surcharge (or print) and punch-spaces only ...	169
Color or other form distinctions	54
Combination with receiving route (Stedmanic)	69
Combination with other conditions of place	42
Ham patent	3
P. M. coupon	537
Pope time limit	189
No half-day marked	28
<hr/>	
Total forms	1,489

XIII

ROUTES

61. *Differences of Routes.* In almost any system, different cars are likely to carry passengers between different terminal points and go through different places on their way between those terminal points. On the other hand, there must be certain standard roads and terminal points for the cars, so that passengers may know where to expect the car will take them. Each of these different sets of roads used is called a line or a route, and must include not merely the terminal points but the roads covered between them in both directions. Where the roads covered in the two directions differ widely, and where there is between those two directions no definite point at which passengers are discharged and the car turns back, the route is said to be a belt line, and, if the "belt" is covered by cars circling it in both directions, it must be considered as two separate routes.

An extension of a route means the original route plus a further part at either or both ends, taking the car to terminal points farther out than the original ones. Similarly, we may speak of the shortening of a route, where only a part of the original route is covered. How far an extension or shortening of a route, or a branching off from it, constitutes a separate route, is largely a matter of convenience, which, for the transfer collector, is to be decided by grouping and significance of issued transfer forms, similarity of names and other notation, etc. The same applies to the case of the alteration of a route.

It is often convenient to consider one route as a main line, and another route leading from it, a comparatively short distance or to less important places, as a branch of the main line. Such branches, particularly small ones, are usually known in cities as shuttles, jiggers, or dinkeys; sometimes as feeder lines. Such lines frequently

form the remaining part of what is really an extension of the original route, and, in such a case, it is difficult to say whether or not to distinguish them as separate routes or to consider them as part of the original.

As to the terms line and route, "line" should refer to the company's service, and "route" to the mere topography of that service; but this is not a hard and fast distinction, and the two terms can be used almost interchangeably.

On the whole, we may say that any difference in terminal points, or in the places passed through on the way between those terminals, constitutes a difference of route; but it is usually convenient to relax this rule, and allow slight variations in any of the essential points to be included under the same route. On the other hand, it may sometimes be convenient to consider as different routes lines which do not differ geographically but are operated by different companies or systems, or with different sorts of vehicles (trolleys and busses, for instance). Here again, it is merely a matter of convenient notation and nomenclature.

Routes that are similar in general direction from a central district or otherwise lying in the same geographical location are frequently classified together by the company and usually called a division (not to be confused with the geographical divisions of Sec. 25; they may be distinguished as "company divisions"). In some cases (Boston Elevated Railway; Market Street Railway of San Francisco; San Francisco-Oakland Terminal Railways; Pittsburgh Railways) the divisions are made radially from a central district; in other cases (Connecticut Company; Eastern Massachusetts Street Railway) each division includes a city and a surrounding region; while in still other instances (Long Island Electric system) the term division means hardly more than line or route. It is an interesting matter to note the exact use of this term by any company employing it.

62. *Naming of Routes.* Generally speaking, each route of any system has a definite individual name by which it is spoken of. The complete name of a route should

be composed of the two terminal points and some indication sufficient to show how the car goes from one point to the other. However, a route name is usually not so complex, and is more likely to consist of some portion of abbreviation of these data, and part or all of it may be arbitrary. It must simply be individual enough to serve as an identification of the route. "Crosstown" appears in the names of many routes, and ordinarily means that the route is not directed either toward or away from what is considered a central district, and, if we consider that district as the center of a circle, is directed circumferentially rather than radially. In the case of the Manhattan and Bronx Boroughs of New York City, this central district is the lower end of Manhattan, everything else being north of that; so there "crosstown" means east and west. In the Kentucky suburbs of Cincinnati (Covington, Dayton, Newport, Ky.) the central district is in Cincinnati, and the car line connecting these suburbs and paralleling the State line is simply called the Crosstown line.

Where all, or nearly all, routes radiate from a common center, and all go to different points, each route can be denoted simply by the name of the outer terminus, or some point near it. Also, if routes are sufficiently separate that individual points can be picked out, of which one is on each route and none are on two routes, those points can serve to name the routes. If two routes proceed from the central district to the same terminus, the terminus name followed by the street designating each route can serve as route name (connected by "*via*" or a dash). A route through a central district may be designated by the name of each terminus, usually connected by "and."

In many systems there is very little regularity in route names; thus, on the Public Service Railway in New Jersey, there are two lines between Newark and Jersey City, and each of these cities has given its name to one of the routes. The route from Paterson to Edgewater is called "Hudson River," although it is only one of many lines

leading to that river. In fact, the only object in these route-names seems to be identification.

On many small systems there is one line which, by reason of its length, or for some other reason, is of special importance, and is called the "main line," all others being considered as branch lines. This is the case, for instance, in Peekskill, N. Y.; also on the New York and Stamford Railway. On larger systems, the term "main line" is not a proper name, but is used in contrast to branch lines and shuttle lines which depend on it. In the case of the Public Service Railway of New Jersey, the term "Main Line" indicates an individual route, of no comparative importance, between Paterson and Hackensack, and apparently derives its name from Main Street, Paterson.

The naming of routes is a matter which should keenly interest the transfer collector, in that it will help him understand the inscriptions on transfers. Routes on transfers are frequently referred to by name, although sometimes a special notation is used, and sometimes the transfer merely mentions the street and direction by which the car leaves the transfer point. The latter, of course, does not indicate an individual route, since several routes may leave a transfer point over the same street in the same direction.

Route names are very frequently indicated in signs on the cars, which may be signboards above the front or sides, or transparencies in the windows or above the front or sides of the car, or placards hung from the front window. Such signs also usually contain information as to destination and intermediate points. The exact arrangement of these varies in different systems, and route names do not always appear on the cars at all, where it is considered that other information on the car signs is sufficient. The arrangement of routing information on car signs is, in fact, sufficiently varied to be almost an indication of the system to which a car belongs. In fact, it is an interesting subject in itself to observe the various colorings, shapes, and signs on cars of different systems, and not immediately connected with transfer collection, though it may furnish an interesting side line for the

collector. The collector should, however, know of the naming of routes.

It will occasionally happen that the route-name used on transfers will not be the name indicated on the cars. In such a case, the name used on the transfers must prevail for the purposes of the transfer collector. It sometimes even happens that the same route has different names in different parts, especially if those different parts belong to different systems. For example, the direct trolley from Boston to Worcester runs over three systems; the Boston Elevated system in Boston and Brookline, where it has no official name, but is commonly known as the Worcester line; the Boston and Worcester, where it is generally considered as the Main Line; and the Worcester Consolidated in Worcester, where it is on the "City Hall and Lake" line. The Boston Road line in the borough of the Bronx, New York City, becomes the Morris Park Avenue line north of the West Farms transfer station, although in this case there is no change of system or even sub-system.

Changes in route-names are also common, especially if a street or other landmark of the route changes its name, though the route often does not change its name until long after. If such routes are mentioned by name on the transfer, then such a change appearing on the transfer constitutes a new issue, at least as far as relates to forms on which the changed name or names appeared.

63. *Company Numbering and Lettering of Routes.* In many systems, besides the usual indications of destination of cars and the naming of the routes, there is a numbering or lettering of the routes, each route being denoted by a number, or letter, or both, which is placed conspicuously on the car as a matter of simplifying directions for taking cars. Thus, in Philadelphia, Buffalo, and Chicago, a very large number placed on a transparency in the front window is the principal indication of where the car is going. In Wilmington, Del., and in Albany, N. Y., signs hung from the front carry similar numbers, while in Connecticut letters are displayed in the same way. These numbers or letters indicate the routes of the cars. In

Los Angeles and Sacramento, Calif., the route-letter is placed above the corner of the car in the shape of a series of holes, behind which a light shines at night; in San Francisco the same device is used, there being numbers on the cars of the Market Street Railway, and letters on the municipal cars. In some places (Harrisburg, Pa.; Oakland, Calif.) both numbers and letters are used. This sort of arrangement we may call company numbering or company lettering of routes.

However, even where there are no such numbers or letters on the cars or indicated in any such conspicuous way, the company will frequently have such a code notation for its routes. This very often appears in some form or other on the transfers even when it does not appear on the cars; and, on the other hand, frequently a company numbering (or lettering) appearing on the cars will not be found on the transfers. In any event, the transfer collector should note the numbering (or lettering) of the routes, and what each number or letter means, as a short notation to refer to the routes even when that notation is not used on the transfers.

As a sample of numbering appearing on transfers and not on cars, we may instance the two important street car systems in Manhattan, New York City. Here, transfers are issued with attached coupons, the main body of the transfer using the route-name, while on the attached coupons only the route-number appears. In Springfield and in Worcester, Mass., and on the Public Service Railway in New Jersey, route-numbers appear on the transfers together with the route-names, though they do not appear on the cars. In Los Angeles, the route-lettering of the "yellow cars" was used on the transfers a long time before it appeared on the cars. We may note that in Pittsburgh two systems of route-numbering are used, one for use on the car signs, and the other for use on the transfers.

Sometimes the numbering or lettering of routes is entirely independent for different parts of the system, as much so as if those parts were different systems. Thus, in the Third Avenue Railway system in New York, the city of Yonkers and the three boroughs of New York

City served by the system have each independent route-numberings, so that Route 5 on that system would mean the Kingsbridge line in Manhattan, the Southern Boulevard line in the Bronx, the Dutch Kills line in Queens Borough, and the Broadway-Park Avenue line in Yonkers. Similarly, the Connecticut Company uses separate lettering for each main city in the system; for instance, letter A means the Springfield line in Stamford, the Winnipauk line in Norwalk, the North Main Street line in Bridgeport, the Shelton line in New Haven, the Baldwin line in Waterbury, the Colony line in Meriden, and the Elizabeth Park line in Hartford. In such cases as these, it is not enough to refer to a route by system and number (or letter); the division or sub-system must also be indicated. Thus, if we wanted a notation for the North Main Street line in Bridgeport, Conn., we might indicate it by 1LiBa, where the "1Li" stands for the Connecticut Company (Appendix A), the "B" stands for the city, Bridgeport, and the final "a" is the company letter for the route.

(Note that routes are more frequently denoted by numbers than by letters probably because numbers are capable of unlimited extension, while there are only twenty-six letters in the alphabet.)

See Appendix D for sample lists of numbers and letters of routes in different places, as indicated either on cars or transfers; also for indication of the variety of lettering or numbering used on the various systems mentioned in Appendix A. The collector should make up such lists for systems covered in his collection, wherever possible.

We may also note that numbering or lettering rarely includes every line on a system, leaving a number of unnumbered (or unlettered) routes.

64. *Naming of Directions.* Cars on any route may travel in either direction, and so it is frequently important to distinguish between these two directions. One way to refer to a direction taken by a car is by stating that the car is *from* one terminus or going *to* the other terminus; this method of denoting direction is very frequently employed on transfers. Particularly, the issuing direction is referred to as being *from* a definite terminus or initial

transfer fare limit; while the receiving direction is more frequently referred to as being *to* a definite terminus or final transfer fare limit.

Another way to refer to directions of routes is by points of the compass (usually making it no more accurate than North, East, South, or West). However, since a car, even on a single run, may turn many curves and corners, and therefore run in various directions at various points the direction referred to may mean the direction at the transfer point (this being used ordinarily only in the case of receiving lines on a transfer), or else the general direction taken by the car on the run, or sometimes the direction in which the car passes (if it does) through a central district. In this connection we must further remember that routes are ordinarily along streets, which may or may not be in accordance with the points of the compass, and the points of the compass would refer to the approximation represented by the streets (in the case of a rectangular block system such as in Manhattan Island, New York City).

Still another way of naming directions is by the use of the terms "in" and "out." These usually refer to a central district, "in" meaning toward the central district, and "out" meaning away from the central district. There are, however, variations from this; for instance, on the Brooklyn-Manhattan Transit system these terms are exactly reversed in application. In the case of the Los Angeles Railway, "in" refers to the direction of a route passing through the central business district southward or westward, while "out" refers to the direction passing through the central district northward or eastward.

65. *Naming and Numbering of Divisions.* Where company divisions are shown at all on transfers, they are usually named in accordance with the places they cover. If a division centers about some definite city, for instance, such a city usually gives its name to the division, so that, on the system of the Connecticut Company we have the Stamford Division, the Bridgeport Division, the New Haven Division, the New London Division, the Meriden Division, the Waterbury Division, the New Britain Divi-

sion, and the Hartford Division; some of which are again subdivided, as: Bridgeport Division, Norwalk Lines.

Where divisions consist of lines or groups of lines having a common part, this usually gives its name to the division. Similarly, if a division means those lines going towards a certain suburb, that suburb will give its name to the division, as the Woodlawn Division on the Philadelphia Rapid Transit system.

Companies sometimes number their divisions, although not always on the transfers. In the case of the Boston Elevated Railway system, the surface car divisions are indicated merely by the first figure of the conductor's number. The route-numbering formerly in use on that system was what we may call a decimal route-numbering, each route-number containing three figures, the first of which was the division number; thus, route 152 would be in division 1, route 706 would be in division 7, etc. The same decimal numbering is used in Pittsburgh for use on transfers, but not for the route-numbering on the car signs. A variation of the division numbering is found on the Market Street Railway of San Francisco, and on the San Francisco-Oakland Terminal Railways on the east side of San Francisco Bay; here we find numbers indicated on the transfers, as, "No. 7," each indicating a division and direction. We may regard the San Francisco case as division numbering, where direction of route is an essential part of the division.

66. *Number of Lines in Cities.* Generally speaking, the larger the population of a city, the more car lines it will require to serve its transportation needs, although we cannot always say that one line is the equivalent in service of another line. Population is the main factor to be considered in this connection, though other things may affect it, such as manner of distribution, etc. But the number of lines needed in a city or any other similar area (including routes used for local service) would not be proportional to the population; for, in proportion as the lines increase in number, they must similarly increase in length and otherwise in service efficiency, so that the population that can be taken care of is easily proportional

to the square of the number of lines, or the number of lines proportional to the square root of the population. Of course, in very small places where little transit service of any sort is needed, this does not hold true.

However, in fair-sized cities (let us say of over 20,000 or 25,000 population) this may be a fair, though not too reliable, measure of transit service. We may speak of the car index of a city as the number of car lines (all transportation routes in use for local service) divided by the square root of the number of thousand inhabitants. The normal car index may be considered as about $1\frac{1}{4}$. We note that a city consisting of isolated portions, such as New York City, requires a higher index. We have made the following estimates of car indices, based on the 1920 population figures: New York City 2.1 (by boroughs: Manhattan .74, Bronx .9, Brooklyn 1.6, Queens 1.2, Richmond 1.4); Philadelphia 1.9; Chicago 2.4; Cleveland 1.8; Boston 4.6; St. Louis 1.5; Los Angeles 1.4; San Francisco 2.4; Baltimore 1.2; Buffalo 1.5; Pittsburgh 2.9. These figures do not claim to be at all accurate, since there is plenty of room for doubt as to just what constitutes a separate line, or a different route.

67. *Notation for Routes and Divisions.* For purposes of filing and classifying transfers in a collection, it is frequently convenient to have some form of code notation for individual routes, zones, divisions, or other groups of lines. This can be done simply by inventing a lettering or numbering if there is no company notation of the sort. Sometimes such numbering can be taken directly out of a city guide-book, and supplemented whenever necessary for the collector's purposes. Initial letters, either of the route name, or of some word connected with that name, can be used, so long as there are no duplications. Whatever notation is adopted for route, zone, or division, that code notation should be placed immediately following the notation for the system or sub-system. If it is found convenient to have a separate notation for each of several zones or divisions, the zone (or division) initial should be followed by the initial for the individual route (or group of routes, if required). Thus, in the Public Service

system (N. J.) north of Trenton, denoted in Appendix B by 2Di(1), it is found convenient to classify routes not company-numbered by zones, as: Jersey City zone (J); Upper Hudson zone (H); Kearny lines (K); Orange lines (O); Paterson (P); Plainfield (PL); Elizabeth (EL); New Brunswick (NB). Then the Raritan line (New Brunswick to Raritan) would be denoted in the code by 2Di(1)NBr.

Of course, where there is company numbering or lettering, it is obviously best to make use of that; but the collector's own filing code should be used to supplement its deficiencies, as well as to supply such a code where there is none, or where an existing one is not known of.

XIV

TRANSFER-ISSUING UNITS

68. *What Constitutes a Transfer-Issuing Unit.* We may use the term transfer-issuing unit to denote the topographical part of a system (including routes and groups or portions of routes, as well as route directions) issuing the same transfer form or forms. Time differences do not count for this purpose, except where a new transfer issue may alter the transfer-issuing units, as often happens. Similarly a transfer-issuing unit has no reference to receiving lines or portions of lines, but only to the issuing lines and portions of lines. A system may be divided into such units in several different ways according to the class of transfer considered. The unit may be the entire system or sub-system, or some portion of the system equivalent to a sub-system. This happens if the same transfer form is issued in any part of that system or sub-system, such a form being called a *general* form. A general form may exist side by side with other forms representing smaller transfer-issuing units. There may be also special forms issued only on special occasions, which will be more general than the ordinary transfers as regards the transfer-issuing unit, or which, again, may be less general in issuing unit or in conditions of use. Besides having to do with issuing lines, a transfer-issuing unit may also be a prepayment station (Boston Elevated Railway, rapid transit lines; Hudson and Manhattan Railroad; Newark Public Service terminal before October 1, 1923) or a transfer agent's station (Brooklyn-Manhattan Transit surface lines; Brooklyn City Railroad), if such stations issue transfers, and different stations issue different forms. A transfer-issuing unit, in general, covers all possible conditions of place for the issuance of a definitely named transfer form.

69. *What May Be Transfer-Issuing Units.* When a

transfer is issued at a station to passengers getting on or off cars, whether it is a prepayment or postpayment station, the transfer-issuing unit is usually the station itself, though it may have to do with the issuing line as though it were issued on the car itself. Or the unit may be a group of stations, considered sometimes as a single station, as for instance in Brooklyn, where the agents' stations at Borough Hall and at Gold Street are treated as a single station and issue the same forms. However, the Borough Hall station of the Brooklyn-Manhattan Transit surface lines and that of the Brooklyn City Railroad, although located at the same place, are separate transfer-issuing units, because they issue different transfer forms.

If the same station issues different transfer forms to passengers going in different directions, we may say that the issuing unit is combined with the issuing direction, so that the unit is a station and a direction, or a group of stations and direction. Almost any sort of transfer-issuing unit may be combined with direction, the direction referred to being that of the car from which the transfer is made.

In the case of transfers issued on cars, the variety of transfer-issuing units is much wider. It may be a company division, as is the case with the Boston Elevated Railway surface lines, or even a group of divisions, as with the Middlesex and Boston Street Railway. In San Francisco, the Market Street Railway has as its regular transfer-issuing units the division and direction; that is, each division issues an inbound and an outbound form. Other kinds of such units are: sub-divisions (arbitrary parts of divisions), cities, zones (usually considering an overlap as a separate zone), groups of routes, and single routes, and combinations of these (for instance, a combination of route and zone means that the transfer-issuing unit is the part of a route in one zone); also any of these, and combinations thereof, combined with direction. This gives great variety in the nature of transfer-issuing units. Sometimes, where different kinds of vehicles (such as cars and busses) are used, the kind of vehicle is combined with one or more of the other conditions to make

up the unit. Also, of course, systems and sub-systems may be transfer-issuing units.

A list of the varieties of transfer-issuing units on various systems is to be found in Appendix E.

70. *Indication of Transfer-Issuing Unit.* Ordinarily all elements making up the particular transfer-issuing unit are to be found printed on the transfer form, though not necessarily all together. Issuance conditions left to be indicated by punching do not belong to the transfer-issuing unit, but are rather sections of the unit. However, it sometimes happens, as in the case of the Harrisburg (Pa.) Railways, that the list of issuing lines on such punch spaces is the indication of the transfer-issuing unit.

The most important item of the transfer-issuing unit is the company name, which is almost always printed in. This sometimes constitutes the unit by itself; but any conditions of route, zone, division, or direction, are usually printed in too, and ordinarily are printed in on each attached coupon as well as on the main body of the transfer where there are attached coupons. However, attached coupons referring to conditions of time alone generally do not bear on them the issuing unit, except in the case of Pope P. M. coupons, which usually have printed on them the issuing unit.

Surcharges of part of the conditions determining the issuing unit are also known. For example, on forms issued by the Connecticut Company, both the main body of the form and the P. M. coupon bear the company name and the division and subdivision names, printed; but the main body of the transfer, on regular forms, also bears a surcharge of the name of the issuing route. Again, transfer forms issued by the Los Angeles Railway bear in print the name of the issuing route, and, on another part of the transfer, the issuing direction; both of these are on the main body of the transfer. But the route-letter is also surcharged twice, once on the main body of the transfer, and once on the attached route coupon (only one surcharge in the 1920 issue, which had no attached coupons). It is quite common to have the same statements

as to issuing unit thus repeated in different wording and modes of indication on a single transfer form.

Where the unit is a group of routes or divisions, all routes or divisions of the group are listed, except where all may be included under some general description. Thus, the Newton transfer form of the Middlesex and Boston Street Railway is headed: DIVISIONS 2-3 & 4. An example of a combination of group name and listing of routes is found on the Riverside Drive forms of the Fifth Avenue Coach Company, New York City. Thus, their northbound form, consisting of a main body, a P. M. coupon, and two attached route coupons, has the following indications of the transfer-issuing unit: On the top line of the main body of the transfer, the words "Riverside Drive Lines—Northbound"; on the top line of the P. M. coupon, the words "Service Nos. 5, 8 & 9" ("service number" on this system meaning route number); the issuing direction is also indicated by the green color of the date surcharge on each coupon, including the main body, and by a green secondary diagonal bar surcharged on the main body and on each route coupon. Here, a red set of surcharges and bars would have meant southbound, while any other color of surcharges and bars would have indicated individual route forms, where the direction is not part of the unit.

Usually, as in the above instance, attached coupons bear the unit indications in a more abbreviated form, due to the smaller amount of space available. In the case of Smith patent transfers, for instance, and in some other similar forms, the main body of the transfer bears the complete route name and direction (if so desired); while the attached route coupons simply bear a route number which, in the Smith forms, is put in a box in a corner at the bottom of the coupon, usually next to the main body of the transfer.

Transfer-issuing units are not always named at all, and sometimes have to be inferred from other circumstances. For instance, form numbers (usually called so on the transfer) form the entire indication in the case of surface-car forms of the Boston Elevated Railway Com-

pany, though the list of punch spaces gives a rather vague idea of the geographical location of the issuing unit. The same is true in the case of the San Francisco "division-direction" units, merely indicated by numbers at the top of the transfer, with sometimes the issuing direction added (always so, in Oakland forms); here again, the punch spaces form an additional guide, listing actually the different possible issuing routes by number.

There are cases, though, in which failure to indicate on the transfer the issuing unit goes still farther, and where forms exactly alike except for color are given out on the system, different issuing units giving transfers of different colors. In this case the color is absolutely the only clue to the issuing unit. This is the case, for instance, on the Morris County (N. J.) Traction Company, on the Hudson River and Eastern Traction Company (Ossining, N. Y.), and on the Mauch Chunk and Lehigh (Pa.) Transit Company. Transfers issued at the stations at 149th Street and Third Avenue by the Interborough Rapid Transit Company (New York City) simply state where they are good, in other words what we may call the receiving unit, and the issuing unit must be inferred from these data.

It will also occasionally happen that a transfer-issuing unit is actually wider than indicated on the form, especially when an old form has been pressed into new service. This is really an instance of vestigial forms, and should properly be considered as such.

We may say that, when a transfer form is obtained, one of the first things for the collector to do is ascertain definitely the issuing unit.

71. *Wording of Issuing Unit on Transfer.* This is quite variable, and the same statement about the transfer-issuing unit may be repeated in the same or in different wording on different parts of the form. Even the same system, on the same class of transfer form, is not uniform in the way in which the issuing unit is indicated. For instance, the Philadelphia Rapid Transit Company usually states the transfer-issuing unit in large type in the top line of the front of the transfer; but in some cases the

issuing direction is here omitted even when it forms part of the unit; and the issuing route may be referred to either by name or by number, so that the same route may be thus referred to either, let us say, as "From Frankford—2nd and 3rd" or "From Route 5." On these forms, the endorsed matter is headed with route and direction, the route here always being referred to by number.

In connection with the above, we may note that the words "From," or "Issued From," are commonly, though not always, placed before the names of transfer-issuing units on transfer forms.

The ordinary way of expressing a transfer-issuing unit is at the head of the form, on the front side, and in some such direct way as: "167th Street Crosstown Line East," or "Rye Beach Lines." Direction is expressed in any one of various ways, and frequently the same thing is expressed more than once on the same form, as in the case of the regular transfer forms of the Los Angeles Railway, which we may call for short "D in." Here the main body of the form bears the words: "West Sixth Street and Southern Pacific Depot Line," and both the main body and the attached route coupon bear the surcharge "D," which means the same thing. The direction is expressed by the green color of the transfer (a common way of marking such things, as we shall see when we come to consider color schedules), but also by the printing in a box at the lower right-hand corner of the main body of the transfer, reading: "IN TRIP from Southern Pacific Depot," thus expressing the direction in two different ways in one sentence. In many cases, though, systems will leave some item of the unit to be inferred.

In case of a group of lines or divisions constituting a transfer-issuing unit, they may be individually listed, or they may be combined under a general description. Or, as with the Harrisburg (Pa.) Railways, they may be listed in punch spaces, the issuing line to be punched. Where a group of lines is combined under a single general description, this may be considered as constituting them a division or subdivision. An instance of both listing and

combining-form methods of wording the issuing unit has been given in Sec. 70.

Where a zone is part of the indication of the unit, it is usually named by some city or town, or by the terminal points of the zone, or by some arbitrary name. For instance, in the case of overlap transfers of the Pittsburgh Railways, the transfers issued within the inner fare limits are surcharged "OLD 5c AREA."

In all cases, there is the possibility that the description and nomenclature used on transfers might differ from that otherwise used. We have pointed out, for instance, that the route numbering in Pittsburgh is different on the transfers from that on the cars; the same thing may happen with the naming of routes or other transfer-issuing units. Thus, in the case of the Bronx (N. Y. City) lines of the Third Avenue Railway system, there was such a diversity of nomenclature for the routes, the name "Tremont Avenue Line" as found on transfer forms being generally known, and labelled on car signs, as the 180th Street Crosstown Line; while the line called Tremont Avenue on the car signs was called "Westchester and Walker Aves." on the transfer forms. This discrepancy has since been corrected, actually constituting a new issue of transfers as concerned those two lines (4 forms being affected by the issue).

72. Baltimore Type of Transfer. In this connection, we note what may be called the Baltimore type of transfer, because it is being used in that city. The outstanding feature of the type is the printing of the name of the issuing route conspicuously at the top of the transfer form, with the direction, if so desired, immediately below it, and, beside the *name* of the issuing route (usually to the right, though occasionally to the left) is a box containing the *number* of the issuing route. The Baltimore type should properly call for a vertical transfer, with these two methods of denoting the issuing route occupying the entire top end, and the box occupying a corner. However, this is not necessary, except that with a horizontal transfer (as used by the Public Service Railway of New Jer-

sey) the issuing route will not occupy the entire top, but only a portion of it.

Transfers of the Baltimore type generally indicate the receiving route by a series of punch spaces in single column, although this is by no means a necessary arrangement. The Springfield (Mass.) forms have the Franklin double column which we will consider later, while the Public Service transfers issued in Newark merely have an endorsed listing of receiving lines.

73. Section of the Issuing Unit. In many cases it is desired to indicate the conditions of issuance more in detail than a simple statement of the issuing unit could possibly give. Conditions of issuance so indicated form what we may for convenience call a *section* of the transfer-issuing unit. The section may include indication of direction where the issuing unit itself does not involve that; or it may be an individual line or group of lines forming a portion of the group constituting the issuing unit; or it may be a zone or portion of a zone where the transfer was issued (conditions involving initial fare limit). Of course, the issuing unit may have been indicated by a listing of sections; but generally, where it is desirable to indicate such sections of the issuing unit, it is best done by a list of punch spaces.

Punch spaces indicating the exact part of the route where the passenger got on are occasionally found, and may be there either on account of overlap fare limits or to indicate the zone where the transfer is valid; or it may be to prevent returning by a roundabout route to the starting point on one fare. The latter is the commonest. To illustrate, suppose that we have two routes from A to B, one *via* C and one *via* D. Now, it is no part of even a universal transfer privilege to let a passenger ride from A to B on one of these routes and get a transfer to the other route which will take him back to his starting point, A, again. And still, if A and B are far enough apart, it may be convenient to give transfers from one line to the other for passengers travelling locally at either junction, A or B. To accomplish this without granting a round trip for one fare, intermediate points C and D may be

provided, with the regulation that transfers issued to passengers getting on before C or D are not good on the other of the two lines indicated. In this case the transfer would be punched as issued before C (or D) or after it. Such punches are in use on some forms of the Public Service Railway (New Jersey) and of the Kansas City Railways.

Punching the issuing line is also a common device. One special variation is to be noted: namely, when there is a double column with a list of lines so arranged that each route name crosses the division of the columns, one column being headed "From," and the other "To." Thus the issuing and receiving lines are punched in parallel columns. One of these columns may also be divided in two (usually it is the "To" column) to combine with the half-day condition, the two halves of the column representing A. M. and P. M. respectively, the P. M. column usually being dark. Both columns may be thus divided. We will refer to this device as the From-To punch, and, as we have just seen, it may be combined with a Stedmanic arrangement.

Direction of issuing line is also frequently punched, so that we have forms containing punch spaces marked "In" and "Out," or "North," "South," "East," and "West." Where there are such punch spaces, it is not always clear whether they refer to the issuing or the receiving direction; the context must indicate, and more often they will refer to the receiving direction. Where the issuing direction is a section of the issuing unit to be marked on the transfers, it is very frequently combined with other items, such as receiving direction, half-day, or even the entire set of receiving conditions. The latter is accomplished by dividing the transfer into two parts, which may or may not include the parts referring to conditions of time; one part to be punched if the issuing car runs in one direction, and the other part to be punched if the issuing car runs in the other direction. This is found best exemplified in the forms issued by the New York State Railways in the city of Rochester. When the transfer is thus divided, it may be desired to indicate the issuing direction alone by

punching merely the heading of the desired half of the transfer; this is done with the forms issued by the Public Service Railway of New Jersey on lines not entering Newark.

We note in the case of the "From-To" punch, that the names of issuing routes need not appear in all columns. There may be one column of empty boxes or of boxes containing some arbitrary sign (usually a star). Also, these descriptions of issuing routes may include issuing direction.

As samples of the "From-To" punch, we can give the following:

CASE 1.
Normal From-To Punch

FROM	TO
Larchmont Avenue	
Chatsworth Avenue	
Main Line EAST	
Main Line WEST	
EMERGENCY	

CASE 2.
From-To Stedmanic Punch

TO	F R O M
A.M. P.M.	*
JEWETT AVE.	
No. 1	*
ELIZABETH FERRY	*
BULLS HEAD	*
JERSEY ST.	*
CASTLETON AVE.	*
SILVER LAKE	*
No. 2	*
SOUTH BEACH	*
ST GEORGE	*
No. 3	*
CAR TO CAR	*

CASE 3.
Both Punch Columns Of Blank Boxes

From	LINE	To
	ADAMS	
	B'WAY	
	BAN.B.	
	CHERRY	
	DORR	
	E. B'WAY	
	FRONT	
	INDIANA	
	LAGRANGE	
	LONG B.	
	MICH.	
	MONROE	
	NORTH	
	N. ERIE	
	OAK	
	O.C. DEPOT	
	OT'WA PK.	
	SHORT B.	
	SOUTH	

Case 1, above, is taken from the Larchmont (N. Y.) transfer form of the New York and Stamford Railway; Case 2 is from the transfer forms of the Richmond Light and Railroad Company (Staten Island, New York City);

while Case 3 represents a part of the route punch on transfers issued by the Community Traction Company (Toledo, Ohio). In Case 2, the shading in the middle column represents a dark strip in the original form. With the omission of the "To" box and of the entire "From" column, it represents exactly the typical Stedmanic form.

In the matter of how far sections of the transfer-issuing unit are expressed on the transfer, we may simply note that, in general, the more specifically the receiving conditions are indicated, the less of issuing conditions need be specified.

74. *Attached Coupons Indicating Initial Fare Limit.* Although sections of the issuing unit are usually denoted by punching, sometimes the initial fare limit is indicated by attached coupons. There are two types of this device, which we may call the Long Island type and the Pittsburgh type of route coupon. The Long Island type really indicates receiving conditions, the issuing conditions being only an inference. Both types are intended for use under the overlap arrangement of the transfer privilege.

To begin with the Pittsburgh route coupon as the simplest, it consists of an attached coupon at the right of the main body of the transfer, which is detached if the initial fare limit is outside the inner limits of the overlap. Its presence therefore indicates issuance of the transfer within the inner limits, and entitles the passenger to certain repeat transfer privileges. The one instance of this which we have met is in the special inbound form issued by the Third Avenue routes of the Pittsburgh Railways Company. This coupon, besides the name of the transfer-issuing unit at the top ("Third Avenue Routes—In") and the usual "Not Good if Detached" found on most attached coupons, contains the following inscription:

If this coupon is attached to transfer, it indicates that the transfer was issued in accordance with conditions as shown on reverse side and that person to whom issued is entitled to a Crosstown transfer if requested when this transfer is presented for fare.

The endorsed matter referred to reads as follows:

This coupon denotes that transfer to which it is attached was issued upon payment of fare in cash or with Brownsville (306-A) or Beltzhoover (306-B) shuttle transfer for a ride entirely within the City Limits.

If issued outside City Limits, issuing conductor will detach and destroy this coupon.

So that the presence of the coupon really defines the section of the transfer-issuing unit as the part of the issuing unit within the City Limits; equally the absence of the coupon defines the section as the rest of the routes in question.

This differs from the Smithoid types in that the Smithoid attached route coupons are themselves to be detached for fare in case repeat privileges are desired, leaving the rest of the transfer to be used for repeat purposes. The same system, the Pittsburgh Railways Company, also uses attached coupons of this type, as on the Mount Washington route.

The Long Island type is somewhat different, consisting of a succession of coupons, each giving a definite transfer point, receiving route, and final fare limit, or a list of them, described definitely or generally. One of these inscriptions is on the main body of the transfer, the rest are on attached coupons. Depending on the point at which the issuing car was boarded, attached coupons are left on or detached in issuing, and the last coupon (the one farthest from the main body of the transfer) indicates the receiving conditions which it is desired to express. This also indicates the section of the issuing unit, usually as to initial fare limit, sometimes also as to zone or other similar condition.

For an example we cite the forms used in Lowell, Mass., on the cars of the Eastern Massachusetts Street Railway Company. The transfers issued by the Depot lines read on the main body: "Good for fare to any limit of the Lowell Traffic Center except B & M depot." The attached coupon, at the top of the transfer, reads: "This

coupon makes attached Traffic Center Extension Check good for fare to Lowell Central Zone Limits on any route not passing B & M Depot." We note that these exceptions as to the Depot lines forms the mode of expressing the issuing unit; the presence or absence of the attached coupon denotes the initial fare limit, since the transfer is issued with the coupon attached only if passenger boarded within the inner fare zone (here referred to as the Traffic Center). This is a good example of the way in which such coupons are used; they actually show the receiving conditions, including final fare limit; but, by inference, they also indicate the section of the issuing unit, as regards zone or portion of zone, and particularly as regards initial fare limit.

75. *Transfer-Receiving Units.* It is not usual to have transfer-receiving units analogous to the transfer-issuing units, since receiving conditions are usually accounted for otherwise, as we shall see. Still, it occasionally happens that there is such a receiving unit, which may either be an indirect way of expressing the issuing unit (as with the Interborough Rapid Transit system in New York City) or be combined with the issuing unit as in Syracuse, N. Y., where each line issues two distinct forms, one to the north and south routes, and another to the east and west routes. Sometimes special forms to buses are issued; in which case the bus sub-system becomes a receiving unit.

76. *Notation for Transfer-Issuing Unit.* For purposes of orderly arrangement of transfers it is convenient to have a code of notation for transfer-issuing units. In Section 67 we have shown how this can be done when said unit is a route or a division; similarly we have seen how to denote a system or sub-system. When a city or other similar region is to be indicated, the same rules may be followed as for divisions; and, when the unit is a group of routes or divisions, they may be listed as a division if described in a group (or as an unnumbered or unlettered line). If the routes or divisions are listed, any one of them, preferably the first in number or letter, or the first on the list, should be taken. Thus the issuing unit

of the Lowell illustration in Section 74 may be described as: 1Aiii(1)LWd, where 1Aiii(1) is the sub-system (see Appendix B), LW denoting the city (or division) and "d" denoting the depot group of routes. As here, where more than one item of description enters into the unit, the items should be listed in order, the widest item preferably first.

Where direction is part of the issuing unit, it should be noted after the other items; for this purpose we may use the ordinary abbreviations for the points of the compass, N, S, E, W; and "i" for inbound, and "o" for outbound. Thus the issuing unit consisting of the outbound West Sixth Street line in Los Angeles would be denoted by: 9BiDo, where 9Bi denotes the system (Appendix A), D the route (Appendix D), and "o" indicates outbound.

Where the type of vehicle is an item, "b" may conveniently be used to denote buses, while the absence of a letter would mean street cars.

Where it is important to note in similar code a transfer-receiving unit, it may be done in the same way. The fact that it is a receiving unit may be specified by a little arrow ← over the last characters. Thus, a certain continuation transfer formerly issued in Orange, N. J., had the so-called "Jigger" line as a receiving unit. This receiving unit could be denoted by 2Di(1)O_j←, where 2Di(1) denotes the sub-system (Appendix B); O denotes the division, Orange (Section 67); and "j" stands for Jigger. The arrow indicates a receiving unit.

XV

CONDITIONS OF PLACE

77. *Varieties of Conditions of Place.* We have already assumed the division of conditions of place (and this applies also to conditions of time and circumstance) into issuing and receiving conditions. Where conditions of time are indicated on a transfer, they are practically always receiving conditions.

The issuing conditions (or conditions of issuance) describe time, place, and circumstance under which the transfer was issued, whether contained in the original form of the transfer or indicated on it by the conductor by punching or some other similar device (such as detachment of attached coupons, etc.). Receiving conditions (or conditions of acceptance) describe the sort of time, place, and circumstance under which the transfer is valid for fare, and what further privileges, if any, the passenger is entitled to thereunder. As we have already said, conditions of time, as indicated on a transfer, are conditions of acceptance (receiving conditions).

Receiving conditions of place would describe on what routes, and in what directions, and from where to where, the transfer may be used for fare. Any further privileges may be classed as receiving conditions of circumstance. Thus, the conditions of place that are also conditions of acceptance are: transfer point; receiving route; receiving direction; and final fare limit. The transfer point is the one common to the issuing and the receiving route, and it might therefore be doubtful whether to classify it as a condition of issuance or of acceptance; but it belongs under the latter, because it really means where the passenger should board the receiving car, it being a matter of indifference whether or not the passenger leaves the issuing car at the same place. The walk-over privilege is a case illustrating this. There the issuing car does not even pass the transfer point at close range.

In this chapter we shall only consider receiving conditions of place, for the issuing conditions have been quite thoroughly treated in the preceding chapter.

78. *Implication of Receiving Conditions.* The universal transfer privilege (see Section 4) is the ordinary basis of transfer privileges, and is generally understood where nothing further is mentioned. Accordingly, many transfer forms specify nothing whatever concerning conditions of acceptance except in general regulations which amount to little more than a statement of the universal transfer privilege. We may say that the receiving conditions are denoted by *implication* in these forms. The more closely the issuing unit and section are specified, the more fully the receiving conditions may be left to implication.

The Connecticut Company is a fair example. Although punch spaces for line and direction are provided, they are never used, and even the regulations printed on the transfer state simply: "GOOD ONLY at transfer point on first car after time cancelled. NOT GOOD on line from which issued. Subject to the rules of the Company." On certain Peekskill (N. Y.) forms, all that is said about conditions of acceptance is this: "Good only on next car leaving point of transfer." The Lehigh Valley Transit Company (Pa.) specifies the following: "Good only on this day on next connecting car from Junction to limit of passage, subject to the rules of this Company."

On the other hand, even these regulations, with no definite statement of receiving conditions, are sometimes more specific. Some Cleveland forms, differing from the usual Stedman type there prevailing, state: "Good for continuous trip on first car on any intersecting line if presented at intersection on date and before time punched." In Erie, Pa., it is still more specific: "Good only for one continuous passage when presented within the time punched, and will be accepted on any car at first or last points only on intersecting lines, but not returning over line or part of line just traversed." This is a fine statement of the universal transfer privilege.

Other systems using this method of implication are:
Northern Ohio Traction and Light Company

150 THE COLLECTION OF TRANSFERS

Kansas City Railways

Market Street Railway Company (San Francisco)

San Francisco—Oakland Terminal Railways

Los Angeles Motor Bus Company

B & H Transportation Company (Long Beach, Calif.)

These are cases in which all receiving conditions are implied; but it will usually happen that some item or other of the receiving condition is left to be implied. For instance, it is not usual to specify the final fare limit unless there is something specially complex about the fare limits on the system or on that particular line. Usually, unless the transfer privilege is of the overlap variety, it is understood that the final fare limit is the same for the transfer as for a single-zone cash fare.

Again, the transfer point is usually left to implication as being at the intersection of the issuing and receiving routes. There are many other ways in which receiving conditions are implied rather than expressly stated.

In the preceding chapter we have seen that issuing conditions are sometimes left to implication, although those are frequently omitted altogether as unnecessary, since the receiving conditions affect the validity of the transfer, while issuing conditions are practically useful only in so far as they throw light on the receiving conditions.

79. *Wording of Receiving Conditions.* Although the various elements of any possible or impossible receiving condition (that is, any condition under which the transfer will or will not be good) may be separately expressed, it is usually the case that transfer point, receiving route, direction, and final fare limit, or as many of them as it is desired to include, are all expressed together. This may be done by general description of cases in which the transfer will be accepted, supplemented by exceptions and additional cases (note that this general description may resolve itself into such implication as considered in the preceding section), or it may consist of an itemized list of each possible case for acceptance of the transfer, whether or not with any way of designating which of these cases is intended in the particular instance at time of issue.

A sample of a description of a case in which a transfer will be accepted is to be found on the coupons attached to the transfers of the Long Island Electric Railway (from the attached coupon of the regular form issued on the Queens Division): "GOOD ONLY from Washington and South Sts. to Farmers Ave." Here the transfer point and the final fare limit are stated, the receiving route and direction following immediately from this. But the final fare limit is usually a matter of implication, and is stated in this instance because the particular system has the overlap transfer privilege. Usually the statement of conditions of acceptance consists of route and direction, or street and direction, or transfer point and direction; sometimes several of these conditions are combined to make the description more explicit. Sometimes a destination (or, as in the case above, a final fare limit) replaces the direction, and sometimes, owing to the arrangement of car lines of the system, it may be considered unnecessary to specify direction. Other combinations, such as transfer point and route or street (with or without direction), are also frequent. An example may be found in the list of receiving conditions on the transfer form of the New York, Westchester, and Connecticut Traction Company, a subsidiary of the Third Avenue Railway system of New York (the line is Pelham to Tuckahoe):

At Waverly Square to New Rochelle, Tuckahoe and White Plains cars.

At Mount Vernon Terminal to Bedford Park, Yonkers, 5th Avenue, 6th Street and Subway cars, and North Pelham cars to Pelham Station.

At 5th Avenue and 1st Street to New Rochelle cars.

At Bailey's Corner to Tuckahoe or Pelham cars.

A sample from the Hudson River line form of the Public Service Railway of New Jersey will indicate the use of transfer point and direction instead of route names: "Main and Mercer N. or S." An instance of the use of street and direction: "At 7th & Market Sts. to East on 7th St." (From the Shellpot & West 4th Street form of the Wilmington and Philadelphia Traction Company.)

152 THE COLLECTION OF TRANSFERS

Route name and direction only: "To 14th Street line E. or W." (New York Railways Company.)

It is not always, however, that all the conditions of acceptance are stated together. Generally the old type forms have their punch spaces containing the receiving route, named either by the individual route or by the street and direction; and these are grouped according to the transfer points, indicated at the top of each group. Thus, when the destination (or receiving route) is punched, that indicates that the transfer point is the one at the head of that group of punch spaces. These groups are usually separated by heavier division lines. For an example of this mode of expressing conditions of acceptance, see the diagram in Section 56. We shall consider later in this chapter other special types and devices.

80. *Punching and Listing of Conditions of Acceptance.* Conditions of acceptance are usually indicated either by punching or by listing. In either case, a list of all circumstances of acceptance, in so far as it is desired to describe them, is printed on the transfer. Where the punching device is used, the passenger must ask in the first place for a transfer to a particular line and direction. This is punched on the transfer, so that the transfer is good there and not elsewhere. In the case of listing, the passenger simply asks for a transfer, and gets one which he may use on any of the lines listed under the circumstances as indicated. It is often difficult to distinguish between these two devices, and frequently the difference is one of usage, since it happens that a form containing what are intended to be punch spaces simply becomes a list through the fact that actual punching of the destination does not occur.

81. *Additions and Exceptions.* In Section 78 we have seen that, where nothing is said as to conditions of acceptance, the universal transfer privilege is implied as a general rule. In some systems the exceptions to this universal privilege are noted, usually by an endorsed listing; also sometimes such additional privileges as walk-overs, etc. Where the notations are by exceptions, it will usually mean exceptions to the universal privilege; in any case,

exceptions to the general regulations, which may call for a restricted transfer privilege.

In many cases the issuing line serves as an implied exception to the general rule. We may say, though, that outside of such a case, exceptions are not punched. As a peculiarity of the Moran patent forms, we remark that the route punch on those forms indicates the locality to which the transfer is *not* good, and therefore it is really a case of punched exceptions. However, the locality punched being that from which the transfer was issued, it constitutes by implication a condition of issuance; in fact, it is a section of the issuing unit, and the only way in which those forms indicate issuing conditions.

The Brooklyn-Manhattan Transit system, in its regular two-cent transfer forms, prints the exceptions on the back of the form. These endorsed exceptions explain the exceptions to their use on each of certain named lines, and there is a column heading "Lines" on the left, and "Exceptions" on the right. The following illustration (St. John's Place, form "B") will show the arrangement:

Lines	Exceptions
BERGEN ST., toward Woodhaven only.	
FIFTH AVE., toward 86th St. only.	
SMITH ST., toward Park Circle only.	
VANDERBILT AVE., toward 20th St. only.	
OCEAN AVE., no transfers issued to this line.	

These may be called endorsed exceptions, classed by receiving line.

The Los Angeles Railway, on its regular forms issued since May 1, 1921, also uses the device of endorsing the exceptions on the main body of the form, as follows (illustration from form "B in" of 1924 issue):

NORTH on Spring or Hill Sts. at any point.
 NORTH on Broadway at any point south of First St.
 NORTH on Main at any point south of the Plaza.
 NORTH at Twelfth & Maple, or Twelfth & San Pedro.
 Additions (walk-over privileges) are similarly endorsed

on the attached route coupon. On the back of the main

body of the transfer, at the bottom, are also a few additions in the way of transfer points not conforming to the regulations, and transfer points where the transfer will be accepted on the issuing line, either directly or as a repeat.

We may say that listing of conditions is based on the idea of special transfer privileges, while exceptions are based on the idea of universal privilege.

82. *Explanation of Punches.* Sometimes a punch referring to some issuing condition, or even to a receiving condition in general terms (such as zone or direction) will be accompanied by an explanation as to the conditions of acceptance implied by that punch. This may be done by a listing under the punch space, as in the Rochester (N. Y.) forms, where the transfer is divided into two parts according to issuing direction, the punch being AM-PM in each half. Under the heading of each half of the transfer comes a list of conditions of acceptance. Similarly, in regular and repeat forms of the Public Service Railway (New Jersey) not issuable in Newark, the transfer is punched for the issuing direction (northbound and southbound, eastbound and westbound, or inbound and outbound), and under each issuing direction is a list of the receiving conditions.

But the explanation is generally by endorsement, this endorsed matter consisting of a list of receiving conditions or exceptions classed by punches. A simple case is that of the "M" (Grand and Moneta line) forms of the Los Angeles Railway, issued since May 1, 1921. The endorsed exceptions, walk-over privileges, etc., are found on these forms as explained in the preceding section, but both exceptions and walk-over privileges are divided into two parts, the second part being headed "When punched in circle." This refers to a circular punch space enclosed in a box, which is punched only when the car has passed the loop on Second Street at time of issuance. In this way there are provided two sets of receiving conditions, according to which section of the route issued the transfer. Again, the same company, in its 1920 issue, had its transfers punched for receiving and issuing direction, with explanations on the back as to what each combination of

issuing and receiving direction gave in the way of conditions of acceptance. The Pacific Electric Railway, in many of its 1924 forms, has the issuing line punched, and on the back there are listed the receiving conditions for each issuing line (in the Pasadena form the exceptions are endorsed in the same way.)

These explanations may be considered as simply classified listings or exceptions.

83. *Other Endorsed Conditions.* The listing of the receiving conditions themselves is sometimes found in the shape of endorsed matter. In the Newark forms of the Public Service Railway, this endorsed matter is headed "TRANSFER POINTS," but actually is a complete list of all receiving conditions. There is nothing particularly remarkable about this device, but the collector should note when receiving conditions are endorsed instead of being listed on the front of the transfer, as most conditions usually are.

84. *Parallel Columns.* We have seen that the old type of transfers usually had the receiving routes listed in groups, each group being headed by the transfer point. The so-called "Franklin Rapid Transfer" type has simplified this somewhat by having the transfer points and the "destination" (receiving route) listed in parallel columns, the destination column being the column of punch spaces, and indicating the transfer point in the space opposite the one punched. This parallel column device, which we may call a "Franklinoid" type, has been used in other transfer forms, sometimes with variations. Thus, the punch column for the receiving route may be divided in the Stedmanic manner, as is the case with the United Electric Railways (R. I.) forms which are not "Franklin Rapid Transfer" in the 1924 issue; or the parallel columns may be simply listing of conditions; or they may be independent parallel columns, as with the Northampton (Mass.) Street Railway, where the transfer point and the receiving route, not being necessarily opposite one another, must be punched separately. Again, the endorsed listing of conditions may be made in the parallel-column manner, as with the Pittsburgh Railways, where there are three parallel columns, for transfer points, receiving routes, and final

156 THE COLLECTION OF TRANSFERS

fare limits respectively (in Syracuse, N. Y., the regular parallel-column form of listing is used).

The Franklin Rapid Transfer forms issued in Providence use numbers instead of the names of the transfer points, with an endorsed explanation of the meaning of the numbers; there are also qualifying notes indicating exceptions on all forms of this system, the United Electric Railways Company.

To illustrate further the parallel-column device on the Franklin Rapid Transfer forms, we will give a diagram of the parallel columns in the Maple & Mittineague form (1923 issue) of the Springfield (Mass.) Street Railway:

Destination	Transfer Point		Destination
State	Maple & State	Park & Main	Main W. Springfield
Dwight	State & Dwight	West & Plainfield	Plainfield
So. Main Main St. N. G. Mitt.	State & Main	Main & Carew	Carew No. Main So. Main
West Side Carew	Court Square	Main & Lyman	Lyman Walnut King
West Side	Vernon Street	Main & Dwight	Winchester Sq. So. Main
Country Club Feeding Hills Lyman	Main & Lyman	Court or Victoria Sq.	So. Main State
Elm	Elm & Westfield	Main & Carew	Carew West Side from Hooker
Baldwin	Elm & Park	EMERGENCY T on T	

The punch is placed in the "Destination" column. "T on T" stands for "Transfer on Transfer," and indicates that the transfer is a repeat.

85. *Combination of Receiving Conditions With Other Conditions.* The receiving conditions are often combined with some other sorts of conditions, especially of issuance. The "From-To" punch is a common case of this. Also, the receiving conditions are frequently classified with the issuing direction, especially by a device similar to the Rochester plan of dividing the transfer into two halves, with a list of receiving conditions in each half, to be taken as listing or as a set of punch spaces. We have also seen that receiving conditions are, especially in the Stedmanic transfers, combined with the half-day.

We note the following systems as using the combination of receiving conditions with the issuing direction:

United Electric Railways Company (Rhode Island; except Franklin forms. These forms are also Franklinoid-Stedmanic).

Springfield (Mass.) Street Railway (1924 issue).

Public Service Railway (New Jersey; regular and repeat forms only, and excepting Newark forms).

Philadelphia Rapid Transit Company (certain out-of-town forms only).

Wilmington and Philadelphia Traction System (forms with P. M. coupon make combination by division of transfer; other forms, by two columns similar to the A. M. and P. M. columns of Stedmanic forms).

Scranton Railway Company.

New York State Railways (Rochester forms only).

Municipal Railway of San Francisco.

Los Angeles Railway (1920 issue).

Such combination also occurs in the device for stating both is using and receiving conditions in the same punch space, so that both are punched together.

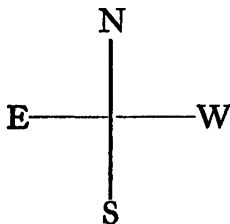
The "row-and-column" device of combining several conditions (the arrangement used in the Stedmanic type) is also used to combine several different kinds of receiving conditions; as, for instance, where the lists of transfer points are divided into four columns headed "N." "S."

"E." "W." In such case (1921 issue, Pacific Electric Railway), a punch of a certain transfer point in the column headed "E" means that the transfer is good on eastbound cars at that particular point. Similarly, two columns are frequently used in the same way, headed "In" and "Out," or, sometimes, "North" and "South," or "East" and "West."

86. *Direction Punches.* In many cases there is an independent set of punch spaces for the receiving direction, which may be an "In-Out" punch or a "North-South-East-West" punch. On some systems or sub-systems (such as the Eighth Avenue Railroad or the Ninth Avenue Railroad in New York City), where traffic is only in one of two opposite directions, those two directions alone need to be named (in the instances named, the punch is "North-South"). This direction punch may be combined with other data, as in the 1920 issue of the Los Angeles Railway (see Section 56). Points of the compass are frequently indicated only by their respective initials.

Generally there is nothing distinctive about a direction punch, but sometimes a peculiar arrangement is to be noted. Thus, with the Capitol Traction Company (D. C.), the punch boxes are arranged to form a square divided into four parts by its two diagonals; the letters N, S, E, W, are each placed in one of these four triangular boxes.

One of the most characteristic arrangements peculiar to a direction punch is the compass arrangement, in such form as the following:



The above arrangement, which we may call the "compass punch," is adopted for the direction punch on the Kansas City Railways. In the case of the San Diego

Electric Railway, a compass dial is used, concentric with the hour and minute dials. The Trenton and Mercer County Traction Corporation utilizes the four corners left vacant by the single dial, and places one direction-punch space in each corner.

As we have seen at the end of the previous section, the direction punch may sometimes be combined with other conditions; but frequently it is independent, and often it supplies as much of the issuing conditions as are indicated. It is also sometimes combined with the half-way in a row-and-column combination similar to the Stedmanic device. We may also note that sometimes a direction punch is intended to indicate issuing and not receiving direction.

87. *The Square-Box Type.* Punch boxes containing descriptions of receiving routes or transfer points are usually oblong, to give room for printed lines, although square boxes are common where only numbers or single letters are printed in the box. But there are transfer forms, such as those of the Capitol Traction Company (D. C.), in which most of the transfer is ruled into square boxes reminding one of graph-plotting paper, each box containing a description of a condition under which the transfer will be accepted. A similar arrangement is to be found on the transfer forms of the United Railways of St. Louis, but there each box contains a route name, printed diagonally, probably to give more room. The square-box type can hardly be considered as a special device, but it gives the transfer a peculiar appearance that cannot be mistaken even at first sight.

XVI

MISCELLANEOUS CONDITIONS

88. *Indication of Repeats.* We may divide the repeat privileges connected with a transfer form into those connected with issuance and those connected with acceptance. The former conditions really amount to indicating the kind of fare for which the transfer is given—whether cash, tickets, or transfers, and under just what circumstances. The latter conditions, the repeat conditions of acceptance, amount to the statement as to when and under what circumstances, if any, a new transfer will be issued in exchange for the transfer form in question or whether an additional ride can be had in any way in exchange for the particular transfer form.

Usually these repeat conditions are not indicated, although some systems indicate on their transfer forms directly one or both kinds of conditions. As we have already seen, on most systems this repeat question cannot come up at all; where it can, and no further indication is made, usually transfers are issued for any kind of fare; but many systems, without any notice to that effect on the transfer forms, do not issue transfers in exchange for other transfers unless specially so stated. If some form makes a special notation of repeat rights, or if some form makes special notation as to where repeat rights are not granted, it may usually be assumed that these notations are intended to be exceptions to the general rule. Such exceptions are usually noted as to the repeat conditions of acceptance. We may add that, in the matter of the kind of fare for which transfers are issued, there is normally no distinction between strip tickets (or tokens) and cash fares, though even this distinction sometimes is made.

When we are dealing with repeat rights on a given transfer form, they may depend on a punch or attached

coupon. But ordinarily, if indicated at all, they will be quite definitely listed.

It is a common thing to have different forms for pay transfers and for free transfers; it also happens that separate forms are used according to whether a transfer is an original one or a repeat. In such an event, the repeat form may differ in its entire arrangement from the original one; in the case of four obsolete Newark forms, even the transfer-issuing unit is different. More frequently, however, the difference between the regular and the repeat forms is simply an inscription to indicate the repeat form as such, or possibly a color distinction, while the difference of arrangement, if any, is very slight. If the repeat is very restricted, those restrictions are bound to appear on the repeat form, some of the possible alternative receiving conditions being omitted, whether on the listing or on the punch spaces, or additional exceptions being made.

The Cleveland Railways Company distinguishes its repeat forms by a box containing the word "FREE," and by printing the repeat transfer in black on white. The same forms may also be used for any occasion on which actual free transfers are to be used. The Public Service Railway of New Jersey, before October 1, 1923, used repeat forms which (except in the case of the four Newark forms above mentioned) were distinguished from the regular forms only by the red surcharges "2" (for "2nd transfer," the company name for this class of forms), and "NO CHARGE." In St. Louis, repeat forms are distinguished by two red horizontal bars.

On the matter of the original fare, color distinctions are sometimes used to indicate the amount of fare originally paid; also differences in arrangement of the forms, devices used, etc. Thus the Brooklyn-Manhattan Transit System lists the receiving conditions on its free transfers, and uses endorsed exceptions on its two-cent transfers. Sometimes, as in Springfield, Mass., a punch is used to denote the fare paid, and particularly whether or not the transfer is a repeat, that is, issued in exchange for another transfer.

89. *Use of Original Transfer for Repeat.* In some

cases the original transfer form can be used for fare on more cars than one, thus containing repeat privileges within itself without being exchanged for another transfer. This may be done by the passenger receiving his original transfer back in the condition in which he gave it, although this is not usually done. It is, however, sometimes done that way in special cases where the other means of repeating on the transfer are exhausted.

Generally, a transfer can be used to re-transfer to other cars from the car where it is first used only by one of two devices: the attached route coupon (Smithoid type) or the validation punch. The "Bus Ticket" forms of the Los Angeles Railway use a combination of both devices.

The validation punch is simply a punch space, appropriately labelled, used as follows: When a passenger presents a transfer for fare, and indicates a wish to re-transfer to another car, the conductor punches this validation space and returns the transfer to the passenger, who can then use it on the next car. There may be one or more validation punches on a transfer form, and the number of such punch spaces limits the number of repeats that can be made on that form. The use of each particular punch space may be restricted, usually in ways stated on the inscription of that space. This device is particularly used in the vicinity of San Francisco.

The Smithoid type is somewhat more complex, but may well be compared to the successive coupons used in inter-company railroad tickets, in which each company whose lines are traveled over detaches its own coupon from the ticket until the whole ticket is taken. Similarly the Smithoid transfer consists of a main body with attached coupons; and, when re-transferral is desired, the conductor of each receiving car detaches one coupon, until the main body of the transfer (with time coupons, if any) alone is left. If further transferring is to be provided for under the company regulations in special cases, it may be done by allowing the passenger to receive back the main body of the transfer, or by a special provision for exchanging for a new transfer; but usually the fact that there are no more route coupons left indicates that no more re-transferring

is allowed for the same fare. Thus, two attached coupons mean double repeat; one attached coupon means single repeat only.

For most purposes, the main body of the transfer and the attached route coupons are considered as independent transfers, each being complete in itself in containing a description or implication of issuing and receiving conditions. The issuing conditions are the same for all coupons, though not always worded in the same way; the receiving conditions are different for all the coupons. The Smith patent forms are peculiar in that each attached coupon, as well as the main body of the transfer, contains a listing of receiving conditions.

In the case of the Smith patent form, where there are two attached coupons, there may be one at each end of the transfer. If, however, there is a P. M. coupon at the left end, there will usually be two successive coupons at the right end of the transfer.

A few forms issued by companies using the Smith patent show a sort of vestigial Smithoid form. In some free transfer forms of the New York Railways Company and related companies, an imitation of the Smithoid form is used; but the coupons are not to be used separately, and have no significance for repeat; and, in some cases, there is not even a trace of actual separation of the parts. The Yonkers Railroad uses a Smith form with the main body and one coupon blank as to receiving conditions. The other Westchester County (N. Y.) lines of the Third Avenue Railway System use forms which have a back referring to the Smith patent type, but with a front of a different type altogether.

Where there are two coupons attached to the same end of the transfer, the coupons are to be used in order, the end one first. The New York and Queens County Railway system, in its forms issued before June, 1923, indicated this by the hollow red surcharges "1" and "2" respectively on the coupons to be used first and second. Where there is a coupon at each end, it is usually implied that either coupon may be used first, according to the particular kind of repeat route used, though generally the

right-hand coupon is intended to be used first in most cases. The New York Railways Company indicated this by a hollow surcharge of a star on the right-hand coupon.

In the case of Smithoid transfers, the half-day is usually indicated either by some difference in surcharges or coloring (particularly by the difference in hour punch spaces) or else by the P. M. coupon, which, for purposes of the use of the transfer for repeat purposes, counts as an integral part of the main body of the transfer. The attached route coupons are not good for passage by themselves when presented without the main body of the transfer, and so usually bear the words "Not Good if Detached."

Smithoid transfers are in use on the following systems, to our best information:

New York Railways Company (two-cent forms only).

Third Avenue Railway system (New York City forms only. Other forms use imitation).

Fifth Avenue Coach Company (New York City).

New York and Queens County Railway Company (before June, 1923).

Pittsburgh Railways Company (special forms only).

Kansas City Railways Company.

Los Angeles Railway (since May 1, 1921).

The New York Railways, and the Manhattan and Bronx lines of the Third Avenue system, have one attached coupon at each end of the transfer; this is also true of the vestigial Smithoid forms used in Yonkers, N. Y. All except these forms and the Kansas City forms and the Los Angeles issue of 1921 use the P. M. coupon; the Kansas City forms distinguish the half-way by the color of the printing, and the others by surcharges and hour punch spaces.

90. *Emergency and Continuation Indications.* Frequently special forms of transfers are issued for emergency transferring or for use in connection with the continuation privilege. The latter may be distinguished again into the preliminary continuation forms and the feeder continuation forms, although that distinction is not always strictly observed. Such special forms are usually labelled

to indicate their particular use, and what has been said concerning issuing and receiving conditions applies to these, except that, in the case of emergency transfers, the conditions of place are necessarily vague, inasmuch as they will differ with every emergency that may arise. The "Block Ticket" forms granted by the rapid transit lines of the Brooklyn-Manhattan system, which are really emergency transfers, are specified to be good on any lines of the system at any point within forty-eight hours.

Again, on most transfer forms there is a special emergency punch; or there may be several different sorts of emergency punches. Sometimes even ordinary continuation privileges are similarly indicated, as with the "Turn Back-Diverted" punch on the Los Angeles Railway (forms issued since May 1, 1921). The words "Car to Car" on a punch space usually imply emergency.

The implications of such transferrals as to repeats is, that emergency transfers are to be used as though the trip had been continuous; that preliminary continuation transfers are good for another transfer on the same terms as cash fare; and that feeder transfers may be issued on any kind of fare but give no further repeat privileges. These rules may, of course, be varied in each case. Shuttle car forms, and other special classes of forms, are usually continuation transfers.

91. *Forms Not Giving Actual Transferral.* There are sometimes a few forms issued, such as exit coupons, refund coupons, overlap or single or double zone fare receipts, etc., that would be included under the heading of transfers though not actually giving the right of transfer from one vehicle to another. These usually lack some important item of a regular sort of transfer, but most of what we have said concerning indication of conditions applies to them as well as to other forms.

92. *Classes of Transfers.* Frequently the company issuing various transfer forms will have special names for different varieties, according to fare rates, transfer fees, overlap privileges, repeat privileges, arrangement, etc.; and often forms differ in such a manner even though no company name is attached to the various varieties. Such

166 THE COLLECTION OF TRANSFERS

varieties of transfer forms issued by the same system we may call *classes* of transfers. Usually one of these classes will have a much more general issuance and use than any of the other classes, and will come much nearer to granting a universal transfer privilege; this class may also be distinguished by having no company *appellation*. Such a class of transfers is called the *regular* transfer class, and may or may not have a company designation on the transfer form.

It is important to distinguish the various classes of transfers on any system, since each transfer-issuing unit may issue transfers of various classes. Notation for the issuing unit, plus a symbol for the class of transfers, usually gives a fairly complete description of the individual form; if form number, issue, and color are added, there will hardly ever be anything further required to identify the exact form.

We may apply the term *special classes* to all but the regular class. "General forms" is a term that may be applied to the class of transfers issued by a much wider issuing unit than would normally be the case. Transfers of the special classes may be called special forms, but should not be named special transfers where the company applies this term in a more restricted sense, or where it may be otherwise convenient to restrict that term to one of the special classes.

Appendix F contains the nomenclature of classes of transfers which we have seen in the systems for which we have collected transfers. A reference to that will indicate what sort of divisions into classes are to be found among transfers. As to indication of the class, the company name, if there is one, is printed on it. Otherwise either the arrangement will have to indicate it or some printing or surcharge or omission of such, imparts the desired information.

Sometimes it is desirable to give a class name to the transfers of a system even when there is no more than one class; and sometimes, indeed, the company prints such a class name on the transfer form.

93. *Form Numbers.* On many transfer forms there is

to be found what is ordinarily called a form number, usually some collection of letters and figures which serves as the company's designation for the particular form. This form number is always worth noting, although it does not always indicate what would be a single form for the collector's purposes. Normally a form number takes account of differences of wording and arrangement, but leaves out color, surcharges, and new issues, all of which would make new forms for the collector. Hence it may happen that a collection may contain many forms from the same system designated by the same form number. Thus, in our own collection, there are 46 forms, differing in color and surcharges, from the Connecticut Company, all bearing the form number C 418. This company uses a single form number for each division or sub-division. The Springfield (Mass.) Street Railway Company uses the same form number, 266-S, for all trolley transfers, though the wording on them differs widely.

Form numbers are usually printed on some obscure part of the transfer, but are worth looking for, since sometimes they are important clues to identification.

94. *Serial Numbers.* Generally individual transfers are identified by a serial number, which does not denote the form but the individual ticket issued. Since surcharges constitute almost the only practicable way of indicating these, the serial number is usually found surcharged even when that device is not used for any other purpose. Two successive transfers from a single pad will have successive serial numbers. However, it is not important to note a serial number, since it differs with each transfer of the same form; all that is needed is how and in what part of the form the serial number is noted.

Where there are attached coupons, the serial number usually appears on the main body of the transfer and on each attached coupon, though it is sometimes omitted from time coupons.

The Schenectady Railway Company uses "serial number" in a sense not connected with actual serial numbers.

95. *Conductor's Numbers and Run Numbers.* Some systems print or surcharge on their transfer forms the

conductor's number, making it possible to identify the conductor issuing each transfer. This number may also be indicated by a punch. Transfers of the San Pedro (Los Angeles) Motor Bus Company have the conductor's name printed in the corner.

Some forms also contain what is called the "run number" surcharged or punched. The run number is presumably the number of round trips made during the day by the vehicle or the conductor. Both the conductor's number and the run number are non-essential points, but their presence is a peculiarity of the transfer form.

The following systems in our collection indicate these data:

Middlesex and Boston Street Railway (conductor's number printed).

Richmond (N. Y. City) Light and Railroad Company (run number surcharged).

Newburgh (N. Y.) Public Service Corporation (run number surcharged).

Poughkeepsie (N. Y.) and Wappingers Falls Railway (conductor's number surcharged).

Peekskill (N. Y.) Lighting and Railroad system (conductor's number printed on general form, and punched on P. & W. T. form).

Kingston (N. Y.) Consolidated Railroad (conductor's number printed).

Hudson River and Eastern Traction Company (Ossining, N. Y.) (conductor's number punched).

Frankford, Tacony and Homesburg (Phila.) Street Railway (conductor's number surcharged).

San Antonio (Tex.) Public Service Company (run number stamped).

B & H Transportation Company, Long Beach, Calif. (run number punched).

Long Beach, (Calif.) Transportation Company (conductor's number punched).

San Pedro (Los Angeles) Motorbus Company (conductor's name printed).

Bay Cities Transit Company, Santa Monica, Calif. (run number punched).

96. *Issuing and Receiving Punches.* In some cases, receiving punch spaces are provided where the receiving conductor is to punch the transfer so it cannot be used again. Other systems provide similarly an issuing punch, usually called a "conductor's punch," which is to be punched when the transfer is issued, or it is not valid. An issuing punch makes a transfer valid; a receiving punch makes it void. These devices are not of importance, but may be noted in passing. Allied to these, we may note the conductor's stub used on the United Railways of St. Louis; there the conductor keeps on his pad a duplicate of each transfer issued, punched like the one the passenger gets, so that the company keeps a record of every transfer given out. This is done by printing transfers in two parts, one kept on the pad while the other is detached and issued to the passenger.

XVII

STANDARD TYPES

97. *The Ham Type.* This is a type of transfer already quite fully considered in Section 59. It was used in the case of a few forms issued by the Washington (D. C.) Railway and Electric Company, in particular, the bus forms, the inter-company form, and the forms issued on the Columbia line. This type of transfer, however, is no longer in use on that system, having been replaced by the use of the Pope P. M. coupon.

A peculiarity of this type is that it is never issued complete, but always with only one of the two time coupons attached. Whichever coupon is attached indicates the half-day. The hour and minute (quarter-hour intervals) are indicated by punching on a regular tabular form occupying the entire coupon left attached, there being such a tabular form on each attached coupon. The A. M. coupon is on the left, and the P. M. coupon on the right, and the transfer is indented where the coupons are attached. The date of the patent is June 9, 1903. This type is now apparently obsolete, but many types in use seem to have developed from it.

98. *The Pope Types.* It is probably not fair to call the Pope patent a "type"; it is rather a device. It may be said to be the result of leaving out the A. M. coupon from the Ham patent type. A few minor changes, such as placing the P. M. coupon on the left end, attaching that end to a pad (for Ham transfers do not come on pads), and removing the hour and minute punch spaces from the coupon, and we have, essentially, the Pope P. M. coupon. The Pope P. M. time limit amounts to putting the contents of the A. M. coupon on the main body of the transfer, and leaving the P. M. coupon attached. The Pope time-limit coupon is not at the end attached to the pad, and hours and minutes are indicated independently. Samples of these coupons are shown in Section 59. The Pope patent is dated November 21, 1905.

99. *The Smith Type.* This is another patent form arranged like the Ham type. The original Smith forms are exactly like Ham forms, but the coupons indicate conditions of place instead of time. In the original Smith type, each coupon, as well as the main body of the transfer, contains a list of receiving conditions where that coupon may be used for fare; the issuing unit consists of the issuing route with or without the issuing direction, and is designated by name on the top line of the main body of the transfer; the issuing *route* is designated by number in a box in a bottom corner of each of the attached coupons, the rest of the bottom of each coupon being taken up by the complete date surcharge, which also appears on the main body near the top in a specially reserved space. There are two different sets of hour punch spaces which may be surcharged on any form, at the bottom of the main body: the A. M. spaces, with the numbers 5 to 12 in light boxes, under the letters A. M., followed by the numbers 1, 2, 3, in dark boxes under the letters P. M. in a dark block. Then there may be the P. M. spaces on the transfer, consisting of the numbers 4 to 12 in dark boxes under the letters P. M. in a dark block, followed by a box containing the inscription "1-4 A. M." When the latter set of punch spaces appear on the transfer, a P. M. quadrat also appears in a bottom corner of each attached coupon. The serial number of the transfer appears near the bottom of the main body, and in some cases also appears on each attached coupon. Endorsed on the main body is the following explanation of the use of this type of transfer:

NOTICE TO PASSENGERS

No transfer is issued except on payment of cash fare.

This transfer is good to any line named upon the coupons at intersection of issuing line or from a line named upon one coupon to a line named on the other at point of intersection.

Upon transfer from issuing line to a line named on either coupon at intersection of issuing line conductor will detach coupon upon which his line is named.

172 THE COLLECTION OF TRANSFERS

The second coupon will be good to any line named thereon at intersection of line used upon first coupon and conductor will detach and accept same for fare.

The remaining coupon is good to a line named thereon as designated and conductor will accept the same for fare.

This patent is dated December 13, 1910. It is very frequently found combined with the Pope P. M. coupon, in which case both attached coupons are on the right, or only one such is used; and the hour spaces are numbered 1 to 12.

Systems using the Smith patent type sometimes make use of the empty form of it without the contents, as in the case of the Yonkers forms in which all receiving conditions apply to the right-hand coupon, so that, in spite of the two attached coupons, no repeats are provided for. In the case of the transfers issued by the Third Avenue Railway system in Westchester County east of Yonkers, only the hour punch spaces and the "Notice to Passengers" remain of the Smith patent devices, even the part where the coupon should be not being in any way separated or detachable. Similarly, the free transfer forms issued by the New York Railways Company and the New York and Harlem Railroad traction lines, are arranged as Smith forms with a single route coupon and a Pope P. M. coupon (what we may call the Smith-Pope type), but the route coupon is not intended to be detached, and, in most instances, is not detachable. In most of these cases, and in the case of the transfers of the Second Avenue Railroad Company (New York City), this coupon simply becomes a large box occupying the entire right end of the transfer and containing the receiving conditions.

Route coupons in imitation or adaptation of the Smith patent type are to be found on some systems. The true Smith type is, as far as is known to us, not to be found in use outside of the immediate vicinity of New York City except on Chicago buses; and the two features peculiar to it and not copied in the adaptation forms, are the

"Notice to Passengers" and the listing of receiving conditions on the coupons. Where a P. M. coupon is not used, the device of two different sets of surcharged punch spaces is generally used. In Kansas City, the A. M. and P. M. transfers are further distinguished by the fact that A. M. forms are printed in green, and P. M. forms in black; in Los Angeles (issue of 1921) the route and date surcharges were in two different colors according to whether the transfer was A. M. or P. M. Probably only in the Kansas City case is the difference wide enough for the collector to consider the A. M. and P. M. transfers as separate forms.

100. *The Moran Type.* This is essentially a further development in the device of time coupons, and the device in that respect is sufficiently illustrated in the diagrams of Section 51. Moran transfers are nearly always vertical, as Ham and Smith transfers are regularly horizontal. There are some further peculiarities of the Moran type. One is a color distinction, as well as a difference in the number and labelling of the time coupons, between A. M. and P. M. forms.

Another conspicuous feature of the Moran forms is the dating. The month is surcharged in red, and denoted by the first three letters. The date number is punched in punch spaces which are not boxed, and which are ranged around the margin of the main body of the transfer, across the top end, and down both sides, as follows:

1	2	3	4	5	6	7	8	9
10								21
11								22
12								23
13								24
14								25
15								26
16								27
17								28
18								29
19								30
20								31

174 THE COLLECTION OF TRANSFERS

As to receiving conditions, the region from which the issuing car came is punched on most Moran forms, the punch spaces having above them, and directly underneath the one digit date numbers, the heading "NOT GOOD ON CAR GOING TOWARD POINT PUNCHED." There will be also, either in the box containing the serial number or in adjoining boxes, the form number and the words "Moran Patent 1922." Corresponding A. M. and P. M. transfers are given successive form numbers, that of the A. M. transfers being the smaller number.

The receiving conditions, denoted by exceptions, are thus adapted to the universal transfer privilege. In certain forms where it is not desired to use this basis, the receiving conditions are listed in a box on the front, and are endorsed in further detail. This is done in the case of the transfers of the Boston Elevated Railway system issued at elevated and subway stations.

We have only found the Moran type in use on the system above named, and on the New York and Queens County Railway (issue of 1923). The Staten Island (N. Y. City) Rapid Transit Company uses a mode of dating which is essentially the Moran device, but, since their transfers have no other time limit than the date, and there is only one receiving route for each transfer, none of the other characteristic Moran devices appear.

101. *The Franklin Rapid Transfer.* This is the name of a certain type of transfer only used in a few instances, and now apparently obsolete. It differs from other transfer forms in being apparently blue-printed from an original drawing instead of printed in the usual way. All Franklin Rapid Transfers are white with blue lettering. The outstanding feature of the type is the denotation of receiving conditions by placing the transfer points and the receiving routes or destinations in parallel columns. In Section 84 we have fully discussed this feature, both in the case of Franklin Rapid Transfers and in other forms imitating this feature, which we called Franklinoid. The arrangement of the dating in the Franklin type is that of the diagram of Section 37, each item being separately boxed, and the months separated from the date numbers

by a double line. To the left of the figure "31" is an "In-Out" punch, both "In" and "Out" being in striped spaces, the former with horizontal and the latter with vertical stripes. This dating is located near the top of the form. Below the parallel columns are the time limit punches, consisting of three parts: "Hour Time," being the heading given to a row of punch spaces containing the numbers 1 to 12; "Minute Time," being the heading of a set of three punch spaces immediately below these and on the right side, containing respectively the numbers 15, 30, and 45; and an A. M.-P. M. punch occupying the left side of the row with the minute spaces, A. M. to the left, and P. M. in a dark space. Conditions of issuance are indicated by the name and, in some cases, the number of the issuing route printed on the transfer. The In-Out punch indicates the issuing direction. The attachment to the pad is by a line of circular holes instead of the usual rouletting; and a corresponding row of semicircular nicks at the other, or bottom end of the transfer. These transfers are vertical.

102. *Stedman Transfers.* This classification refers to a peculiar type turned out by a certain transfer printer in Rochester, N. Y. The peculiarities of the typical Stedman transfer are the tabular time limit occupying the entire right-hand end of the transfer (see Diagram in Section 47), and the row-and-column combination of receiving route (or other receiving conditions) with the half-day that we have already discussed in detail.

Both of these features have been copied in many transfer forms not printed by Stedman. Where the tabular time limit is not accompanied by the Stedmanic device for indicating the half-day, there is usually a Pope P. M. coupon.

Usually the A. M. column is light and the P. M. column dark, but there are some exceptions. It is to be noted that this characteristic of Stedman forms makes it practically unnecessary to indicate the issuing line, and usually there is very little indication of that, if any. Some forms do specify the issuing line, and it has been considered sufficient, without listing receiving conditions in detail; here

176 THE COLLECTION OF TRANSFERS

the Stedmanic device degenerates into a simple A.M.-P.M. punch, as with certain forms in Peekskill, N. Y., and Cleveland, Ohio.

As we have already seen, this combination device has been used elsewhere, and imitations and adaptations have been made of it. One we can mention is the Stevens Time Limit, a type which is almost obsolete. Besides the standard Stedmanic combination of receiving route and half-day, the time limit is indicated by the dozen-dial device, the months by a tabular arrangement of punch spaces numbered 1 to 12 (four columns, three rows), and the date numbers by a similar arrangement of punch spaces numbered up to 31 (six rows, each row containing five spaces, but the top row containing six, and the first three rows separated from the last three). The Stevens form in our collection—from Derby, Conn.—contains the notice "LOOK ON OTHER SIDE," but the back of the transfer, which is presumably that "other side," is completely blank!

There are many other types of transfers issued, of course, but none of them can well be called standard in any sense, so we will not treat of them in any great detail. We have already dealt with enough devices for indicating the various items to be shown on a transfer, to give some idea of what devices are likely to be met with. Inasmuch as we are not advertising any of these types, we state nothing as to their relative advantages or disadvantages, however. They are simply facts that should be known by one who is to make an intelligent collection of transfers.

XVIII

COLORING OF TRANSFERS

103. *Color Schedules.* By the color schedule of any system (in any issue or set of issues) we mean the characteristic colors of the transfers issued on that system, including any special color for prints and surcharges (black being the standard color for the former and red for the latter). In many cases coloring is the most important indication of difference between forms, and in some cases we distinguish forms only by the coloring, when what would otherwise be the same form is, on different occasions, issued in different colors. The Morris County (N. J.) Traction system, and the Mauch Chunk and Lehigh (Pa.) Transit system issue forms of different colors on their different lines, but the forms do not otherwise differ, so that the issuing line is denoted by implication in the color of the transfer.

The color of a transfer may indicate issuing conditions of place, and sometimes conditions of time, also. There may also be further variations. We shall speak of a coloring as based on those conditions which affect it on that particular system. We note that in the case of street car transfers in Syracuse, N. Y., the coloring is based on the receiving direction.

The color of a transfer is usually the color of the paper the transfer is printed on. However, there are cases in which a block of the coloring is simply laid on the front of the transfer, as on some of the coupons issued by the Hudson and Manhattan Railroad (connecting New York and New Jersey). We may speak of this as a "light block" or, as it may also be called, surface coloring. This sort of coloring is frequently laid on in peculiar wavy designs which we may call the color design. Such color designs sometimes are made in the paper itself even when the color is not merely a light block.

178 THE COLLECTION OF TRANSFERS

104. *Individual Coloring.* By this we mean where each form issued by the system has its own color, independent of any further conditions. This does not preclude two forms being colored alike, but where individual coloring prevails there need be nothing in common between two forms that happened to be colored alike because of a shortage of colors. In such a case, the color usually indicates the transfer-issuing unit, but, where each unit issues different forms, the coloring may not even be based on that.

Individual coloring of transfer forms has been found by us on the following systems:

Eastern Massachusetts Street Railway Company.

Middlesex and Boston Street Railway Company.

New York and Stamford Railway.

Third Avenue Railway System (for forms issued in Westchester County).

Interborough Rapid Transit Company (New York City).

Long Island Electric System.

Staten Island (N. Y. City) Rapid Transit Company.

Westchester Street Railway (White Plains, N. Y., and vicinity).

Peekskill (N. Y.) Lighting and Railroad System.

Kingston (N. Y.) Consolidated Railroad.

Atlantic City (N. J.) and Shore Railway System.

Atlantic Coast Electric Railway (Long Branch and Asbury Park, N. J.).

Trenton (N. J.) and Mercer County Traction System.

Public Service Railway (New Jersey. Individual coloring does not apply to Newark forms; also repeat forms usually colored like corresponding originals).

Harrisburg (Pa.) Railways.

Frankford, Tacony, and Holmesburg (Phila.) Street Railway.

Pennsylvania-New Jersey Railway System (Trenton, N. J., to vicinity in Pa.).

Wilmington and Philadelphia Transit System.

Lehigh Valley (Pa.) Transit System (in issue of 1923

color is independent of issuing direction, but is based only on issuing route).

Easton Transit Company (Easton, Pa.).

Scranton (Pa.) Railway Company.

United Traction Company (Albany, N. Y., and vicinity).

International Railway (Niagara River region. Color schedule variable).

Pittsburgh Railways Company.

Washington Railway and Electric Company.

Capitol Traction Company (Washington, D. C.).

Lake Shore Electric Railway (Cleveland to Toledo, Ohio).

Cleveland (Ohio) Railway Company (regular forms only).

Northern Ohio Transit and Light Company (Akron, Canton, and vicinity).

City of Ashtabula (Ohio).

Columbus (Ohio) Railway, Power, and Light Company.

East St. Louis (Ill.) Railway Company.

Galveston (Tex.) Electric Railway.

El Paso (Tex.) Electric Railway.

Pacific Electric Railway (southern Calif.).

San Diego (Calif.) Electric Railway.

B. & H. Transportation Company (Long Beach, Calif.).

Bay Cities Transit Company (Santa Monica and Venice, Calif.).

Santa Barbara (Calif.) and Suburban Railway Company.

On some of these systems, the color of the printing differs in different forms as well as the color of the paper, thus increasing the possibilities of color combinations. In most cases, the color is really based on the issuing route, or the issuing route and direction. We have omitted cases where the coloring is based on direction, for instance, even though there is only one form for each direction, as with the Washington Rapid Transit Company; or cases where there is only one form issued, as the Northampton (Mass.) Street Railway or the Community Traction Com-

pany of Toledo, Ohio. Also, we have omitted cases where forms are issued which are alike except for color, even though that color in practice denotes the issuing unit, which, however, is not indicated on the form in any way. This latter arrangement is found in the following systems:

Hudson River and Eastern Traction Company (Ossining, N. Y.).

Morris County (N. J.) Traction Company.

Mauch Chunk and Lehigh (Pa.) Transit Company.

Individual coloring usually means coloring based on the issuing unit, though this is frequently compounded with the class of transfer, or with the half-day (as with the Interborough Rapid Transit Company). In fact, we have included two cases (the Public Service Railway of N. J. and the Lehigh Valley issue of 1923) in which the coloring is directly based on the issuing route, and it is hardly accurate to call the color schedule an individual one.

105. *Uniform Coloring.* On some systems, all transfers are colored alike; this we may call uniform coloring. This also includes the cases in which a single form is issued for the entire system. In many cases, particularly where the uniform coloring does not consist of but a single form, the uniform color will be white with black print. Sometimes, where the color is otherwise uniform, the shade of the print will differ in different forms according to some condition of issuance, time, or circumstance. Also the color of surcharges (the usual uniform color of surcharges is red) will similarly vary, as with the Fifth Avenue Coach Company of New York City and the free transfer forms of the New York Railways Company.

In many cases there is uniform coloring but for a few exceptional forms which may have their individual coloring, or which may be colored on some other basis.

106. *Variable Color Schedules.* A color schedule is said to be variable as to certain forms when, in that particular case, the form may be issued in more than one color, resulting in several forms differing in color only. With the Connecticut Company, for instance, except for

the forms issued in the eastern end of the state, and a couple of special forms only used in extraordinary cases, there is a uniform coloring for the whole system, which is changed each month, so that the color indicates the month only. Every month there is a different color, five colors in all being used. Of course, this may be regarded as a new issue each month, but, with such frequent variation and return to the original forms, it is hardly a new issue when the color changes. The Boston Elevated Railway Company occasionally changes its entire color schedule, but infrequently enough to make it reasonable to regard it as a new issue. Colors may be changed oftener than once a month; in Rochester, N. Y., they are changed once a week. Other systems use forms of different colors on every car. (This does not mean that there are as many colors as cars, but simply that forms of different colors, otherwise alike, are issued without any special distinction being drawn between them.) Sometimes the change is made every day; in other cases, such as the International Railway (Buffalo, N. Y.), the color of any form is likely to be changed haphazard. All these are cases of variable color schedules. One case that we have already considered is where the color indicates in practice the issuing route, but with nothing on the transfer to indicate that, and, with what would otherwise be the same form being issued in different colors, we have a variable color schedule with a significant variation. Where the color is used to indicate the month, or the week, or the day, we also have a significant variation. Other cases we may call irregular variations in color schedules. Of course, this sort of variation may apply only to certain forms.

107. *Coloring Based on Class of Transfer.* It will frequently happen that, in a system issuing different classes of transfers, each class (or each group of classes) will have its own distinctive color, or even its own distinctive color schedule. Thus, the two-cent transfer forms of the New York Railways Company have a color schedule based on the issuing direction; the free transfers are white and use the direction colors for their surcharges. The Cleveland Railway Company uses individual coloring for its

182 THE COLLECTION OF TRANSFERS

regular or pay transfers, while all the free or repeat transfers are white with black print. The Brooklyn (N. Y.) systems have developed this to the highest extent, for those systems probably distinguish more classes of transfers than any others. In both of those systems, "Continuing Trip Tickets" are white, and "Conductor's Feeder Tickets" are pink; "Agent's Tickets" are, with one exception, pink on the Brooklyn-Manhattan Transit System and green on the Brooklyn City Railroad; on the Brooklyn City Railroad, the three divisions, C, D, and E, of the "Conductor's Transfer" class, are respectively colored brown, green, and yellow.

The nature of the color schedule may even differ for different classes of transfers; for instance, on the Hudson and Manhattan Railroad ("Hudson Tubes" New York to New Jersey) the New Jersey refund coupons were, before 1923, all white, and, since then, were colored on the basis of the issuing station; other classes of transfers have variable coloring. In 1922, the exit coupons issued in New Jersey had variable coloring, while the New York exit coupons were purple, the New York refund coupons yellow, and the New Jersey refund coupons white. On the Los Angeles Railway, while the coloring of regular transfers is based on the issuing direction, each of the special classes has its own characteristic color.

108. *Coloring Based on Half-Day.* We need say little as to color distinctions based on the half-day, since it was fairly discussed in Section 58. We have found this distinction in the following systems:

Boston Elevated Railway Company.

Interborough Rapid Transit Company (New York City).

New York and Queens County Railway (issue of 1923; A. M. green, P. M. brown).

Cincinnati Traction Company (A. M. red, P. M. green).

Kansas City Railways (color of print distinguished: green for A. M., black for P. M.).

Los Angeles Railway (issue of 1921 only: distinction only in color of surcharges, and would hardly be considered as a difference of form).

This form of color distinction is a regular feature of the Moran patent type of transfers. In the case of the Boston Elevated Railway and the Interborough Rapid Transit, there is a separate and complete color schedule for each of the two half-days.

109. *Color Based on Issuing Direction.* The issuing direction is a frequent basis for the color schedule. There are two-direction and four-direction schedules. The four-direction schedule is for north, south, east, and west, sometimes with separate colors for north or south, and for east or west. Two-direction schedules are for "in" and "out," or for "north-south" and "east-west," or even (as with the regular transfers in Philadelphia) for "east-north" and "west-south."

Smith patent forms usually use this basis for color schedules. The New York Railways Company uses the following schedule: north, green; south, red; west, purple; east, orange; east-west (lines issuing the same form in either direction), white. The Third Avenue Railway system in Manhattan and the Bronx boroughs of New York City, uses the same schedule and adds lavender for north-south. This is a typical four-direction color schedule, and most such schedules use approximately the same colors. In the case of the New York Railways Company, the free transfers are white, surcharges (including a vertical bar and a hollow star) following the color schedule, the bar and the star being omitted for east-west. The Fifth Avenue Coach Company in the same city uses a color schedule of the same sort for its surcharges, including a diagonal bar on each coupon: north, green; south, red; east-west, blue; north-south, orange.

Two-direction schedules are simpler. Where the directions are named "in" and "out," each of these directions may have its own color. Thus, with the two-cent transfers and some other classes of transfers on the Brooklyn-Manhattan Transit System, the "out" transfers are yellow and the "in" transfers are green. The Los Angeles Railway uses these same colors in the reverse order. There are, however, color schedules of this sort which result from the directions grouped in pairs, which is essentially

what the Los Angeles schedule actually amounts to. The schedule of the Philadelphia Rapid Transit Company is a good illustration: For regular (free) transfers, north or east, white; south or west, red. For "exchange tickets" (3-cent transfers), north or south, yellow; east or west, blue. Note that for the two classes of transfers, the directions are grouped differently. This is because the issuing direction is part of the transfer-issuing unit in one class and not in the other, where the direction refers to the direction in which the line itself runs.

In Syracuse, N. Y., there are two colors of transfers, depending on the direction in which the *receiving* line runs, whether north and south or east and west.

110. *Combination of Different Kinds of Schedules.* It is not usual for a color schedule to be simply based on one item. Usually there are several sorts of bases combined in a color schedule, or, as we have seen, the color schedule may be of one sort in one class of transfers and of a different sort in another. In any event, the color of a transfer usually has its special significance, so that the collector might well consider color schedules as well as other features of transfer forms.

Having described the various features and items of interest about transfer forms, we shall now proceed to consider the process of collection itself.

PART III
COLLECTING TRANSFESR

XIX

COLLECTION IN GENERAL

111. *Direct Collection.* By this term we indicate collecting transfer forms received in the usual way, riding on the cars of the system in question, paying fare, and asking for a transfer. However, in order that the transfer may be retained by the collector it must not be used. This is, of course, the most obvious way of getting transfers for a collection, but even this must be done carefully. On some systems it is possible to ask for a transfer and get it without further explanation; but usually the passenger asking for a transfer must state his desired destination, and that requires in itself some knowledge of the system. So the collector should get some idea of the topography of the system, and ask for a transfer on the assumption that the universal transfer privilege prevails. This sometimes will not work. Then other methods must be used in order to find out where one can transfer to.

In Section 14, we have shown how the principle of the reversibility of fares can be used to facilitate direct collection. This is, generally speaking, about the best clue a collector can have, provided he can first secure one specimen transfer. Even that is not always necessary, since sometimes merely riding on a car and noting at what junctions transfer-paying passengers get on and at what junctions transfer-receiving passengers get off will serve as an indication of one or more places where transfers may be used. For example, we recently took a bus in Alhambra, Calif., on the Pacific Electric Railway system, and noted that a passenger got on at Garfield Avenue and paid fare by a transfer. On the return trip we decided to get the reverse transfer, and asked the conductor for a transfer to Garfield Avenue and got it. This transfer form had, as its issuing unit, all P. E. bus lines in Alhambra and South Pasadena, so it was unnecessary to

188 THE COLLECTION OF TRANSFERS

look up any further clues for bus transfers in that region.

In the case of overlap fare receipts, a car ride through the overlap region will show whether that plan is used, and a ride within the overlap itself will get the collector a sample. By not riding beyond the overlap, the collector gets off the car before the receipts are collected.

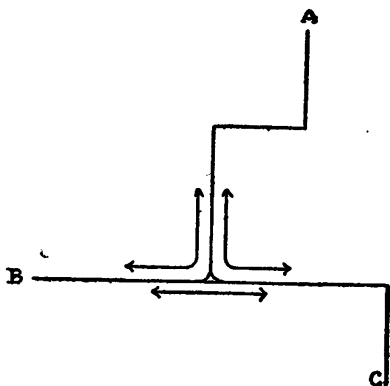
112. *Separate Forms.* The collector's object is to get specimens of as many different forms as may be available. For this particular purpose, there is no point in getting forms which are exactly alike in all essential respects. Of course, no two transfers of the same form will have the same serial number; or the time or date surcharge may differ; or the conductor's number or the run number may differ. But all these differences are those that occur commonly and generally between transfers of the same form, and there is no reason to include transfers in a collection which show no other differences. Such transfers are duplicates, and the collector should avoid them, and in any event, should not incorporate them into his main collection. However, it is sometimes interesting to keep on the side a special duplicate collection, in which the rule should also be to include only one of each form. Further duplicates may be kept separately as "extras."

In Section 32 we have taken up the distinction between separate forms, and when transfers are or are not to be considered as of the same form. But this is somewhat arbitrary, and a good deal must be left to the collector's discretion in that matter. For instance, if a transfer collector is making a collection of New York forms, it is certainly a matter of discretion as to whether that collection should include both the A. M. and P. M. forms from each transfer-issuing unit of the Third Avenue Railway System in Manhattan, the Bronx, and Westchester County; and similarly with the two-cent forms of the New York Railways Company. We would be inclined to consider the A. M. and P. M. transfers of the same issuing unit on these systems as the same form, because the only difference is one of time-punch spaces and surcharges denoting time; but it would hardly be unfair for the collector to include a transfer of each half-day from each

unit in his collection, and thus add 107 forms to the collection. A similar problem was presented by the A. M. and P. M. transfers on the Los Angeles Railway in their issue of 1921. The question similarly arises in the case of new issues where minor changes are involved. Again, slight alterations in coloring may be real changes of form or may be due to mechanical irregularities. In all such cases the collector should use his discretion as to how much is eligible for his collection of separate forms.

113. *Tickets and Receipts.* In Section 1 we explained what is to be included under the heading of a transfer, or, in other words, what is to be considered as a legitimate part of a collection of transfers. This does not, generally speaking, include plain railroad tickets and cash fare receipts, although the latter matter must be left to the collector's discretion where the receipts are based on single or double zone fares, and otherwise resemble ordinary transfers in general appearance. Receipts resembling in appearance the regular railroad fare receipts and rebate tickets do not belong, properly speaking, to a collection of transfers, although sometimes such receipts apply on more than one car, and therefore have a use analogous to real transfers properly so called.

Generally speaking, the first requirement for a transfer that belongs legitimately in a transfer collection, is that there shall be a regular local fare zone at the junction or other form of transfer point. The exact type of vehicle makes little difference, as we have seen in Section 2. The best guess the collector can make, especially if he is in a strange city, is to try the street cars, providing there are several lines in the local fare zone not too closely paralleling each other and belonging to the same system; though there may be cases where this would not be likely to yield transfers. Thus, where there are three lines, running as in the diagram below, between A and B, between A and C, and between B and C respectively, and no other lines, there will probably be no transfers issued.



Buses, where operated under a single management instead of by various individuals, present as good a prospect to the transfer collector, as a general rule, as do street cars. But the so-called "interurban" trolley cars and buses are generally operated on the standard railroad arrangement of collecting and charging fare, so that only tickets and receipts may be expected from them. However, if such systems can be found to operate local transportation service in any locality in their territory, real transfers may be looked for there; similarly if, as frequently happens, the interurban cars collect their fares on a zone basis, as is the usual thing in the Atlantic states.

Therefore, when dealing with interurbans, even when known to use railroad tickets and give checks and receipts similar to the standard railroads, the transfer collector should, before giving it up as a prospect for his collection, examine whether the system operates local service anywhere along its lines, and whether it gives transfers to the local service in any such places. For instance, the Puget Sound Electric Railway, operating an interurban trolley line from Seattle to Tacoma, Wash., gives transfers to local street cars in Tacoma, even though they are operated by another system. The Lake Shore Electric Railway, operating an interurban trolley system between

Cleveland and Toledo, Ohio, also operates local street car service at Sandusky and Lorain, and issues transfers in those cities. Its interurban cars also give transfers to local street cars in Cleveland, but those transfers are issued by the Cleveland Railway Company, over whose tracks the interurban runs, and do not differ from the forms issued by local cars in Cleveland running over the same tracks.

But here again caution should be used. Sometimes an interurban will give a cash fare receipt in standard railroad form, and allow it to be used for an additional ride on local cars (or buses, as the case may be). The collector could hardly undertake to collect these without involving himself in a collection of long-distance tickets and cash fare receipts, and going completely astray from the field of transfers proper.

114. *New Issues.* In case of a new issue on any system, the collector of transfers is thereby afforded the opportunity of adding an entirely new set to his collection, and, to make the collection from that system complete, should get a sample of every form altered or introduced by the change. The change may be one of arrangement of the transfer itself, or it may consist simply in a minor change in the wording. The latter sort of alteration is very deceptive, since it may escape notice entirely unless the collector takes the trouble of reading carefully the inscriptions on all transfers in his collection—a thing which he should do anyway. A new issue may sometimes involve the introduction of only a very few forms on a system. Sometimes the new issue consists in a change in the color schedule; in such case it is not important whether this change be considered as a new issue or as one of the cases where coloring is temporarily altered.

An alteration of the transfer privileges of a system as described on the transfers is usually an occasion for a new issue of transfers, whether it be a change in fare zones, or the adoption of new transfer privileges or the abolition of old ones, or the change of transfer points, or a re-routing of car lines. The latter is probably the most common cause for alteration in transfer forms. In any event, where such change in the system takes place, a new

192 THE COLLECTION OF TRANSFERS

issue should be looked for in so far as the statements on existing transfer forms become incorrect. There have been frequent changes of this sort, for example, on the Brooklyn-Manhattan Transit System (formerly the Brooklyn Rapid Transit System). On our own count, issue [I] was at the end of 1921 and the beginning of 1922. On November 2, 1922, two car lines, the Marcy Avenue and the Park Avenue lines, were restored to service, but did not come within the range of the two-cent transfer privilege which is almost universal within the central surface fare zone on that system. Accordingly the two-cent transfer forms of all lines intersecting these, considering that the receiving conditions were denoted by endorsed exceptions, had to add these lines to the list of exceptions. This, though a minor alteration that would ordinarily have escaped notice, constituted a new issue of those forms; there were also several free transfer forms included in this "new issue," which we marked as issue [II] of which we collected 21 forms.

Transfers on this system are marked with the initials of the issuing subsidiary company. One of these, the New York Consolidated Railroad, was reorganized in June, 1923, and renamed the New York Rapid Transit Corporation, and, in a few months, the few transfer forms issued by it appeared with the new name of the sub-system. This issue affected very few forms, but was marked as issue [III] in our collection. In December of the same year, issue [IV] appeared, when the system stopped running cars over the Williamsburg Bridge and suppressed matter on its transfers referring to cars crossing that bridge, though the Brooklyn City Railroad, which also made the same change, never put that change on its transfer forms, making its transfers to that extent vestigial. Issue [V] came in July, 1924, with the opening of the 14th Street Subway, when three car lines, the Marcy Avenue, the Broadway, and the Metropolitan Avenue, were re-routed. Between the issuance of [IV] and [V], the Montague Street line was discontinued, and was taken off the DeKalb Avenue "continuing trip ticket"; the new form of this transfer was therefore assigned by us

to an intermediate place between those two issues, as [IV.1].

The New York and Queens County Railway affords a slightly different example of new issues. Here, counting the early part of 1922 as issue [I], the first change was a very sweeping one, when the system split in two due to a mortgage receivership of part of the lines. Beginning with the receivership on May 10, 1922, the most important part of the system became essentially part of the Third Avenue Railway System and had its own separate transfer forms; the original N. Y. & Q. C. issued a makeshift set of transfers on thin paper, and rubber stamped the dates where they had previously been surcharged. This was issue [II]. Issue [III] came in about a month, on better paper, and with somewhat altered colors; succeeded in a couple of months by issue [IV] in which the rubber stamp was replaced by a regular date surcharge. On May 15, 1923, the entire routing of the system was changed, but the same issue was continued for a short time as vestigial transfers, the conditions stated on them no longer having any relation to the actual conditions of use. This was soon remedied by issue [V], in which a complete change was made, the Smith-Pope type of the previous issues being replaced by a Moran type, and reduced the number of forms to two. A raise in fare during 1924, from 5 to 6 cents, however, had no effect on the transfer forms. Such a raise in fare on the Philadelphia Rapid Transit system, though (from 7 to 8 cents) did result in alteration of many transfer forms, because the change in fare was accompanied by an alteration in transfer privileges by extending the right of free transfer.

To illustrate how to look for a new issue when such alterations of transferral arrangements have been made, we may take the instance of the Brooklyn (N. Y.) lines above mentioned, when the 14th Street Subway was opened in July, 1924. The alterations were, besides the subway itself: (1) The former Marcy Avenue and Broadway Ferry Shuttle, dropping the last half of its name, was operated to the Lorimer Street Station of the new subway, instead of to the Broadway Ferry; (2) The

194 THE COLLECTION OF TRANSFERS

Metropolitan Avenue Line was operated to the Williamsburg Bridge; (3) The Broadway Line took over the Broadway Ferry service. This necessitated (a) including Metropolitan Avenue as an exception on the two-cent transfers of newly intersecting lines; (b) a transfer from Marcy Avenue to the Broadway Ferry service; (c) a change of name wherever the Marcy Avenue line was mentioned on transfers; (d) a new Broadway transfer form for the transfers from ferry cars. All this would be needed to bring the transfer inscriptions up to date, and, to a large extent, these changes were made. Since three lines of another system, the Brooklyn City Railroad, also gave transfer to the same Broadway Ferry line, the new issue also affected those three forms, as per (c) above.

115. *Incomplete Transfers.* The collector, whether proceeding by direct collection or otherwise, may frequently strike incomplete transfers, by which we mean transfers lacking some part or other which is subject to issuance to the passenger. Such a missing part, in the case of direct collection, is usually an attached coupon. The collector should, of course, use proper discretion as to incorporating such incomplete transfers into his collection; it will not do either to accept or reject them indiscriminately. It is a fair rule that incomplete transfers are to be accepted if they may be issued with no further parts than what they have. In any case, the collector who accepts incomplete transfers as part of his collection should be on the lookout to replace them as soon as possible by complete ones. Of course, we must consider that the Ham type (which we believe is now obsolete) is never issued complete; or that the Pope P. M. coupon is so common that, if a collector would adhere to the rule that only complete transfers are to be accepted, his collection would in most cases be restricted to the afternoon and evening. Even in the case of missing route coupons, a temporary acceptance into the collection is advisable, but with the notation that a coupon is missing. In the case of the Moran type, the only complete transfers are those which have a 12 o'clock time limit; the collector of Moran forms should accept all

forms with time coupons missing, and replace them as opportunity offers by duplicates with more time coupons attached.

Sometimes the incompleteness of a newly issued transfer is due to the conductor's carelessness in detaching it from the pad. Although such a transfer should be considered acceptable if too much is not missing, still this case is rather to be treated, from the collector's viewpoint, rather as a mutilated transfer than as an ordinary incomplete form.

XX

DERELICT TRANSFERS

116. *What Is a Derelict?* By the expression "derelict transfers" I mean the discarded transfers frequently found lying about, abandoned by their rightful owners. Any such transfers picked up by a collector could legitimately be included as part of his collection, although a transfer collector should make it a strict rule never to present for fare any transfers not received by him in the usual course, in exchange for his own fare. Thus, a derelict transfer is to be used only for purposes of inclusion in a collection.

Derelict transfers are to be found almost any place where the use of transfers is frequent, and the collector should by no means overlook this possibility as an aid to the process of collecting. At transfer points, near where the transferring passengers would get off the issuing cars or on the receiving cars, is the most likely sort of place to find derelict transfers, though other places, especially vacant lots, etc., where papers are allowed to accumulate for a long time, are also very likely to prove productive.

Frequently derelict transfers are found at a great distance from where they were issued. Thus, an Oakland transfer was found in Los Angeles; in New York City, transfers from Boston and Baltimore were picked up; in Portsmouth, N. H., we once found a Brooklyn (N. Y.) transfer lying in the street; in Cleveland, transfers from Buffalo, Chicago, and St. Louis were found lying around near railroad stations, probably dropped by passengers who had just come from those cities. We have in our collection also a sample of a transfer from Hamilton, Ont., picked up on the street in Niagara Falls, N. Y. (in this case the transfer was imported by the original owner from Canada into the United States). In New York City we have also picked up cash fare receipts from Hull, England, and Glasgow, Scotland; but they were not added to our

collection, being more like railroad checks than transfers.

117. *Transfers in Bad Condition.* Derelict transfers are generally much easier to obtain than transfers directly collected, especially in large cities; but the disadvantage for the collector is that derelict transfers are rarely in as good condition as they were when issued. Many of them are more or less dirty, and in most cases we find transfers mutilated, with large tears, or parts missing, etc. If such a transfer is found with too much missing, especially if some essential part is gone, it is hardly worth while keeping it; similarly if it is so hopelessly dirty that essential parts of it are quite illegible, or nearly so. But, if the parts present and legible make a fairly continuous whole, and there is nothing essential missing from what might have been issued or used for fare, then, even if the transfer is otherwise in bad condition, the collector could still use it for his collection until he gets one of the same form in better condition. It is worth while for a collector whose collection includes such transfers to make a list of the transfers in bad condition in his collection. When these are replaced by those in better condition, it is hardly worth keeping the old ones as duplicates; they should be discarded altogether. Of course, should such a transfer become obsolete through the form being no longer issued, or through its being replaced by a new issue, it will be impossible to replace it, and the collector may strike it off his list of bad-condition transfers, since that list is intended merely as a list of forms to be replaced by ones in better condition.

Another way in which a derelict transfer may get in a bad condition is by bleaching or staining. The color is an important item in the transfer form, and it may be lost, or bleach out, by exposure to sun and rain. A completely bleached transfer is white, but it frequently passes through some other color quite different from its original tint, though a collector accustomed to partly bleached transfers can sometimes recognize the original coloring in such cases. According to the way such a transfer is exposed, the bleaching may be on one side, or at one end. It is more irregular if due to water. Staining of transfers by

198 THE COLLECTION OF TRANSFERS

other contacts is also likely to happen, especially where the transfer has been wet.

118. *Handling Derelicts.* The collector picking up derelict transfers should do it as inconspicuously as possible, and should generally not let it be noticed that that is what he is doing. Although picking up a derelict for a souvenir to put in a collection is a perfectly legitimate action in itself, still it would hardly do to appear as one who picks up rubbish, or especially as one who is trying to pick up transfers to evade payment of carfare.

Wet transfers can be kept in a special pocket for a while, and will dry fairly rapidly. In any case, when unfolding a transfer, especially a wet one, care should be taken not to tear the transfer itself in the process. If a transfer is dirty, it is best not to keep it where it is liable to soil clean ones, especially if it is wet.

Wet transfers are often found adhering closely to the pavement, and there special care is needed to avoid tearing, especially if there is already a slight tear. Where there are attached coupons, these are quite likely to come off if care is not observed. Sometimes the process of detaching such transfers can be done very effectively, and quite inconspicuously, too, with the point of an umbrella, which can also be used to pick up the transfer if handled properly.

119. *Cleaning and Patching Derelicts.* In the case of transfers in bad condition, the condition may sometimes be partly remedied. For instance, a transfer with a tear in it can be readily fixed by a thin strip of paper pasted over the back of the tear, care being taken as far as possible not to obliterate any important endorsed matter. Such a transfer should be listed as patched, and, although still in bad condition, it is nevertheless not so bad as it was originally. This process of patching can also be used where two parts of a transfer are found which fit perfectly together. Sometimes, to complete a transfer form, an attached coupon can be thus patched onto a transfer in one's collection lacking that part, provided both parts belong to the same form. If they did not come from the same transfer, they are likely to bear different serial

numbers; in which case that form may be listed in the bad-condition list as "misfit coupons."

In the case of dirty transfers, washing is the most obvious remedy. This may be effectively used for heavy dirt, such as mud, etc., especially if the transfer is already wet. Simply dip the transfer into water and rub lightly, letting the surplus water drip off with much of the dirt still left. Care must be observed not to tear the transfer, and not to rub off the print, as is likely to happen where the transfer is printed on unsized paper. In the case of dry transfers, where there is a heavy coating of dirt in any spot, it may be scraped off with a razor blade, scissors edge, etc., care being taken not to scrape off either print or coloring. Where the dirt is very small in amount and in a light layer, an ordinary pencil eraser will remove it about as effectively as anything, the same care as before being taken. The eraser should be used only on a perfectly dry transfer. In any event, any transfer should be allowed to dry thoroughly before being incorporated into a collection.

A collector who has in his collection transfers which are torn or dirty should occasionally look them over to see if anything can be done to make them more presentable.

120. *Importance of Derelict Transfers in Collection.* Derelict transfers form an important source of obtaining specimens for the collector who is properly on the lookout for them. By picking up even derelicts in very bad condition and then being on the lookout for duplicates in better condition, and finally keeping the best conditioned one of each form, there is a good chance of getting fairly complete and presentable collections. As an example, in a recent trip from Cleveland, Ohio, to Los Angeles, Calif., via Seattle, during which we visited Chicago, Milwaukee, St. Paul, Minneapolis, Seattle, Tacoma, Everett (Wash.), Portland (Ore.), and Sacramento, (Calif.), we added to our collection during the trip 104 new transfer forms, of which at least 90 were derelicts! And we may add that out of 115 systems now represented in our collection (Jan. 22, 1925), 32 are represented entirely by derelict

transfers, some, as has been told before, found at a great distance from where they were issued.

The lookout for derelict transfers (one can hardly call it a search, for it cannot be conducted so systematically) is kept in the manner we have indicated in this chapter. At transfer points (or probable transfer points), in places where discarded matter accumulates, frequently on the cars themselves, many times in store entrances (especially where there is a long passage before reaching the actual door), in miscellaneous places on the street, in waiting rooms, etc., a careful watch will disclose many transfer forms that materially add to a collection. On the street, these derelicts will be likely to blow off normally, but after a rain they will stick longer. Snow will very frequently keep them frozen in all winter, and many derelict transfers can be found under a deep layer of snow; these may be treated essentially as ordinary wet transfers, but great care should be used if they have to be taken out of ice, in which case it may be best to break off the whole piece of ice and let it melt. We may also note that free transfers are more likely, on the whole, to be found thus than those for which a fee is charged. In Philadelphia, for instance, many derelict free transfers are to be found, but there are very few derelict exchange tickets (3-cent transfers). The chances of finding derelicts also depends somewhat on how well the streets are cleaned.

Derelict transfers, besides being direct additions to a collection, may also furnish hints for further collection. For example, they may indicate "reversibility" hints (Section 14), or they may indicate some class of transfer which one would not otherwise look for; or they may help by indicating the nature of the transfer-issuing units on a system, or by indicating new issues, or by suggesting transfer-issuing systems that might otherwise have been overlooked. For example, a transfer of the Rochester, Lockport, and Buffalo Railway was picked up in Rochester, N. Y., and proved to represent altogether an inter-company transfer privilege, not only with the Rochester local street cars, but also with the Rochester and Syracuse Railway, a different company. Thus was introduced into

the collection a system (the R. L. & B.) which, consisting of only one line, would not have been thought of otherwise as a transfer-issuing system, at the same time indicating another such system (the R. & S.) which also would not have been considered as such but for the finding of this derelict.

121. *Souvenir Transfers.* Sometimes the collector, if it is known that he collects transfers, will receive contributions from friends who happen to have unused transfers on their hands. These souvenirs constitute a perfectly good source of collection, but we can hardly advise this in general. In many cases, it is true, there are State laws interfering with such gifts; and, even where this is not the case, this matter should not be abused. A fairly good rule to stick to is that embodied in the Massachusetts law, which forbids selling transfers, as well as giving them away for use as fare. The collector should likewise make it a strict rule not to use for fare any transfers acquired either as souvenirs or derelicts, and he should consider that his object is collecting and not the evasion of fare.

XXI

LOCAL EXPLORATION

122. *Local Trolley and Bus Riding.* One of the most interesting features accompanying the collection of transfers is the process of exploration of one's own city, as well as other cities, by riding on the network of local transportation lines, whether trolley, bus, or rapid transit. In the course of direct collection of transfers, that is an essential part of the process, and in this way one can get a better knowledge of a city and its environs, and its various streets and important features, than possibly in any other way. The transfer collector, besides the information acquired from reading and analyzing the inscriptions on transfers, gets a thorough and first-hand knowledge of more details of his city and its vicinity than the average inhabitant would be likely to get. And, since buses or even local rapid transit lines are likely to be sources for obtaining transfers, the careful collector will cover these lines as well as the street cars, and thus increase his acquaintance with the city. Of course, this applies to any cities that a transfer collector may happen to visit, so that such a collector will be likely to have a fairly thorough knowledge of cities which he visits even for a short time. The knowledge of a city, thus acquired, will necessarily include detailed information as to how to reach the various parts of the city, the various transportation lines in the city, and the fares and transfer privileges. Such information, systematically gotten together, the transfer collector would be able to acquire, while other inhabitants or visitors will not see the city so much as a whole. A city and its environs will thus appear to the transfer collector not merely as on a map, but rather as a dynamic map, one into which some life and motion has been put. This in itself should be enough to lend some interest to the collection of transfers. Further, the local

car lines offer a thorough resume of a vicinity. If a city is passed through on a train, the parts seen are anything but characteristic, since the neighborhoods about a railroad track are apt to be rather run down in appearance. The opposite will be true of the city as seen from an auto, which will be principally from the point of view of the boulevards. But the local transportation lines will take in everything, business section and all other types of sections of the city and suburbs.

Traveling on local transportation lines, and watching routes and signs on cars, are essential for the transfer collector not merely in the process of directly collecting transfers, but for hints as to new places to look for transfers, and to acquire a sufficiently good topographical background to be able to analyze the transfer privileges and the inscriptions on transfers properly. For instance: a ride out to the end of some trolley line may reveal the existence of branch lines or connecting systems which the collector might not otherwise suspect. Also, if the collector gets on a car and notices some passenger ahead asking for a certain kind of transfer, he might also ask for the same thing and get a sample transfer to start his collection of the system on, or one that may supply hints of other new transfers. Again, seeing passengers with transfers get on at a certain point and have their transfers accepted will indicate that they transferred from some line intersecting at that point, so that the collector, on his return trip, may plan to get off at that point, meanwhile hazarding a guess as to the intersecting line in question, so as to ask for the return transfer. Thus, a New York collector goes out to Coney Island on a summer day by the Franklin Avenue car line, and notes that passengers get on at Bergen Street, some of whom use transfers for fare. On the return trip, the collector may, when paying the second fare after Park Circle, ask for a transfer to Bergen Street, and get one for an extra two cents. On the basis of this, by "reversibility" hints, almost the entire collection of Brooklyn two-cent transfer forms may be obtained, and in addition the collector will also be certain to stumble into most of the free transfer forms. By planning a tour of a

section of the city, having it broken up so that a number of transfers can be called for with a good chance of getting them, and not using any of the transfers, a fair collection may be obtained.

A collector in a city for a short time may pick out a likely looking transfer point and note the lines that would probably transfer to each other there. Then he can walk about half a mile or so away from there in the proper direction and take a car back, asking for a transfer to the line crossing at the selected transfer point. If this works, the collector has gained a transfer; if not, he has gained information of the transfer privileges of that system.

Without asking for transfers at all, extensive car riding helps out in giving the collector an idea of exactly how car lines run in the city and, therefore, of just what is to be expected of a universal transfer privilege, which he may start with as a tentative assumption until further information modifies it. The collector can also use information as to routing in order to help classify any transfers obtained and to help find hints of new transfers, whether on the "reversibility" basis or otherwise. In any event, the thorough transfer collector is likely to follow the slogan of the Philadelphia Rapid Transit Company: "Trolley 'round and know your town!" This program, of course, enlarged to include buses and rapid transit services.

123. *Suburban and Interurban Riding.* Wherever possible, the collector will try to spread this "local exploration" beyond his own immediate vicinity to neighboring localities. In many places, especially on the northern Atlantic coast, the local car systems of neighboring cities connect with each other, and very frequently the same car does local service for several cities and towns, so that staying on the same car a little longer will bring the collector into a new city and a new field for collection. By this mode of connecting from one street car line to another (using buses and rapid transit where necessary), a considerable amount of travel may be accomplished. For instance, we have traveled in this way from New York City to Wilmington, Del., in one direction, and to Hartford, Conn., in the other; and other similarly long dis-

tances. The travel is slow, but the passenger traveling in this way sees more of the cities traversed than he would traveling by train or auto, and he sees portions which are more characteristic, giving him a better idea of the places visited. There is also a good opportunity to stop off and visit and "sight-see" in every city passed through, thus making it more interesting not only from the viewpoint of transfer collection, but also from that of exploration.

In other places less densely populated, local car services do not dovetail so readily with one another; but there are frequently what are called "interurban" cars, connecting the various cities. These have a regular ticket arrangement, and their mode of fare collection is more like that on railroad trains than is found on local street cars and buses. In the Great Lakes states these interurban trolley lines interconnect for long distances, and issue inter-company passage tickets in successive coupons, very much like those in use in long-distance railroad travel. Interurban trolley systems are not normally transfer-issuing systems, but there may be exceptions, and a transfer collector riding on an interurban car should look for such exceptions. First, there may be places where the same system operates local lines, and local transfers are issued, so that one should always be on the lookout for places where an interurban company operates local service. Secondly, there may be inter-company transfers from an interurban to a local car; such as happens, for example, in Tacoma, Wash. Thirdly, there may be cities where the interurban cars issue to their passengers transfers of the local car system, good under the same conditions as when issued from local cars, and often in the same forms; thus, passengers entering Cleveland on interurban cars get one-cent transfers to cars of the Cleveland Railway Company, the transfers themselves being of that company. For instance, passengers entering on the Lake Shore Electric Railway may get transfers which are of the form issued by the Clifton line of the Cleveland Railway Company.

In planning suburban and interurban trips, trolley maps of the region in question are helpful; such maps may, for instance, be found in the Rand McNally Commercial Atlas

of America. And, inasmuch as many of these interurban systems also operate local transportation service, and the maps indicate also local systems operating suburban service, they are useful to the transfer collector in giving new hints of transfer-issuing systems, as well as denoting the geographical arrangement and classification of those systems. In riding from city to city, interurban buses may also be used; these are becoming quite common, and can frequently be used for travel to places where there is no direct trolley.

The interurban trolley systems indicated on trolley and transportation maps are sometimes simply suburban lines of local trolley systems, and sometimes the same system that operates interurban lines may also operate local lines. In looking for transfer-issuing systems in regions covered by interurban and suburban rides, it is useful to remember this.

124. *City Exits.* In connection with suburban and interurban riding, it is well to learn the various ways to leave a city by trolley, whether it be one's own city or any of the cities covered during the course of the exploration. We will refer subsequently to the help of maps and guide books in this matter. We may remark, however, that in many cases interurban lines have depots of their own, as distinct as those of any railroad line, and, especially in western cities, the common trolley exits are by way of cars obtained at such depots; one merely has to learn at which depot one gets a car to a particular place. In other cases it is not so simple, especially when suburban extensions or connections of local lines are involved, or where the interurban cars do not actually run into the city. Thus, in many of the large eastern cities, there is a complex of trolley exits, which the transfer collector, in the course of his explorations of the locality, should ascertain, and incidentally add to his knowledge of the city. Of course, a knowledge of these exits involves some knowledge of where each of these exits leads.

There are many cities, of course, which are so isolated that trolley or bus exits can hardly lead anywhere; or where such exits would be of no interest to the transfer

collector. But in the case of most of the large cities, the question of such exits is of some interest.

To illustrate how complex this exit question may become, we cite some examples. New York City can supply us with an excellent one. Absolutely no interurban lines run into the center of the city, if we except the Albany stage line, and, possibly, the Hudson tubes leading to the New Jersey suburbs, though the latter is really suburban rapid transit. The city is served by purely local subway, elevated, and surface car lines, and some local buses. The Hudson tubes run subway service to Jersey City, Hoboken, Harrison, and Newark, N. J. Staten Island ("Borough of Richmond"), though part of the city, is really suburban, reached by ferry from Manhattan (at "South Ferry"), Brooklyn, and some points in New Jersey. The eastern edge of the Borough of Queens is really also a suburban district, shading out into Long Island. The bodies of water surrounding and dividing the city divide the suburban areas into four main parts: first, the mainland east of the Hudson, represented near the city by the Bronx and Westchester County; second, Long Island, starting with the Boroughs of Brooklyn and Queens; third, Staten Island; and fourth, New Jersey, to which Staten Island constitutes one way of approach. The exits via the Bronx to the mainland east of the Hudson are as follows: (1) the Van Cortlandt exit, Broadway and 242nd Street, the terminal of the Broadway branch of the West Side subway, where cars are to be had for Yonkers and Hastings, connecting at Yonkers for Mount Vernon and Tuckahoe; at Tuckahoe connection is made for White Plains and Tarrytown; (2) the Woodlawn exit, reached by shuttle train from the end of the Jerome Avenue subway line, with connection from the West Side Elevated at 167th Street; there are to be had the Central Park Avenue cars of the Yonkers lines, connecting at the end of the line or at McLean Avenue with cars for either Yonkers or Mount Vernon; (3) the Bronx River Road exit, at the end of the Willis Avenue car line, with connections similar to exit 2; the McLean Avenue car from there runs directly into the center of Yonkers; (4) the

most important of the Bronx exits, at White Plains Road and 241st Street, reached by shuttle train from the end of the "East 180th Street" line of the East Side Subway the shuttle also connecting with a shuttle starting at the Fordham Road station of the Third Avenue Elevated; here are found cars for Mount Vernon and New Rochelle, connecting at Mount Vernon for Tuckahoe, White Plains, and Tarrytown, and at New Rochelle for Larchmont, Rye, Rye Beach, Port Chester, Stamford, and through Stamford with most of Connecticut; (5) the N. Y. W. & B. exit, a rapid transit suburban line reached from the 133rd Street station of the Third Avenue Elevated or from the end of the "East 180th Street" line of the East Side Subway; leading to White Plains or to Larchmont, and connecting at Larchmont with the same Connecticut connections as exit 4. Without finishing the list of exits from New York City, this will give an idea of how complicated the suburban transportation exits may be. Sometimes information obtained in regard to exits from cities visited may be conveniently kept in short memoranda such as the following extract in regard to Philadelphia exits: "To Chester from Subway (R 37) or *via* Darby (R 11 from Subway, then R 76), or from 3 & Jackson (reached by R 5 S on 2)."

Many of these exits from any city will have their own fare zone and transfer privilege arrangements, and the exits themselves are thus a good source for the collection of transfer forms.

125. *Other Modes of Travel.* We would hardly suggest traveling from one city to another for the mere purpose of scouting for transfer forms. But frequently some nearby place where transfer forms are available may be of sight-seeing interest and the railroad or boat trip there and back interesting and not so long or so expensive as to be more than a pleasant way to fill in spare time. In such a case it should by all means be considered by the transfer collector. Sometimes special excursions may be taken advantage of for outings, and incidentally for transfer collecting. In certain regions, particularly those served by the Pennsylvania Railroad, such Sunday

railroad excursions are common. In general, a sight-seeing trip of this sort should not be too long to admit of return the same day. One may also allow for trolleying one way and returning by railroad. Of course, if one is taking a long trip anyway, collecting transfers at stop-over points adds interest to the trip and gives the traveler a better knowledge of those cities.

126. *Points To Be Noticed by the Collector.* A transfer collector on a trip to any place, whether it be in his own immediate vicinity or to other cities, should observe everything in regard to the routing of local transportation lines, whether street car, bus, or rapid transit, and the general appearance, coloring, signboards, etc., of the vehicles of the various types on any systems in the territory covered. It is of advantage to note also any company numbering or lettering of the various routes, and, in general, the nomenclature of those routes. If there is company numbering or lettering, it should be noted in such detail as may be possible (see Appendix D for examples); if otherwise, the collector may make up such a system of numbering or lettering if those routes turn out to be transfer-issuing units, or are involved in them. Again, it may be of interest to note, wherever sufficient information can be obtained, the number of car lines in a city, for comparison with the population; this comparison may readily be made by the car index (Section 66). The rule for the car index is: divide the number of car line by the square root of the number of thousands in the population.

The interconnections of various routes and systems, the city exits, and the accessibility of important points, are also to be noticed; but the most important thing for the collector to observe is where the various routes go and how they connect with one another. He should learn this sufficiently to be able to visualize it in a sort of map form. Another important matter is the name and extent of territory of the system or systems operating local transportation in the various cities covered. These may include some of the suburban and interurban systems found in the atlas.

210 THE COLLECTION OF TRANSFERS

Amount of fare and mode of payment of fare and issuance of transfer is also important; a transfer collector exploring any locality should note all these matters.

XXII

ARRANGEMENT OF COLLECTION

127. *Grouping of Transfer Forms.* The most obvious way to classify the various transfer forms in a collection is by the issuing system. The company name ordinarily appears on the transfer, and usually the company is a system. Sometimes, indeed, a system includes several companies (as indicated by the name of the company on the transfer); but in any case the company name is the controlling factor. Indeed, in a very few cases the company name is omitted; but it can usually be supplied, except in the case of derelict transfers found too far from the issuing territory. The former transfer form issued on the interurban line from Darby, Pa., to Wilmington, Del., bore no company name, because that name differed in Pennsylvania and Delaware. Also the Youngstown (Ohio) Municipal Railway does not print its name on the transfers it issues. But, in general, there is no difficulty ascertaining the exact system to which a transfer belongs (the issuing system being what counts), and it is well to arrange a collection of transfers so that all transfers from any one system are all together, whether there are two or a hundred of them.

If the collector adopts such a notation for systems as is suggested in Section 25, an example of such notation being shown in detail in Appendix A, then it will be possible to arrange the various systems represented in the collection by code number. Thus the transfers in the collection will not only be classified by system, but also geographically by district and sub-district.

A very small collection, of not more than fifty or sixty transfers, may be kept in a single pile, the systems represented not being otherwise separated than by the fact that

212 THE COLLECTION OF TRANSFERS

all transfers from the same system are kept together. A rubber band may be used to keep the pile together, but is hardly recommended for the main collection, since it is likely to spoil the transfers. However, the collection of duplicates and of "extra duplicates," not being so important, may very well be kept together by rubber bands.

But when a collection becomes large, one can hardly make a single pile out of it without some sort of container, so each system should be kept separately, though still in the order of the file or code number. Probably the best way to do this is by the use of envelopes, using a separate envelope for each system. Another possible way, though an extremely unwieldy one, is by a series of pigeon holes, allowing one or more holes to each system. If envelopes are used, it may be convenient to group them by sub-districts with rubber bands.

128. *Transfer Envelopes.* If (as we think is the best way), the collector keeps his various transfer forms in envelopes, with a transfer-issuing system assigned to each envelope, the question arises what kind of envelope to use. An ordinary letter envelope is too small to accommodate the average transfer without folding. Furthermore, even if an envelope could be obtained which is of the proper size, it is hardly advisable to use an envelope which opens along one of its long sides; if such an envelope is used, a large number of transfers getting into it will open the envelope too easily and many transfers will be lost; this disadvantage does not apply if the envelope opens at one of the ends. Further, it is not advisable to use envelopes with gum on the flaps, since such are liable to seal themselves in damp weather; but a flap is needed to help keep the transfers from falling out. So we recommend that the collector make his own envelopes. This process of amateur envelope making should add interest to the collection of transfers. We suggest as the proper size for transfer envelopes, 8 x 21 cm (or, let us say, 3 x 8½ in). The reader will find in Appendix G a design and directions for making transfer envelopes which will fulfil every purpose that will normally be required of them. We may

note that, with the use of some paste or glue on the flap, they can be used also for letters.

129. *Labelling the Envelopes.* Each envelope in use as a container of a part of the collection should be properly labelled to indicate and describe just what it covers. We recommend the following procedure: the name of the system placed as centrally as possible on the envelope, and in writing of a fairly conspicuous size. Underneath this an outline statement of the approximate territory covered by the system, and, if desired, any popular name by which the system is better known. In this writing, the length of the envelope should be horizontal, with the loose flap at the right. At the right-hand end of the envelope, immediately following the name and description of the system, should be placed the symbolic notation for the fare rates represented by the transfers in the envelope (see Section 11 for a good mode of notation). The file number for the system should be in the upper left-hand corner of the envelope. If there are subsidiary companies whose names appear on the transfers, their names may be listed at the bottom of the envelope. The envelope may carry on its front a list of the issues covered. If there are several envelopes for the same system, each one should be labelled (below the name and description of the system) with a description of just which kinds of transfers are contained in it, and a notice should be put on the top of the envelope to look in the other envelopes of that system for further transfers.

Thus the labelling on the transfer envelopes will be of varying complexity, and will probably be added to from time to time, as fares are changed, new kinds of transfers are acquired, new issues appear, or envelopes are divided or rearranged.

To illustrate these directions, we append some sample labellings of envelopes from our own collection, both simple and complicated.

2 Bri

Hudson River and Eastern Traction Co.
 Ossining, N.Y. 10

III

See also other "III" envelopes

The Connecticut Company 10-8 $\frac{1}{2}$
 (Connecticut) (beginning 1923) 0-7 $\frac{1}{2}$
 10-8 $\frac{1}{2}$ beginning 2/19/24
 Lines North and East of New Haven
 except Hartford Division

2Avi {III-}

For other transfers see other "2Avi" envelopes.

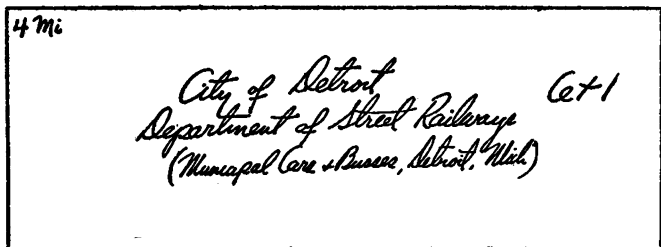
Brooklyn-Manhattan Transit System 5
 (Brooklyn, N.Y. City, extending into Manhattan and Queens) or
 Forms affected by alterations beginning June 10, 1923 5+2
 N.Y. Rapid Transit, beginning June 1923 {III-} (New York Rapid Transit Corp.)
 after Jan. 1920 forms affected by alterations of (Nassau Electric R.R.)
 after July 1920 {III-} (Brooklyn, Queens County & Suburban R.R.)
 {III-} (Coney Island & Brooklyn R.R.)

Since the labelling of transfer envelopes is intended to be fairly permanent, it should be done in ink rather than in pencil. If alterations are afterwards found necessary, ink eradicator may be used.

In giving the name of the system, the ending "Company," "Corporation," or other similar endings, may readily be left out if the preceding word is "Railroad" or "Railway." The ending "System" should be used if there are several sub-systems, or several subsidiary companies, or several different types of vehicles or of service, or if

the territory covered is not quite continuous. This rule as to the use of the word "system" on the envelope is intended merely as a guide, not as a strict rule.

In the case of municipally owned systems, the official name should be used as it appears on the transfers; simplification of this title may sometimes be made, but this is hardly advisable. An explanation, if necessary, may be put in on the envelope. Note that, though the term "Municipal Railway" with the city name is one way of indicating municipal ownership, it does not always mean that. The following is an example of the mode of labelling such transfer envelopes. The envelope is otherwise marked as previously explained; so that "4Mi" is the code number of the system (Appendix A), and "6" means a six-cent fare.



130. *Filling Envelopes.* If the collector desires to keep his transfers in order, it is hardly advisable for him to fill the envelopes so that, when the contents of an envelope are taken out, one transfer will be right side up and the other upside down, or one showing its front and another its back. We may suggest, to prevent this as far as possible, that all transfers be placed front face up when being put into the envelope, and that the loose flap of the envelope (or, otherwise, the end at which the transfers are inserted) be considered as at the right of horizontal transfers, and at the top end of vertical transfers. For further orderliness, transfers in a single envelope should be kept in order as suggested by their file numbers (of which more will be said later). When some such definite order as

this has been established for all the transfers in any one envelope, new transfers to be added should be placed in their proper order in the pile. This can best be accomplished by taking out the entire contents of the envelope without, however, separating the transfers or disturbing their order, going through the pile till the right place is found for the new transfer, lifting off all preceding transfers in a block, inserting the newly-acquired transfer, then replacing the block of transfers lifted off, and smoothing out the pile; after which the pile as a whole is ready to be replaced in the envelope. The procedure does not differ essentially if more than one transfer is to be inserted.

Since an envelope is likely to stretch out of shape when too full, and since there is some limit to the envelope's capacity, it is not advisable to put too many transfers into one envelope, even if they all belong to the same system. From thirty to forty transfers is about all that should be put into one envelope of the sort described in Appendix G; if more are collected which would belong there, it is best to divide or rearrange the pile.

131. *Division of Envelopes.* If a certain envelope is devoted to all transfer forms collected from a specified system, and too many forms are collected to go conveniently into the envelope, the best thing to do is divide the envelope: that is, make out another envelope, labelling and all, and divide the transfer forms in question as evenly as possible between the two. This division should be based on some definite classification of transfer forms, whether a difference in issues (new issues, etc.), or a geographical distinction, or some other classification of issuing units, or a difference in class of transfer, or a difference in sub-systems. This process of dividing the envelope may also be used effectively if one of several envelopes used for any system gets too full of transfers, though, in that case, a rearrangement may serve the purpose better. This may mean a change in the basis of classification separating the various envelopes, thus involving a shifting of transfers from one envelope to another; or it may be really a division of several envelopes, where a new one is made out from part of the contents of several others.

In case of either a division or rearrangement of envelopes, the labels of the several envelopes involved should be changed to fit the new classification. If this involves the erasure of any part of the labels, and these labels are in ink, then ink eradicator should be used, though nothing new should be written over any part of such erasure till the paper is quite dry. When a division of envelopes is made, the notice to look in the other envelope for further transfers should be put on both envelopes.

The basis for a division or rearrangement of envelopes should be something fairly obvious and uniform, taking into consideration not merely the actual numbers at the time of division, but how many new transfers the collector may hope to get for each envelope in question.

Division of envelopes may also take place when the collector decides that what he has regarded as a single system should rather be regarded as two or more systems, so that more envelopes may be needed for the extra systems. This is, for example, what we did in our own collection when we decided to list the Brooklyn Rapid Transit (now the Brooklyn-Manhattan Transit) and the Brooklyn City Railroad as separate systems. If the combined systems were represented in the collection by several envelopes, and none of the individual systems require so many envelopes, then we will have a rearrangement. Likewise, if the collector has two or more systems on his list, each with separate envelopes, which he decides should better be listed as a single system, and the total collection of transfers does not require all the envelopes, then we may have a consolidation or unity of envelopes. This involves retiring one or more envelopes from use in the collection; such envelopes may well be treated with ink eradicator so that none of the old labelling is left, and preserved for the chance of the need of new envelopes, either for new systems, or for a division of old envelopes.

To show on what bases of classification envelopes may be divided, we append a list of how we have classified into several envelopes the systems represented in our collection by too many transfers for one envelope.

218 THE COLLECTION OF TRANSFERS

THE CONNECTICUT COMPANY:

- Bridgeport Zone
- Hartford Division
- New Haven Zone, pink and purple forms
- New Haven Zone, except pink and purple forms
- Lines North and East of New Haven, except Hartford Division
- Lines West of Bridgeport

NEW YORK RAILWAYS:

- Two-cent Transfers
- Free Transfers

THIRD AVENUE RAILWAY SYSTEM:

- Manhattan Lines
- Bronx Lines, routes 1-17
- Bronx Lines, routes 18-38
- Lines North of Bronx
- Queensborough Lines

BROOKLYN RAPID TRANSIT and BROOKLYN-MANHATTAN TRANSIT:

- Two-cent Transfers (forms in use before 11-2-22)
- Free Transfers, Nassau Electric Railroad (forms in use before 11-2-22)
- Free Transfers outside N. E. Railroad (forms in use before 11-2-22)
- Forms introduced November 2, 1922
- Forms introduced on or after June 10, 1923

BROOKLYN CITY RAILROAD:

- "Conductor's Transfers"
- Continuing Trip and Feeder Tickets
- Miscellaneous Forms

PUBLIC SERVICE RAILWAY (N. J.):

- Hudson River Zones, regular transfer forms
- Newark Lines, regular transfer forms
- Newark Interurban Lines, regular transfer forms

ARRANGEMENT OF COLLECTION 219

Lines North of Trenton, outside Newark and Hudson
River Zones, regular transfer forms
Lines North of Trenton, special forms
Lines South of Trenton

PHILADELPHIA RAPID TRANSIT:

Regular Transfers in use before October 5, 1924, routes
1-29
Regular Transfers in use before October 5, 1924, routes
30-81
Special Transfer Forms in use before October 5, 1924
Forms introduced on or after October 5, 1924

UNITED RYS. & ELECTRIC CO.:

Routes 1-13 inclusive
Routes 14-33 inclusive

CLEVELAND RAILWAY:

Regular Transfers
Free and Repeat Transfers

LOS ANGELES RAILWAY:

Forms before 1924
Forms beginning 1924; in and special forms only
Forms beginning 1924; out and bus forms only

The above list is given merely to show how division of envelopes may conveniently be made. Of course, such division depends considerably upon how many transfers are collected from each system, and what part of each system was covered, and the chances of completing the collection in each case. It also depends largely on the issues covered and the period when the collection took place. Thus, in our collection there are six envelopes for the Public Service Railway system of New Jersey; but, if we should start collecting now, since most of the transfer privileges have been abolished, it would be doubtful if we could fill a single envelope from the entire system. All the rest, considerably over a hundred, are obsolete trans-

fers, that is, transfers which are no longer issued. Of course, much of any transfer collection is likely to become obsolete, either as new issues are made, or as transfer privileges are abolished; and the collector may value these forms more highly, since they cannot be replaced if lost. Of course, it is understood that such value can only be a sentimental one, since trading in transfers is illegal.

132. *Duplicate Collections.* Keeping duplicate transfers, that is, transfers of the same form as those already in the main collection, may sometimes be of interest, though hardly worth special attention. Such a collection should be divided into duplicates and extra duplicates, the former containing only one of each form, the latter containing any extra transfers of the same form as those in the duplicate collection. Thus, suppose that a number of transfers of the same form are picked up at once, let us say a conductor's derelict pad, and suppose that that form is not yet in the main collection; then one transfer from the pad goes into the main collection, one into the duplicate collection, and the rest of the pad into the extra duplicate collection. Either of the collections of duplicates should only contain transfers in good condition; others may be thrown away.

Since such a collection will not be likely to reach great numbers, it is hardly worth while making out envelopes for duplicate transfers. We would suggest simply keeping each collection together with a rubber band, the transfers in each arranged according to file or code number of their respective issuing systems.

133. *Keeping Count of a Collection.* Since one of the objects of a collection is to get as many forms as possible, the collector may be interested in keeping correct count of the number of transfers in his collection. In a very small collection, this can easily be accomplished by counting the number of forms directly, but this would hardly answer in the case of a large collection. The collector should begin by keeping a record of the number of forms in his collection while that collection is still small, counting several times over to check himself. This can be put down, together with the date when the count was taken;

then, as transfers are added to the collection the requisite number of new transfers can be added to that number, and the new number of transfer forms may be set down opposite the date of the acquisition, so that a complete record will result, showing the growth of the collection. Similar count may be kept of the number of envelopes in the collection and the number of systems represented. The same may be done with the original duplicate collection; the collection of extra duplicates would be difficult to follow in the same way, since it need not consist of entirely different forms. The whole record of this may conveniently be kept in columns, as follows:

Date	Var.	Dup.	Env.	Sys.
1- 1-25	1522	35	134	106
1- 2-25	1550	37	135	107
1- 5-25	1567	..	138	110
1- 6-25	1590	40	140	112
1- 7-25	1595	42	...	...
1- 8-25	1610	..	141	113
1- 9-25	1616	..	143	115
1-11-25	1617	..	...	...
1-15-25	1618	..	...	...
1-16-25	1620	43	...	...
1-19-25	1621	..	...	...
1-20-25	....	44	...	...
1-21-25	....	45	...	...
1-24-25	1622	46	...	...
2- 1-25	1624	..	144	116
2- 2-25	1625	..	...	...

The column headings above mean the following: "Var." for varieties, meaning the number of distinct forms, hence the size of the main collection; "Dup." for duplicates, indicating the size of the original duplicate collection; "Env." indicating the number of envelopes, and "Sys." the number of issuing systems represented in the collection.

The collector may occasionally check on these figures by an actual count, but this is subject to error in the case of

222 THE COLLECTION OF TRANSFERS

great numbers. A better check is to keep a similar record on the back of each envelope showing the number of forms in that envelope. This can be done in several pairs of columns. When envelopes are divided, united, or rearranged, that fact should be noted on the count record for that envelope; if a new envelope is started, the first date entered may be preceded by the date at which it was started. If an envelope is withdrawn, this count record may be erased if in pencil, or removed by eradicator if in ink. In the case of uniting two or more envelopes, the notation should be "envelopes united," or words to that effect, and the new number opposite the date of this change should be the sum of the numbers in the several combined envelopes, plus any new acquisitions of that day. In case of division or rearrangement of the envelopes, a complete count of each envelope affected should be made, and any difference in the totals from what they were before should check up with the number of newly-acquired transfers, if any. As a sample of such a record, we give the following:

2-19-23	3	envelope	
6-17-23	11	divided:	
8- 5-23	13	9-26-24	19
8-10-23	24		
9- 3-23	26		
9-11-23	27		
10-28-23	54		
envelope			
divided:			
11- 4-23	27		
1- 1-24	46		
envelope			
redivided:			
1- 4-24	26		
rearranged:			
2-12-24	25		
3- 2-24	26		
9- 1-24	34		
9-14-24	35		
9-21-24	36		

From the above it will be seen how such a record enables the collector to see how each envelope is progressing, and when divisions or rearrangements are advisable. Thus, the entry under 10-28-23 of 54 transfers in the envelope would indicate, even were it not obvious to the eye, that it is about time to make out a new envelope; so we have a division of the envelope. Furthermore, the envelope counts can be used to check up the total collection count, since the added counts of all the envelopes should make up the total count for the collection. Where the collection is too large, these counts may be added first in sub-districts, then in districts, and lastly all together, to make it easier to detect errors. Furthermore, starting with the envelope counts makes it also easier to check up because it is comparatively easy to count the number of transfers in a single envelope. Adding up the envelope counts by sub-districts and districts not only puts a check on the total number of forms in the main collection, but also indicates the geographical distribution of these forms.

In either collection counts or envelope counts, if newly-acquired transfers are added several times in the same day, it is probably best to correct the entry already made rather than make a new entry for each time, so that the count that appears will be that at the end of the day indicated.

XXIII

INDEXING THE COLLECTION

134. *File Numbers for Transfers.* A fairly complete record and identification of a transfer can be made by putting on its back, in any available unprinted space (though indeed there may be little enough of such space) the fare rate represented by the transfer (including transfer fee, if any), and, below it, a file number arranged under any convenient method, so long as that file number completely identifies the transfer form in question.

In Sections 25, 26, 67, 76, were indicated a mode of notation for the issuing units of transfers. Besides the issuing unit, generally speaking, all that will be needed in any case to define a transfer form will be (1) the class of transfer; (2) the issue; (3) the form number; (4) the color. There may be other items also, such as the half-day, which if they deal directly with conditions of issuance or acceptance, whether of time, of place, or of circumstance, should be included with the class of transfer. The class of transfer, as well as any items included with it, should be denoted by a code which represents each class, or each half-day, or each of any of the other necessary items, by some letter or number; we would suggest the use of initials of names as far as convenient. These letters or numbers may be placed following the code number of the issuing unit, or, if more convenient, inserted into that code number, as for instance directly following the number of the system or sub-system, the notation for the rest of the issuing unit following. Thus, if the transfer in question is a two-cent transfer on an outbound 15th Street car of the Brooklyn-Manhattan Transit system (this line belonging to the Nassau Electric

sub-system), we note that the issuing sub-system is denoted in Appendix B by 2Avi(3). There being no company numbering of the routes, we proceed to make up one for that sub-system, according to which the 15th Street line is, let us say, line 10. Since we represent out by "o" and in by "i," the issuing unit will be denoted by 2Avi(3)10o. The class of transfer is Cash Ticket A, which we will denote by tA. Inserting this after the sub-system number, the file number which we put on the transfer will be: 2Avi(3)tA10o. Above this will be put 5+2 to denote five-cent fare and two-cent transfer fee. We suggest that regular form transfers should contain no class notation, if that class predominates to a great extent.

In Section 33, we suggested a code notation for the various issues of transfers incorporated in the collection. The number for the issue, included in braces as indicated in Section 33, should be placed after the file number, but not before form number or color. We should recommend, in order to avoid putting this issue number on every transfer in the collection, especially where there may be only one issue collected, that issue [I] should be understood if the code issue number is omitted. Thus transfers from that issue will contain no issue number on the endorsed file number, while all other issues will contain that item.

As for the form number, that will be found on many transfers, and, in the case of transfers where it is printed, it should form part of the recorded file number. It should, however, be separated from that number by some special character; we have used for such a separating mark the character ||, though, of course, the collector may suit his own taste in such matter, just as in the general devising of a file number code. Thus, the file number 1Ai(1)1 || 822 on the back of the first transfer of our collection means: District 1 (New England), sub-district A (Boston and vicinity), system "i" (Boston Elevated Railway), sub-system 1 (surface lines), division 1, company form number 822, that is, the form issued from Division 1 of the surface lines of the Boston Elevated Railway, bear-

ing form number 822. If it had been from Issue II, the [II] would have been inserted before the mark II.

The color should only be recorded as part of the file number when it is essential to identify the form, that is, when there are, or there are likely to be, several forms differing only in color. We suggest that the color be then inserted following everything else, and in words, not in code.

As a sample of the combination of these various items, we may instance such a file number as 2Ax II 1 [V] green, meaning green form numbered 1, of issue V from system 2Ax. Or, again, 2Mi4 [II] white, meaning the white form in issue II from line 4 of system 2Mi, in other words, the white form of the Broadway line, Buffalo, N. Y., after the date code surcharge was adopted.

For fare rates, a code notation is comparatively simple, and the reader will find such a notation suggested in Section 11. So that, for example, when it comes to endorsing the file record of the Buffalo transfer form mentioned above, we will set on the back of it:

7—6¼
2Mi4 [II] white

The first line of this means that the transfer was issued for a seven-cent fare, or for a fare of 4 rides for 25 cents. In counting the fare represented, only local fare should be considered within the fare zone where the transfer is issuable and valid, even though it may be issued from longer rides or cover longer rides. Two-zone transfers should be endorsed with the two-zone fare only if they are not issuable on the payment of less than a two-zone fare.

Although the file record endorsed on a transfer is not intended to be temporary, we recommend that such endorsement be made in pencil rather than ink, since transfers are commonly made of unsized paper, and many derelects are in rather bad condition, and in either case the use of ink is likely to spoil the transfer form.

135. *Record of File Code.* A file number code for

transfers being a complex system of notation, we suggest that a record of the key be kept. This may be divided into several parts, as follows:

(1) Notation for systems and sub-systems. If the file number of the systems represented be kept, as we have suggested, on the corners of the envelopes, that constitutes a record of the notation for systems; but, in order to keep clear the meaning of the districts and sub-districts, we suggest a series of district maps, such as the one shown at the end of Appendix A. The back of the map forms a convenient place to record the notation for the systems and sub-systems of each district and sub-district.

(2) Company numbering and lettering of stations, routes or divisions. This is a matter for the observation of the collector, and he might find it out either from local exploration, in case the lettering or numbering of routes shows on the car, or else directly from the transfer forms. Where this affects issuing units (or, in rare cases, transfer-receiving units), a special record should be kept of this company numbering and lettering. Appendix D will show enough examples of how such a record may be kept. Naturally, a separate record will have to be kept for each system; the records for the various systems may all be kept on the same sheet, but each should be separated by lines from the others, and each should be headed with the name or file number of the respective system.

(3) File code for each system, outside of what the company itself provides. This will include code notation for classes of transfers, and for other similar items; notation for issues; and a supplementary notation for issuing units where company lettering or numbering is absent or unknown to the collector. This record should be divided by systems in the same manner as part (2) of the code mentioned above, but should be kept on a separate sheet, to avoid confusion. The notations N, S, E, W, o, i, for the directions need not be noted. The following will serve as an example:

2Avii: Subscript_o—Shuttle; a—Agent's ticket (numbered by station on t'fer); c—Continuing Trip; f—

228 THE COLLECTION OF TRANSFERS

Feeder; s—Special; C, D, E—Conductor's Transfer Forms. [II] forms affected November 12, 1922; [III] forms affected by 14th St. Subway, July, 1924.

Line numbers:

1—Flatbush Ave.	16—65th St.—Ft. Hamilton
2—Nostrand Ave.	17—Richmond Hill
3—Bergen Beach	18—Putnam Ave.
4—Crosstown	19—Greenpoint
5—Fulton St.	20—Third Avenue
6—Nassau Ave.	21—Hamilton Ave.
7—Graham Ave.	22—Court St.
8—Bushwick Ave.	23—Myrtle Ave.
9—Cypress Hills	24—Holy Cross
10—Grand St.	25—Calvary
11—Lorimer St.	26—Union Ave.
12—Tompkins Ave.	27—Grand St. Shuttle
13—Avenue C	28—N. Beach Shuttle
14—Flushing Ave.	29—Meeker Ave.
15—Flushing—Ridgewood	30—Bay Ridge Ave.

To economize space and paper, the kinds of records mentioned under (2) and (3) should be written as close as possible, and in ink. Spaces left vacant can be boxed off and used for systems to be covered later.

136. *Order of Filing Transfers.* It is most desirable to have a definite order for the transfers in each envelope of one's collection, and this order can well be made in approximation to the order of the file numbers endorsed on the back of the transfers. Of course, this leaves many questions open, such as whether letters or numbers come first in order, or the respective precedence of small and capital letters used in the file code, etc. Such questions should be settled by the collector for each case separately, and he should be guided by simple convenience. Also, for convenience, it may be advisable to depart from strict file number order, so as, for instance, to group together transfers from the same issuing unit, or of the same class, or of the same issue. In the latter case, it has been our

rule, irrespective of file number order, to separate transfers of different issues if and only if there is some major distinction of form and arrangement between them. Also it is well to group together transfers differing in color only, arranging them in the order of the names of the respective colors.

Such matters being for the collector's convenience, are naturally to be guided by that convenience, and there can therefore be no general rules laid down on the subject, beyond the suggestion that the file code supplies a good basis for such ordering.

137. *General Index.* A general index of the entire main collection of transfers, listing each transfer separately, is a good way to keep track of exactly what is or is not in the collection. We could hardly advise the use of a card index for this purpose, since the collection itself is not much different in its nature from an actual card index, and the latter would be practically no abbreviation, if any. Of course a card index might group a number of transfers, or even whole systems together, somewhat after the manner of the envelopes in the collection, so that each envelope might be represented by a card in the index; but such an index would have few advantages over a plain list, and would be more unwieldly to handle. Therefore we recommend that the collection be listed on one or more sheets of paper, according to the size of the collection.

In the index as little reference as possible should be made to anything in the file code; for the index should be sufficiently self-explanatory without any file code. The classification should be by systems; but the classification of the systems, and the classification of listed forms under the systems, need not be at all the same as in the envelopes, though some geographical basis for classifying the systems is recommended. Under each system, classes of transfers and different issues may conveniently be indexed separately; but systems, as well as classes, issues, etc., should be referred to by name or by some easily comprehensible abbreviation. In the case of issues,

230 THE COLLECTION OF TRANSFERS

the date or occasion of the issue is probably the best way to refer to it; as: "forms introduced beginning 11-2-22." Systems should also be referred to by name, even if abbreviated, as: "N. Y. Rys. System." The regular code notation for fares, however, may well be used after the proper heading, whether it be the system, or some sub-classification, or some individual form.

To prepare such an index, a sheet of ordinary type-writer paper may be ruled into seven or eight columns on each side, leaving a little space at the top for general headings. General geographical headings may be put at the top, half a page or a page to each heading. Columns or portions of columns may be headed with smaller geographical notations or systems (sometimes one system may take up two or more columns). Any such headings taking up only part of a column may be separated from others in the same column by a line across the column; sub-headings may be separated by a shorter horizontal line. In the case of every sort of heading, whatever it may represent, there should be allowed considerably more space than is actually taken up, to make room for new acquisitions in each system, region, etc.

Under each heading or sub-heading should be listed by some convenient identifying name the various transfers actually in the collection under that heading, these names being listed on the left side of the column; on the right side of the column, the respective dates, preferably in such form as: 2-7-25. This dating serves as a check on the issues, should it be difficult to describe these properly.

A transfer is best described by the issuing unit plus any information such as class, issue, color, etc. If issue and class are in the headings or sub-headings, it is not necessary to repeat them in the description, which should be in as small a space as possible. A name should be given to the issuing unit, wherever possible; if there is a company number or letter also, this can conveniently be added in parentheses. The abbreviations N, S, E, W, for the points of the compass are sufficiently well known to be used in the index.

Whenever any heading or sub-heading is found not to have an adequate space allowance, or if for any other reason the arrangement used for the index (which should be made out in ink) is not considered proper or satisfactory, a rearrangement should be made, leaving as much as possible in place as before; any material that is to be moved should first be written out in some empty place, then the original removed with ink eradicator. By successive rearrangements and expansions, the index will grow with the collection, from a few columns to a page, then to a sheet, then to several sheets. Our own transfer index now occupies four sheets. When it is too troublesome to use even ink eradicator, either due to the extent of alterations or because the sheet is already well saturated with that substance, material may be transferred to a new sheet for alterations.

In all cases an idea should be given as to the location of each system listed. The geographical headings should be arranged so as to take up a fairly even amount of space in the index, as far as possible allowing for a miscellaneous heading of "elsewhere" to cover regions from which very few forms are expected. When new regions are being extensively covered, more can be taken out of the "elsewhere" columns and given separate headings.

The following will give an idea of the arrangement of columns:

232 THE COLLECTION OF TRANSFERS

(Under general heading "California")

SAN FRANCISCO AND
VICINITY

California St.
Cable R. R. Co. 5
Transfer form 7-1-23

Market St. Ry. Co. 5
No. 1 blue 7-7-23
No. 1 gray 7-3-23
No. 2 6-13-24
No. 3 6-13-24
No. 5 6-13-24
No. 7 7-1-23
No. 8 6-11-24
No. 10 6-13-24
No. 11 6-12-24

Municipal Railway
of San Francisco 5
Church St. 6-30-23
Market St. 6-13-24
Geary St. 6-13-24
Taraval St. 6-13-24
Union St. 6-14-24

San Francisco-
Oakland Term. Rys. 6
No. 1 In 6-13-24
No. 2 Out 6-12-24
No. 4 W 6-13-24
No. 5 In 7-12-24
No. 7 In 6-13-24
No. 9 In 6-13-24

ELSEWHERE

SAN DIEGO AND VIC.

San Diego Elec. Ry.
Fare Receipt 5-23-21
Inner Zone 5 5-26-21
Both Zones 10-7½ 5-25-21

SANTA BARBARA

SB & Suburban Ry. 8
Oak Pk. 7-1-24
Mission 7-4-24

SACRAMENTO

Pacific Gas and
Electric Co. 5
Black form 12-19-24
Blue form 1-6-25
Green form 1-9-25
Red form 1-7-25
Yellow form 1-7-25

FRESNO

Fresno Traction Co. 6
Recreation Tract 1-9-25

By keeping a general transfer index of this sort, one can always see what is in the collection, almost at a glance.

As a type of general geographical headings, we may mention our present headings (of course, constantly

changing): N. Y. City and Vicinity; New England (excepting Massachusetts, and subdivided into Connecticut and "elsewhere"); Massachusetts; California; Philadelphia and Vicinity; Washington and Baltimore; Upper Lake States (subdivided into Ohio and West of Ohio); Upper Lake Region East of Ohio; Miscellaneous Atlantic; Elsewhere.

In the above sample index columns, note the empty spaces left for possible future additions to the collection. Note further that, as new transfers are added, each such new one should be registered in its proper place in the index, together with its date (or the notation "no date," if the date is unknown). If a transfer in bad condition is replaced by a better one, the date registered in the index should be changed; this can usually be done by writing the new date over and covering the old one; occasionally, however, the ink eradicator will be required.

138. *Index of Hints.* To aid in the search for new forms to add to the collection, the collector should keep an index of hints for new forms, classified by systems, though such an index will generally be compact enough not to require that the systems be arranged in any particular form. These hints may be by the reversibility of fares rule (see Section 14), or by any other information as to the nature of the transfer-issuing units, color schedule, etc., or as to the general transfer regulations (whether universal privilege or not, or how nearly universal the transfer privilege is). Section 14 gives a fair idea of how to keep such an index. Another sample extract from a "hint index" may be shown here:

READING LIGHT AND TRANSIT:

In Norristown: DeKalb or Bridgeport Division to Main St. In Pottstown: King or Hanover to Chestnut Hill car.

NEWPORT ELECTRIC:

Harrison or Franklin to Beach.

234 THE COLLECTION OF TRANSFERS

HARRISBURG RYS.:

Middletown, Vine, Lingleston, Capital, Pembroke Square, Rockville, Riverside to Reservoir Park.

On the acquisition of new transfers, any listed in the "hint index" should be removed; the same should be done with any "hint" in the index that is found to be incorrect. Also, when new transfers are acquired, they may give additional hints for new forms, which should be entered in the "hint index" for future reference.

This "hint index" is permanent enough to be kept in ink, and all necessary erasures should be made with ink eradicator. When a new issue of transfers is made on any system, the hints for that system should be thoroughly revised accordingly; and frequently a rearrangement of the index should be made when it is necessary to provide more space for new entries, or consolidation is possible where the eradicator has left empty spaces.

In some cases, with a variable color schedule compounded with issuing units, it may be desirable to have a separate hint sheet for such a system, ruled into rows and columns, the rows headed with names of issuing units, and the columns with the colors. All transfers already in the collection or acquired may be indicated by a cross in the proper space; empty spaces are forms to be looked for. We have adopted this in several cases, and an entry in the main "hint index" may be made in somewhat the following form:

CONNECTICUT COMPANY:

See special "Connecticut" sheet.

139. *Index of Duplicates.* Where a duplicate collection is kept, the index of that collection will not take up much space, and need not be very carefully arranged. All sorts of abbreviations, short of using the file code, are permissible, and it is even as well to use the file number for the systems to head the group of duplicates from each system. Rearrangement may be required but not often. Where there are extra duplicates, whether kept separately or not,

they may be indicated by following the name of the form with the number of duplicates of that form, separated from the name by a dash to avoid confusion. The following sample extract of a duplicate index will show sufficiently how it may properly be kept:

9Ev: River-Bayside E
1Li: H: Franklin Ave. (white)
 NH: General form (pink)
 State St. (pink)
 Wallgfd (pink)
9Bi: 1921 issue: A out
 R out
 1924 issue: H in Bus ticket
 H out D in
 M out L in
 R in—87

In the above instance, the indication is that there are 86 extra duplicates of the last form listed (87 altogether), not including, of course, the original form in the main collection, which the duplicate index should not take into account.

140. "*Bad Condition*" Index. This index has been fairly well described already in Section 117. It may well be kept in a way similar to the index of duplicates, except that there should be parallel columns, the left side for the transfer, and the right side for some notation as to the condition of the transfer. When a transfer in bad condition is taken into the main collection, its condition should be noted in the index with a view to possible replacement by one of the same form in better condition. In case such a form is replaced by one in better, but not very good condition, the notation may be altered accordingly. In case of replacement by a good-condition transfer, the form in question should be removed from the index, preferably by ink eradicator. The same should be done when the form in question becomes obsolete (as when it is no longer issued, or replaced by a new issue): for then there is no further chance of replacement, and it would be confusing

236 THE COLLECTION OF TRANSFERS

to leave it on the index and have the collector continue to look for a chance to replace it.

141. *Summary of Transfer Indexing.* A complete indexing of a transfer collection thus includes:

- (1) A general index (Section 137).
- (2) A "hint index," with supplementary schedule sheets where needed (see Section 138).
- (3) An index of duplicates (Section 139).
- (4) An index of forms in the main collection in bad condition (Section 140).
- (5) A score or count of the collection (see Section 133); this may well be kept on the back side of either index 3 or 4.
- (6) A list of company number and lettering arrangements.
- (7) A record of the file code, in two parts, one part for the systems and sub-systems, the other part for the forms from each individual system (see Section 136 for both indexes 6 and 7).

Also a score or count on the back of each envelope in the collection.

On acquisition of any new transfers, whether duplicates or new forms, the proper listing in each index should be made before filing away the transfer. If the transfer is a duplicate, it should be listed in the index of duplicates, and need not be considered further, except to add the number of such duplicates which are not extras to the number on index 5. If the transfer is in bad condition, it should be listed, with a statement of its condition, in index 4 (it should be thrown away if not for the main collection). If the transfer is for the main collection, replacing one already there in bad condition, the date should be changed in index 1, and the proper alteration or erasure should be made in index 4. If the transfer is a new form for the main collection, it and its date should be properly listed in index 1, the proper alterations, additions, and erasures, should be made in index 2 or the supplementary schedule sheets, as the case may be, and the proper number of new forms added to the total number, as stated in index 5. If the transfers collected, or anything discovered

during the exploration, should result in information affecting indexes 2, 6, or 7, the proper additions or alterations should be made; and, if the acquisition necessitates making out a new envelope or represents a new system, the proper number should be added to the "env" or "sys" count in the collection score. Also the proper changes should be made in the count on the back of each envelope affected by the new acquisitions. All transfers acquired on the same day should be annexed to the collection together at the end of the day, and, before filing, the proper additions and corrections as above explained should be made in all the indexes.

142. *Special Type Index.* As a special memorandum, the collector may keep an index of systems using certain types or certain prominent devices for transfers. Each type or device may be described on the left side of the sheet, and the list of systems may be made on the right side, using file numbers for the systems. Additions to such an index, if kept, should be made whenever a new system is represented in the collection (if its transfers represent some special type), or whenever a new type or device is met with in a known system.

XXIV

READING TRANSFERS

143. *Interest in Reading Transfers.* We have already pointed out in Chapter XXI that one of the most interesting features of being a transfer collector is the amount of local exploration and sight-seeing that the collector enjoys while riding his hobby. But this is not essentially a part of collection, and the traveling and sight-seeing can very well be accomplished as systematically without collecting transfers at all. But there are interesting features belonging to the collection itself, and one of these is the reading of the contents of the transfers collected, whether essential or non-essential, relevant or irrelevant. In relation to knowledge of the localities covered by the collected transfers, one of the best ways of learning about such matters is through reading the contents of transfers, though not always.

Of course, endorsed advertisements may have their own interest, but it is a remote one, except in so far as any addresses, telephone numbers, etc., mentioned in them may give information as to streets and telephone exchanges centrally located, giving an idea as to just what numbers constitute a central location in the town in question. Still, there is other irrelevant matter to be found on transfers, such as on the "Baltimore backs" (see Section 31), which may have more intrinsic interest.

As to relevant matter, there is some interest in reading enough and seeing just how all conditions are indicated, to be able to classify the various devices used, or to be able to place the transfer in some standard type. If a transfer is picked up some distance from its original territory, there may be difficulty in locating where it was issued, even though the company name appears plainly; this sometimes requires some deduction. Thus, we once picked up in front of the Pennsylvania Station in New York a trans-

fer bearing the company name "United Railways and Electric Company." Having never encountered such a system before, and the name giving no clue as to the location of the system, it was a puzzle to identify the transfer. The issuing route was given on the transfer as "North Avenue," and the receiving routes were indicated by a list of punch spaces, each with a street name. This showed that tracks crossed the North Avenue line on at least 28 streets, the inference being that the city was large enough for 29 trolley lines. By the range of "car indexes" generally found in large cities, it was probably a city of at least a half million population; this narrowed down the choice considerably. Furthermore, since the punched time limit on the transfer was only about eighteen hours before it was found in New York, the city in question could not be more than eighteen hours by rail from New York. It was certain that there was no such system in New York itself, or in Philadelphia, Boston, Buffalo, Pittsburgh, or Cleveland, from information we already had in regard to the systems in operation there. Also the presence of a "Pennsylvania Avenue" and a "Maryland Avenue" in the city, as indicated on the transfer, indicated a city near those two states, or in one of them. Washington was eliminated by the absence of the lettered street names so common in that city. This practically narrowed the choice down to Baltimore, and the atlas and city directory revealed that Baltimore had a "United Railways and Electric Company" operating street cars in it. Thus an envelope was made out for this derelict transfer and labelled "United Railways and Electric Company, Baltimore, Md."

The collector reading his transfers may, besides noting the mere form and arrangements, also pay special attention to the transfer privileges as stated on the transfer, noting every detail, coming to some conclusion as to the arrangement of streets in the city of issue, deciding what variations if any there are on the universal transfer privilege, and any reason ascertainable for exceptions or additional privileges noted.

Of course, there is also some interest in noting vestigial features on transfer forms, and, in some cases, attempting

to deduce what the former condition was where those vestigial features fitted. There are also other interesting features about reading the inscriptions on all transfer forms collected. Anyone who collects transfers should by all means read everything on the transfer, advertisements, printer's name, and all.

Mentioning the printer's name calls to mind the fact that there are a very few printers in the United States printing transfers, and some of them specialize in particular transfer types (such as the Stedman or the Franklin transfers, the former printed in Rochester, N. Y., and the latter in Springfield, Mass.); while larger printing establishments in this field offer a wider variety of types and devices. The largest transfer printer, the Globe Ticket Company, now has two establishments, one at Philadelphia, and one at Los Angeles.

144. *Transfers as Auxiliary Street Guides.* One of the most interesting things about reading the contents of transfers is that they help considerably to a knowledge of the streets and car routing of the city of issue. It is true that frequently no hint, or very little, is found in this; but, on the contrary, it often happens that considerable information is to be obtained from the wording of transfers, especially if a complete collection from a certain system or city is consulted.

Let us take for an example a few forms from the Philadelphia Rapid Transit system. We have, let us say, two transfer forms from "Route 9"—not knowing just what that means—the free southbound transfer, and the exchange (three-cent) ticket. On each is endorsed the details of the receiving conditions. Let us take the exchange ticket first:

<i>To Route</i>	<i>Direction</i>	<i>Intersecting At</i>
12	{ W.	Pine & 4 or 5
	{ E.	Spruce & 4 or 5
13, 18, 36, 42	W.	Walnut & 4 or 5
13, 18}	E.	Chestnut & 4 or 5
36, 42, 51}		
16, 17, 21}		
31, 32, 41}	E. only	Market & 4 or 5

Subway	W. only	Market & 5
33, 44, 48	E. only	Arch & 4 or 5
50, 65	N.	5 & Arch
4, 19	N.	7 & Arch
47, 61	S.	8 & Arch
47	N.	9 & Arch
23	S.	10 & Arch
23, 55	N.	11 & Arch
20, 49, 53	S.	12 & Arch
3, 20, 49, 53	N.	13 & Arch
2	S.	15 & Arch
2, 24	N.	16 & Arch
21 Sundays only	S.	17 & Arch
32 Weekdays only	S.	17 & Market
17	S.	19 & Market
10, 11, 34}	W. only	{Market & 19 or
37, 38}		{Market & 24
31, 41	W. only	Market & 22
7	S.	22 & Arch

The inference here is that the issuing route—No. 9—runs along Arch Street and then along 4th or 5th Streets, the Market Street privileges mentioned at the bottom of the list being probably walk-over privileges from Arch Street. Also that Arch Street runs east and west, and the numbered streets run north and south; other east and west streets mentioned are Pine, Spruce, Walnut, Chestnut, Market, presumably in the order of approach to Arch Street. All this can, of course, be verified by a map of Philadelphia, but the contents of the transfers tell us that anyway. Further, since other transfer forms indicate that the listed lines 10, 11, 34, 37, 38, are all subway car lines, we draw the inference that there are subway stations on Market Street at 5th, 19th, and 24th Streets. Since the 5th Street station is not referred to by car routes, the surface cars probably do not run in the subway as far as the 5th Street station. As to our conclusion that the route of issue runs along 4th or 5th Street, a reference to some return exchange form—say, that of route 13—indicates that Route 9 runs northward on 5th, and southward

on 4th Street. Other one-way streets are indicated on this transfer form: Pine and Walnut west, Spruce and Chestnut east; 7th, 9th, 11th, 13th, and 16th north; and 8th, 10th, 12th, and 15th south. One could make inferences as to at least part of other car routes, of which many are mentioned here: by number, 2, 3, 4, 10, 11, 12, 13, 16, 17, 18, 19, 20, 21, 23, 24, 31, 32, 34, 36, 37, 38, 41, 42, 44, 47, 48, 49, 50, 51, 53, 55, 61, 65. For example, route 2 (and apparently also route 24) runs south on 15th and north on 16th Street, but it would seem as though route 2 runs through, and 24 only on the north side. A curious part is the privilege of transferring south on 17th Street, which is to 21 on Sundays and to 32 on weekdays. Evidently such is the routing on the south part of 17th Street; on weekdays route 32 runs on 17th south from Market, necessitating a walk-over (Arch must therefore be slightly north of Market), and, from the transfer, it runs on Market Street east from 4th and 5th Streets. Reconstructing, we must suppose that street numbers increase going west, and route 32 runs on weekdays along Market Street from some point east of 4th Street out to 17th, then south on 17th. Route 21 apparently goes through on 17th southbound on Sundays, and on weekdays turns east on Market Street.

The southbound free transfer of the same route adds similar information to this, except that it concerns less centrally located regions in the city. In this way, from these two forms alone, considerable information has been gathered as to street arrangements and car routings in Philadelphia. Other forms will, of course, add further information, and a collector who gathers—and reads—over a hundred such forms will necessarily acquire a fair knowledge of Philadelphia, even without the assistance of map or guide. We will mention later how maps and guide books may assist further in this process.

It is not always that such detailed information can be gathered from reading transfers, since transfer privileges are not always described in such detail as on Philadelphia transfers, and, when they are, it may be in too complicated a manner; but this is a good illustration of how a little

deduction can practically reconstruct a city from a few transfer forms.

In the case of cities not strange to the collector, but about which he already knows something, the matter contained in transfer inscriptions will serve as useful supplementary information, so that a collection of transfers may frequently serve as an auxiliary guide to the city or region covered. We have found many times that, when it was necessary to learn certain things in regard to getting about a city, and guide books or maps were not specific enough, a reference to our transfer collection helped settle the difficulty.

In this, as well as in any other conclusions drawn from a collection of transfers, the collector must be warned against the possibility of vestigial forms. However, any alterations that have to be made will usually be in routing of cars; the streets can generally be relied on to stay in the same place, though their names may occasionally be changed. Such change in names of streets, however, sometimes is a source of confusion.

145. *Company Connections.* The company name may seem an unimportant item on the transfer, or at least important only for purposes of classification. Still, notice should be taken of it, and occasionally that, together with other evidence obtained from the contents and appearance of the transfers, may yield interesting suggestions in regard to interconnection of various companies. Of course, mere resemblance of transfer forms, where they are of some standard type, proves nothing of itself; but it *may* mean something where that resemblance is carried into details not connected with that type at all. Other things that are good indications are inter-company transfer privileges, though this need not necessarily prove anything.

146. *Noticeable Features in Reading Transfers.* When a collector gets a transfer—or a group of transfers—one of the first things he should do is read through the entire contents and observe any special features. Of course, we cannot give a complete list of what to look for, but we can list some that may be noticeable.

(A) General arrangement of the transfer, in individual

244 THE COLLECTION OF TRANSFERS

transfers, in system collections, and in special types. Where any features of general arrangement are noted in a group of transfers, any variation from those features in individual forms should also be noted. Under this heading we may put:

a. Presence and relative position of attached coupons, if any. (Note also just what sort of coupons these are, whether route or time, etc.) Also mode of attachment of these coupons to each other and to the main body of the transfer, and attachment of transfer to pad.

b. Shape and size of transfer, including dimensions of each coupon separately.

c. Whether transfer is horizontal or vertical. When it is decided which side up the transfer goes, part of the print may run in some other direction; if so, it is well to note this. Also endorsed matter may be printed in a different direction from the front of the transfer. Thus, Philadelphia transfers would be considered as horizontal, but the backs are vertical, the top of the back being the left end of the front.

d. Coloring. Besides the color of the transfer, there is the color of printing and surcharges to be noted, also if color is in a light block, etc.; all this forms an essential part of the color description, though usually it is to be understood that printing is in black, and normally surcharges are in red. Anything that can be discovered concerning the significance of the color should be noted; in dealing with a whole system or type within a system, this notation should include any available information in regard to the color schedule. Note also whether the schedule is fixed or variable, whether there is uniform coloring or individual form coloring, or what the basis of the color schedule may be.

e. General appearance of paper and print. This needs no detailed description, especially since several kinds of print are usually found on one transfer. But it should be observed, since it may be recognized again elsewhere.

f. General nature of endorsed matter, if any.

(B) Mode of denoting conditions of time. These

should be noted in some detail. The conditions may be grouped somewhat as follows:

a. Dating. This includes date number, weekday, month and year, only part of which will probably be indicated, and may be done separately or in combination. Which items are indicated, and the details of how each is indicated, should be noted by the collector. Thus, on a Moran transfer, it will be noted that the date number is punched on the margin, the punches being arranged round the main body of the transfer as indicated in the diagram in Section 100, while the month is surcharged in red in a special space a bit to the right of the center, the first three letters of the month being used, and the bottom of the surcharge being towards the right of the transfer. In all cases, whether under this or some other heading, where listing or punch spaces of any other kind of arrangements are referred to, such detail is desirable. If dating is by code, some idea of the nature of the code and how the code appears on the transfer should be given. If punch spaces, there should be some idea of the arrangement of those spaces, especially if jumbled.

b. Half-day. Exact description should be made of just how that matter is indicated, with a description of any devices used for the purpose.

c. Timing. Here again an exact description is required. If there is any special disposition of owl timing, it should be so noted. The interval used is another characteristic matter. Under this heading we include the methods of denoting the hour and the minute (or rather, the fraction of an hour). Also note arrangement of punch spaces, if any, and boxing.

(C) Mode of denoting conditions of place. Under this heading include a detailed description of devices used and inscription found pertaining to the following items:

a. Conditions of issuance. These may be divided into:

- (1) Initial fare limit.
- (2) Issuing route.
- (3) Issuing direction.
- (4) Transfer-issuing unit.
- (5) Section of issuing unit.

246 THE COLLECTION OF TRANSFERS

In describing items (4) and (5), the general nature of the issuing unit and its sections should be noticed.

b. Conditions of acceptance which may be divided into:

- (1) Transfer point.
- (2) Receiving route.
- (3) Receiving direction.
- (4) Final fare limit.
- (5) Transfer-receiving unit (in the case of forms where such is of importance).

c. Company numbering and lettering, or other nomenclature of routes and divisions.

(D) Fare conditions including:

a. Fare for which the transfer is issued. This includes cash amount, if indicated; also whether or not transfer can be used as a repeat, that is, whether it is issuable or issued on another transfer.

b. Repeat privileges, if any. This includes repeat coupons and validation spaces. In describing this item or the item above, details should be noted as to just how everything is indicated on the transfer.

(E) Any information concerning the variety of transfer privilege represented, especially when considering a group of transfer forms. That is, whether the privilege is universal, special, or restricted; and any information available concerning restrictions or regulations. Also the existence and extent of walk-over and continuation privileges represented.

(F) Class of transfer, how it is indicated and what is its significance.

(G) General transfer regulations noted on the transfer.

(H) The significance of different items, printings, markings and designs on the transfer.

(I) Miscellaneous matter the significance of which may not be apparent.

(J) Irrelevant or partly irrelevant matter.

(K) Mode of indication of serial number; also indication, if any, of run number or conductor's number.

(L) Company and printer's names. In the case of company names, any inferred company connections are to be noted.

(M) Any standard types or devices that may be recognizable on the transfer.

(N) Vestigial features, if any.

(O) Any inferences or special remarks to be made.

The above items constitute an extremely detailed classification of possible descriptions of a transfer form; but we do not suggest that it be followed out in full, or that there may not be interesting items on a transfer which are not listed above. The above list merely contains suggestions to the collector of what may be looked for in reading and describing his transfers.

Let us take a sample transfer of the Los Angeles Railway, issued from the outbound cars of line "C." We can fairly describe the transfer as a green one, the coloring indicating the issuing direction out; inbound transfers are indicated by a yellow color. Surcharges are red with an exception to be noted later. The transfer is 53 mm in width, and may be considered horizontal, though endorsed matter is vertically arranged, as also the timing spaces. Main body 11 cm in length; on the left a P. M. coupon in imitation of the Pope type, taking up 16 mm of the length; on the right a repeat coupon, length 5 cm. On the P. M. coupon the inscription is in light print on a black block: "P. M. Coupon. Void if Detached." Bottom of this inscription towards right end of transfer. Matter on both front and back of main body and of route coupon is boxed in, the boxes on the front side being ruled horizontally into smaller portions. Top line divided into two boxes on both coupons, in each case the serial number on the right-hand box, the left-hand box containing a number whose significance is not apparent, but is possibly the run number; the latter is surcharged in blue, the former in red. On route coupon the remainder of the large box is filled with the regulation "This coupon will be accepted at a direct transfer point or at such walk-over points as are shown on back if presented before time punched. Conductors will refuse to accept coupon if detached and must examine time shown on body of transfer. Not Good if Detached." On the main body, the line below the number boxes contains the company name:

"Los Angeles Railway." The part below that contains the further regulation: "Transfer good for continuous trip only if presented at first transfer point before time punched and with coupon attached. Subject to conditions shown on coupon and reverse. Not Transferable." The heading of this is "ANGELENO AND CROWN HILL LINE," the issuing route, which is also indicated by a red surcharge "C" (the company letter) over the main body, and a somewhat smaller one on the route coupon; also "C Out" endorsed over the rouletting between main body and route coupon. Issuing direction is further indicated by a box in the bottom horizontal space at the right end of the main body reading: "OUT TRIP from Fountain & Edgemont or Temple & Hoover." It is also indicated by the color of the transfer. Below the box just mentioned are a couple of emergency or continuation punch spaces, one reading "Turn Back—Diverted" and the other "Stop." The remaining part of the bottom division is taken up with timing spaces, arranged vertically, facing the opposite way from the P. M. coupon; three columns, first containing numbers from 1 to 12, the other two containing respectively "20" and "40" in each row; each number has its own box; below these (as they are printed) is a box containing a circular punch space for owl time limits with the explanation: "Good at any transfer point up to 8 A. M. of following day." The "C" surcharges and a date code surcharge below each consisting of a geometrical design and face the same way as the timing spaces. Endorsed matter contains receiving conditions; the top is at the time coupon end. Above the box of the main body is the printer's name; the top of the box itself contains explanations of the emergency punches. The remaining part of that box contains at the top end exceptions to the use of the transfer, and at the bottom end the notation: "This transfer is good on cars of issuing line at Temple & Belmont." The exceptions read: "This transfer or its coupon is NOT good at the following points: South on Hill, Broadway, Spring or Main at any point north of 5th St." The inscription on the back of the coupon reads: "This coupon good only at points where lines join, separate or cross; or to walk to the following points and

under the following conditions," under which are listed the walk-over conditions. This gives a fairly complete description of the transfer, and the recognizable devices are the date code, the P. M. coupon, and the Smithoid repeat coupon.

147. *Tracing Form Resemblances.* It is frequently interesting to examine the features of transfers by taking up a single transfer form or group of forms (as those issued by a certain system) and trace the meaning of the various devices used and similar devices used elsewhere, thus acquiring indication of the steps in the evolution of that particular form. Sometimes this may be through forms in use elsewhere, sometimes previous issues may contain hints; in any case, tracing all the various devices used and resemblances of those devices to others used elsewhere, makes a very interesting sort of transfer history, and takes it up in a way that starts from something familiar and covers a large portion of the field without getting far away from the familiar matter. Thus, if we take the transfer form which we have just described in detail, we may note the resemblance of the color schedule to that in use in Brooklyn, N. Y., three thousand miles from where the transfer in question was issued; then lead into the question of color schedules based on issuing direction, and their various varieties. We may take up the date code surcharge, and note that it is an abbreviation of the complete date surcharge found in a previous issue; also note the various forms of date codes, and possible connection with the type of transfer used in Seattle, Portland (Ore.), and Denver; also, going back of the date surcharge, note the many cases of partial date surcharges (month, weekday, or date number). The attached coupons can be compared to the Pope and Smith coupons, and possibly traced back in both cases to the Ham patent type. The endorsed matter may be compared to the many cases of endorsed conditions and exceptions in use on many systems, such as the Brooklyn two-cent transfers or the transfer forms in Philadelphia. In general, one can readily see how a single transfer form supplies material for illustrating the entire theme of transfer structure and evolution.

XXV

MAPS AND GUIDES

148. *Use of Local Maps and Guide Books.* The contents of any transfer would be likely to refer in some way to local features of the city of issue and its vicinity, such as streets, squares, city lines, buildings, etc., in explaining the exact extent of the privileges represented by the transfer, both as to conditions of acceptance and issuance. While one may reason from this as to where the streets and other landmarks are located relative to each other, as we did in the preceding chapter about Philadelphia, still all this is not so satisfactory as the information to be obtained from a street map of the locality (especially if car tracks appear on the map) or a guide book of the city which will give more detailed information than could be obtained from a map, and which frequently contains information as to the exact routing of car lines and also as to company numbering or lettering of routes. With the aid of such information the collector is enabled to understand more clearly the inscriptions on his transfers; while the contents of the transfers, in turn, will have the effect of injecting into the guide book and map an element of life which they would not otherwise have. By a combined study of the transfers on the one hand and the map and guide on the other, the collector can easily learn the city or vicinity in question thoroughly enough to be able to tell the best mode of access over transfer-issuing systems (making allowance for fare as well as distance and time) between any two points in the vicinity. In this way it becomes frequently worth while for the transfer collector to collect also, on the side, maps and guide books of all sorts. Even maps of larger regions may have their usefulness in that connection, as for example, giving an idea of the relative location and distance of points mentioned as in the territory of various transfer-issuing systems, and

determining the geographical interrelation of the various systems.

Another connection in which a city guide book can be of use to the transfer collector is where the guide book lists car routes under a numbering system of its own, where no company numbering or lettering appears on the cars. This supplies a partial basis for a file number code, and helps the collector to systematize the arrangement of his transfers. For example, our own file codes for routes in St. Louis, Kansas City and Rochester, are largely based on the numbering arrangement used in guide books of those cities.

Maps may also be used to serve as a basis for the collector to make other maps of the same regions which illustrate some special point in connection with transfer collection. The maps of geographical districts and sub-districts to illustrate the file number code are examples of this. See the map of our own District 2 at the end of Appendix A. To a great extent, the desired features on maps can be traced by simply placing a piece of paper over the map and copying the outlines. If a different scale is required than is found on the original map, the best precaution is to see that everything is in the right direction from everything else; for, if all angles are correct, the proportions are also correct. This may be necessary if the collector's map is of a region covered in the atlas or guide by several maps drawn to different scales.

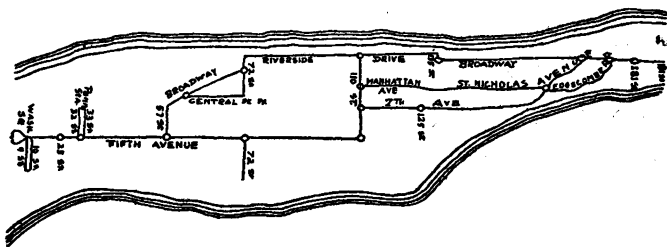
A collection of maps and guide books can well be kept in a special case or bureau drawer. There is no need for special order in this case. The collector will, of course, choose the maps and guides which are best for his purpose.

149. *Transfer Maps of Systems.* A transfer collector may find it interesting, as well as helpful to his understanding of transfer privileges, to make up his own maps of certain systems or portions of systems, showing routing and transfer points. The less real detail there is on such a map the more comprehensible it is, and the better it serves its purpose. Besides the routes and other such necessary indications (including connecting and transferring routes that may be inserted if required), such a map

252 THE COLLECTION OF TRANSFERS

should be the merest outline, and contain nothing but shore lines and municipal boundaries and other such important markings. Routes should, to save trouble, be marked with the names of the streets they pass through. Differences of coloring may be used to indicate sub-systems, fare zones or subsidiary companies or some other such divisions. Dotted and broken lines, etc., may also be used to advantage, as to indicate zones, connecting and transferring lines, etc. Circles may be used to indicate transfer points; if several different kinds of transferrals are to be indicated, we may also use squares and crosses. The transfer point indication (ring, cross, etc.) may be deliberately placed slightly aside from the junction on the map to indicate certain transfer restrictions; thus, where there is a junction from which routes run north, south, east and west, the circle a bit north of the junction would indicate that transfers are from and to cars on that side of the junction, not from or to cars south of the junction.

Such maps are useful merely as illustrations, and are otherwise to be kept merely as curiosities. We give here



a simple illustration, the map of the Manhattan lines of the Fifth Avenue Coach Company (N. Y. City).

150. *Distribution Maps.* A collector might find it interesting to make out maps indicating the geographical distribution of the transfer forms in his collection. This can be done by making an outline map of the region desired, either in a single map or in several maps, and marking in pencil the location of important cities. Each transfer can be represented by an ink dot, placed where the transfer point usually is. If there are several transfer points on a

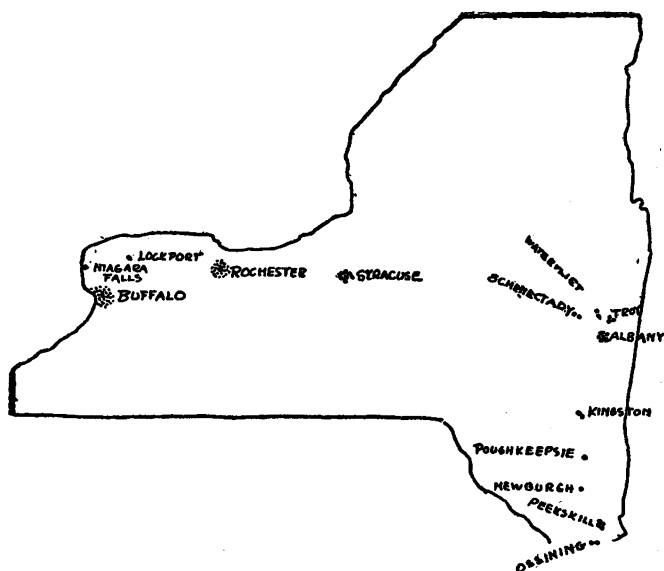
single-transfer form, fairly removed from one another on the map, take the one that can be considered most centrally located; if some other form with a similar transfer point is found, take some other transfer point; and so on till all transfer points are covered. If several forms have the same transfer point, the dots should be placed close together; if transfer points are so close together as to be indistinguishable on the map, the dots should be simply placed close together with some attempt to get them in the proper relative direction. Otherwise there will be little difficulty in locating on the map an ink dot for each transfer in the collection. When new transfer forms are acquired, the requisite number of new ink dots may be made on the map in the proper places.

Such a distribution map, if a large amount of territory is covered, will not quite serve the purpose of a population distribution map, especially allowing for the different varieties of transfer-issuing units and color combinations in different places, as well as places where transfer privileges have been suspended. But on the whole, it will help to indicate how population and traffic are distributed geographically; and it makes small and large cities and population centers are quite easily recognizable.

Of course, drawing distribution or system maps is not a necessary part of transfer collection, and it is hardly even recommended to collectors; but it is an interesting side line which may help to add interest to the process of collecting transfer forms.

The below is a sample of such a distribution map for "up-state" New York; that is, New York State north of the immediate vicinity of New York City. It is obvious here that many of the important cities have received their due share of notice on the map in the form of dots, though other important centers of population, such as Utica, have been omitted entirely because not covered in the collection represented. The outline itself was produced by tracing the outlines of an atlas map; location of cities was similarly obtained.

151. *Census Guides*. Guides, almanacs or memorandum books will sometimes show the population of the



largest cities in the nation; guide books will frequently give information from which the number of car lines can be found. The latter information is also often indicated directly on transfer forms. This supplies a basis for working out and comparing car indexes of different cities. To the collector who takes any interest in comparing car indexes, we may suggest the following form to systematize things:

State	City	Pop. (Thou.)	Norm.	Dist.	No. C. L.	Index
Calif.—	Alameda	29	7	9A	9	1.7
	Bakersfield	19	6	9B	..	..
	Berkeley	56	9	9A	15	2.0
	Fresno	45	8	9C	..	..
	Long Beach	56	9	9B	9	1.2
	Los Angeles ...	576	30	9B	34	1.4
	Oakland	216	19	9A	39	2.8
	Pasadena	45	8	9B	15	2.3
	Richmond	16	5	9A	..	..

Riverside	19	6	9B	6	1.4
Sacramento	66	10	9C	14	1.7
San Bernardino.	19	6	9B	7	1.5
San Diego	75	11	9B	14	1.6
San Francisco ..	507	28	9A	54	2.4
San Jose	40	8	9A	..	..
Santa Barbara..	19	6	9B	5	1.1
Stockton	40	8	9C	..	..
Vallejo	21	6	9A	..	..
Colo.—Colo. Springs ..	30	7	8A	..	..
Denver	256	20	8A	..	..
Pueblo	43	8	8A	..	..

The above is an illustration of the form for working. Accuracy of data we cannot guarantee. Under the first column "State", are listed the states; under the "City" column, the larger cities of each state. The "Pop." column lists the census population of each city in thousands. "Norm." means the number of care lines there should be with a car index of 1.25. "Dist." means the geographical division and sub-division under the file code. "No. C. L." means the number of car lines in the city, ascertained or estimated; and "Index" is the car index, the "No. C. L." entry divided by the square root of the "Pop." entry.

Even where it is not desired to investigate car indexes, the last two columns and the "Norm." column may be omitted, and we still have a good index of the sub-districts to which each city belongs, and the population of each city. The population may be used to ascertain whether it is a likely place to look for new transfer forms.

When traveling, such a list may be used to help classify the file numbers without looking back at the main collection. The collector may well insert the sub-district of each fair-sized place in the railroad time table.

152. *Information Leaflets and Time Schedules.* Many systems give out leaflets of information concerning their routing, especially if there has been any change recently made. In some cases such leaflets include an account of transfer regulations. Such information is also sometimes to be found on bulletins placarded at points served by the

256 THE COLLECTION OF TRANSFERS

cars of the system in question. Also in many cases systems, particularly interurban systems, give out time schedules somewhat similar to railroad time tables, which also give a great deal of information concerning routing. It is by all means worth while for the collector of transfers to watch such bulletins, information sheets and time schedules. They all help him pick out places that can be reached within a reasonable time. For the latter purpose it is also well to learn about regular railroad schedules, since many places can be conveniently reached by a trolley trip, stopping over frequently to collect transfers, etc., and requiring a return by railroad.

A collection of time schedules is hardly a thing to be undertaken, but the transfer collector should have on hand such schedules and information as to help him in the process of collection. Sometimes also announcements issued by companies as to prospective alterations, particularly as to new routes, are worth looking into, since they will usually contain information useful to the collector; these information sheets also frequently contain maps which will help in the understanding of the arrangement of the system.

In many ways such schedules serve the purposes of a guide book, and sometimes are of help to the collector in other ways. Thus the Pacific Electric Railway (southern California) issues a time table which also incidentally indicates to what cities that system gives local service. Thus a collector studying that time table will be aided in finding out exactly where to look for transfers. In general, all these aids should be taken into consideration by the one who is trying to make a collection of transfer forms.

XXVI

TRANSFER-HUNTING OPPORTUNITIES

153. *Transfer Hunting from Various Cities.* A transfer collector's opportunities for getting new transfer forms within a reasonable distance of his base of operations depends considerably on the place where that base is situated, how many large cities are within a reasonable radius, and how many transfer forms are issued in each, as well as the probability in each case of the frequency of new issues. A variable color schedule also has its effect on that question.

In the west, for instance, where large cities are few and far between, or else clustered together in a small space with no other fair-sized cities within hundreds of miles, the opportunities for a transfer collector are very limited indeed. For example, a transfer collector living in Denver would hardly have many chances to collect transfers outside his own city, and the number of forms issued there is not much above a dozen. So we must come to the conclusion that Denver is a poor place for a transfer collector to live, though, of course, not an impossible place.

In the Great Lakes States the chances are considerably better. There the trolley cars take one great distances in any direction, to all sorts of cities, large and small, most of which have a wide variety of transfer forms, though some large cities, such as Chicago and Milwaukee do not afford such remarkable opportunities as might be expected.

It is, however, on the north Atlantic coast, where great cities are congregated within a very small space, that the transfer collector's chances are best. Of course, this will have to be taken with some qualification, but it is, nevertheless, true that a collector living in Boston, New York or Philadelphia or somewhere in the vicinity of those cities has probably the chance of collecting more different varieties of transfer forms than a collector living in almost any

other part of the country. Probably the highest collecting opportunity would be near one of the large cities of Connecticut, let us say, New Haven; for these cities, besides the fact that each of them has an unusually large variety of transfer forms due to a variable color schedule, are also within easy reach of the three large cities above named besides many smaller but important towns.

It may be difficult to state just what the transfer collector should consider as his radius of operation. A good rule is: far enough only to allow of a return the same day. Of course, to go to the limit of such a radius of operations very often would be entirely too expensive; still an occasional trip to some large city even at such a distance may be found worth while, if some sight-seeing or business be combined with the transfer hunting.

To illustrate this matter, we will take up the opportunities presented to collectors living in certain cities. Each case will be only partially considered, because we cannot pretend to know of every transfer form issued within such large regions.

154. *Opportunities for Collection from New York.* When a transfer collector lives in New York, he may note that the number of transfer-issuing systems in his own city is large enough to make it hardly necessary for him to leave the city to obtain a considerable collection. To our own knowledge there are at least 330 transfer forms being issued at any time within the city limits, and the possibility of new issues increases that number.

For example, the Third Avenue Railway system has a universal transfer privilege on its Manhattan lines, on its Bronx lines, and on its Queens lines, though no transfer between lines belonging to different borough zones. On some of the lines the route is the issuing unit; on most of them, and indeed on all the Queens lines of the system, each direction on each line is a separate unit and therefore issues a separate transfer form. Our estimate of the total number of transfers obtainable on these lines is 77. Similar opportunity presents itself on the New York Rail-days system as regards two-cent transfer forms; in addition to which there are special privilege free transfer

forms, mostly connected with transferral to and from subsidiary and allied lines (New York & Harlem, Second Avenue, Ninth Avenue). We believe that there are 20 of the two-cent forms and (including free transfers issued by subsidiary companies) 20 free transfer forms, thus totalling 40 for the system. The Brooklyn lines have a very complex arrangement of transferring, of which it has been said that there are more varieties of transfers than elsewhere, but they never seem to take you where you want to go. However, it may be safely said that within the central fare zone and on the three main subsidiary companies, the two-cent transfer privilege is almost universal, and each line issues two such transfers, one for each direction; free transferrals are fairly haphazard. Also note an irregular two-cent transfer point at Coney Island Avenue and Neptune Avenue, Coney Island. Taking everything into account, we estimate the number of distinct transfer forms to be found on the Brooklyn systems at somewhat over 150.

The Interborough Rapid Transit system issues transfers only at 149th Street and Third Avenue, where the elevated crosses over the subway, and they transfer to one another. Each line in each direction issues a separate form and furthermore, each issues both an A. M. and a P. M. form, thus making a total of 8.

The Second Avenue Railroad issues at least 4 forms to our knowledge, and the Fifth Avenue Coach Company issues 6 forms. Around Flushing, the New York and Queens County Railway issues two forms, an A. M. and a P. M. form. Likewise there is a continuation form on the Manhattan & Queens, a one-line system, where on that account one would hardly suspect any necessity for transfers. The Long Island Electric Railway operates two lines connecting and transferring to each other with an overlap privilege at Jamaica; each of the two lines issuing a separate form, making 2 forms for that company.

The Hudson and Manhattan Railroad (Hudson Tubes) issues forms on its Sixth Avenue tube sufficiently resembling transfers to be included in a collection: "refund coupons" at the exit on the southbound side, and "exit

260 THE COLLECTION OF TRANSFERS

coupons" at entrance on the northbound side. A different form is issued at each station differing only in the station name printed on the form. This means 10 forms, since we can look for a form of each class at each of the stations; Christopher St., 9th St., 14th St., 19th St., 23rd St. An occasional color variation would bring up the number of "New York" forms of this system to 15 or over. If we also wish to take into account the forms of this system issued in New Jersey, we have a separate one-cent refund coupon form issued at each of the five stations in Jersey City or Hoboken and "exit coupons" issued to passengers from Newark going to Sixth Avenue, and issued in at least seven different colors. Thus we have at least 27 possible forms to be looked for.

On Staten Island there are three transfer-issuing systems. The municipal cars issue transfers on the "agent's ticket" plan, the only difference in form being a change of color each day. There being, however, at least five colors, at least 5 forms can be collected there. The "yellow cars" in the same borough issue two classes of transfer, each in several colors, and we know that thus at least 8 forms can be collected. The Staten Island Rapid Transit issues transfers from the North Shore to the East Shore, and *vice versa*, thus giving 2 forms resembling the Moran type except for the omission of the timing. Thus Staten Island produces at least 15 transfer forms. So far, we have considered approximately 330 forms. We may add the receipt forms on local trains of the Long Island Railroad between Brooklyn and Jamaica, thus adding 3 more New York City forms.

But if the collector chooses to go beyond his own city limits, there are still more forms awaiting him. Into Long Island, he may take the N. Y. & L. I. Traction lines from Jamaica into Mineola and Hempstead, and there get 3 more transfer forms. Or he may go up into Westchester County, and get further forms from the Third Avenue Railway system up there, in Yonkers, Tuckahoe, Mount Vernon, Pelham, and New Rochelle; regular transfer forms and two overlap receipt forms (one in Yonkers and one in Pelham). In most cases the line is the issuing unit;

sometimes line and direction. Altogether we have registered 32 such forms. At New Rochelle, the car from Stamford (N. Y. & Stamford Railway) gives transfer to Third Avenue system cars, usually yellow, sometimes red. The same line farther up gives a three-cent transfer at Port Chester and a four-cent transfer to Stamford lines; there are also other transfer forms from this system as follows: one from Larchmont lines, one from Rye lines, and a free and a three-cent transfer form from Port Chester lines (overlap plan), giving a total of 8 forms on this system. The collector may also go up beyond Tuckahoe into White Plains and get an overlap transfer from each line, and a special form from the Tarrytown line good only to the Court House, 5 in all. Thus, by trips into Westchester, the New York collector may add 45 new forms.

A boat or train trip up the Hudson River will yield 2 forms at Ossining and 4 at Peekskill; 2 at Kingston, and at least 1 each at Poughkeepsie and Newburgh (variable colors; at Newburgh, bus transfers). At Albany and at Troy, 1 from each line, totalling about 21 forms; while trolleying over to Schenectady we get 12 more. Combing the Hudson valley so far up, therefore, adds at least 43 new forms, or in all, so far 421 forms.

The collector riding up towards Stamford can collect there and at other Connecticut cities, 1 form from each line in each city, but the color being changed each month, and five colors being used, the possibilities are multiplied by 5. Estimate: 8 lines at Stamford, 5 at Norwalk, 26 at Bridgeport, 4 at Derby, 4 at Ansonia, 28 at New Haven, 7 at Hartford, 14 at Waterbury, 7 at New Britain, 8 at Meriden, 6 at Middletown; total 137 issuing units, therefore 685 forms. Add a couple of occasional special forms, 687. A rail trip to Danbury and to New London will yield 1 general form in each city, making a total of 689 forms in Connecticut within reach of the New York collector. Total forms so far considered, 1110.

Most of New Jersey is a blank with respect to transfers, but they are obtainable in places even there. From the West 125th Street Ferry the New Yorker can go to Fort

Lee and Hackensack, and obtain a one-cent transfer form on each of the following routes: Hudson River, Fort Lee (at either place), Englewood, Palisade (at Fort Lee), Hackensack, Bergen, Main (at Hackensack). Also at Carlstadt from the Passaic to the Hackensack line. About 10 identification check forms on the Main and Hackensack lines may also be included; total from this source, 18 forms. Or again, a Springfield car from Newark will reach the Morris County Traction lines, where each line issues a different colored transfer. At least 4 forms can be thus obtained. Again, a ride from Newark to Trenton gives one the opportunity to collect 11 forms from the regular car lines at Trenton, and 3 forms across the river at Morrisville, Pa. Also 2 Public Service forms, 1 issued by each of the lines entering Trenton. This brings our New Jersey total up to 42. Add 2 forms in Asbury Park, and 2 in Atlantic City (reached by train or boat excursions), and we have 46 New Jersey forms.

Or we may continue our trip beyond Trenton into Philadelphia, where the variety is very wide indeed and including both free and exchange transfers, may well be set above 200. Beyond there about 5 varieties in Chester and 11 in Wilmington, Del., bring the total possibilities for the New York collector up to 1372, at a low estimate. A trip in the direction of the Lehigh Valley to Easton, Bethlehem, Allentown, Wilkes-Barre, Scranton, Mauch Chunk, places the possibility at well above 1400. And if we take the excursions offered by railroads to Baltimore (estimate 68 forms) and Washington (estimate 34 forms), the collector living in New York finds that he has a fair chance of collecting almost 1500 distinct forms, even without waiting for new issues to increase that number, as they inevitably will; especially since places like Brooklyn and Philadelphia are very much subject to such new issues with some minor routing changes.

This cannot claim to be a complete account of the transfer forms within a fair radius of New York and may change at any moment, but it will give a fair idea. A collector in Philadelphia can cover pretty much the same territory with the exception of such places as Hartford or

New London, and including many places in Pennsylvania not normally within operating radius from New York. The preponderance is altogether in favor of the New York collector, however. The collector in New Haven will be able to take in most of the territory described in this section, and in addition a large territory in Massachusetts and Rhode Island which will give him opportunity to acquire more forms than the collector in New York.

155. *Opportunities for Collection from Cleveland.* We gave New York as a good example of a center situated on the north Atlantic coast; now for an instance of a center on the Great Lakes and suppose, for example, that our collector lives in Cleveland, Ohio. Here we cannot give so complete an account of the opportunities this collector will have. However, we will suppose that he tries to collect transfers first within the immediate vicinity of his own city. There is only one operative transfer-issuing system in the main section, the Cleveland Railway Company. There are two main classes of forms, the one-cent forms and the so-called "free" forms, which are generally repeat forms issued on one-cent transfers. Certain out-of-town shuttle ("dinkey") lines do not come within the transfer privileges, but the Linndale Dinkey gives free transfer to the Lorain Avenue line. In other cases, "free" transfer forms may be obtained as follows: To obtain forms from crosstown lines, take a car from downtown and transfer to the line in question, then get a retransfer. To obtain "free" forms from downtown lines, transfer from the Depot line to the line in question, and ask for a transfer to a crosstown line. The Depot and Pier lines each give only a one-cent form. Each line is a transfer-issuing unit, but sometimes several routes are grouped together as a single unit. Altogether 61 forms are obtainable in this way. Besides this we note that a five-cent fare obtains in certain regions on the outskirts; on the Lorain Avenue line this is true beyond West 117th Street, and a special receipt form is issued to passengers paying such fare to distinguish them from through passengers. The neighboring city of Lakewood is also served by this system, and there is found probably the queerest fare rate

in the United States. Passengers in Cleveland normally pay a six-cent fare (9 tickets for 50 cents); but a passenger from there to Lakewood has his fare reduced to five cents, provided he goes across the city line; thus, on the Lakewood car lines, the farther you go the less you pay. Within Lakewood itself the fare is also peculiar, being three cents provided you can pay in tickets or in exact change; otherwise five cents. We know that at least two different kinds of receipt forms are issued to keep track of fares paid by passengers in this city. Thus, from the Cleveland Railway system, 64 forms are obtainable.

The region called West Park has lately been annexed by Cleveland, and part of it is served only by an inter-urban company, the Cleveland Southwestern. There is a transfer point, where the main line to Bucyrus crosses the local Puritas Springs line; here a transfer form is issued which is the same form as is used everywhere else on that system (Elyria, Oberlin, etc.). Thus we can get 65 forms, in the city of Cleveland, including Lakewood in our exploration because the ride out there is the cheapest in Cleveland.

Taking interurban cars or buses to other cities, we get a good variety of transfer forms. The "Southwestern" we have already considered; the Lake Shore cars go regularly to Lorain (1 form), Sandusky (1 form), Toledo (1 form on the Community Traction Company), and Detroit. In the last-named city there is a good opportunity for collecting transfers; but traveling in that way would hardly leave time for a hunt in the suburban regions (Wyandotte, Pontiac, or even Windsor, Ont.); still, if a rail trip is used for the return, it might be done. In Detroit itself, the street cars are municipally operated; each line issues just one transfer form, there being 27 listed car lines, besides which there is an emergency form and a bus emergency form. The regular green buses also operate on a universal privilege, 1 form for each line, giving 11 more forms. Thus, out this way, 43 forms are available without searching in the suburbs of Detroit. We may also note that it is possible in this direction to reach Lima and even Fort Wayne, Ind., with through cars from

Cleveland; we cannot state just what the opportunities for transfer collection are in those cities, though they should be good. Between the suburbs of Detroit and these cities, we may estimate 40 more forms, bringing our total up to 148.

Another interurban line is the "Southwestern," and we have seen that its transfer form is obtainable within the limits of Cleveland. But on that line is Mansfield, where local service is operated by the Ohio Public Service system. We estimate the number of forms obtainable there as 8. Farther on in the same direction are Marion and Columbus. The collection opportunities in Marion we do not know, though we can guess that they are somewhat similar to Mansfield; in Columbus there are approximately 15 forms readily obtainable. Estimate, therefore, 31 forms altogether from this source, and bring up the total to 179.

The Northern Ohio system leads to Akron and Canton, and takes in also other cities in the same region. In Akron, there is a car and a bus form; there is also a transfer form for each of certain neighboring cities, bringing the number of forms up to 5. In Canton each line issues a transfer, estimate 17 forms. Through Akron (or Silver Lake Junction, north of Akron) can be reached the city of Alliance, where probably 3 transfer forms can be obtained. Our total so far thus being brought up to 204.

We may now turn to the Youngstown bus line on which are to be found: Warren, Niles and Youngstown. In the two former cities probably 12 car and bus transfers are obtainable; in Youngstown there are about the same number of forms issued by the Youngstown Municipal Railway. Probably about 7 more forms could be obtained beyond Youngstown, in the Pennsylvania towns of New Castle and Sharon. Our total is now 235, more or less.

Ashtabula is also accessible by car or bus, where three transfer forms are obtainable. Beyond there one can reach Erie, Pa., *via* Conneaut, where each line and direction is a separate transfer-issuing unit, yielding about 38 forms. The total is now brought up to approximately 276.

If we now consider traveling by rail other places are opened to access without requiring travel beyond a single

day. One can go to Pittsburgh (there being frequent railroad excursions there), and get a large variety of forms, the privilege being of the overlap variety. We estimate about 100 forms as obtainable there. Again, the collector may go to Buffalo, and there and in the nearby cities of Lockport and Niagara Falls, the International Railway issues about 48 transfer forms, the number being increased by a slightly variable color schedule. It is even possible to go on to Rochester (N. Y.), where there is a single form from buses, and one from each of the two interurban companies to local lines; also a variable color schedule (color changed each week) on the local cars, each line issuing a different form. There being 3 colors used known to us, and 21 local lines, that makes 63 forms; with the others, there are 66 Rochester forms. Our total so far is 490. A trip to Cincinnati would net the collector 78 forms from the city (an A. M. and a P. M. form from each of the 39 local lines) and 15 from the Kentucky suburbs. Our total is now 583. Trips to other Ohio cities and to Wheeling, etc., could easily bring the total number of available forms up to over 700.

156. *Opportunities for Collection from Los Angeles.* Having instanced how an Atlantic and a Great Lakes center of operation works in giving opportunities for the collection of transfers, we will next consider a center on the Pacific coast. Los Angeles is a fair sample, though probably the number of accessible forms there is a bit higher than elsewhere in the vicinity.

In the main or "metropolitan" part of the city (excluding the large areas that are politically but not physically annexed, and which are, therefore, parts of the city in name only), the Los Angeles Railway is the main car system. Out toward Hollywood there are the "green buses" (L. A. Motor Bus Company). There is also the Pacific Electric Railway, which we will consider later, because it is also an interurban system. On the Los Angeles Railway, generally speaking, each car line issues an inbound and an outbound form; the "V" line issues but a single form. Shuttle cars are excepted, there being only one form for all shuttles. There is also one form

for all five-cent bus lines, and one for each ten-cent bus line; also a "bus ticket" good to ten-cent bus lines or to green buses. There is also a "special traffic transfer" given out by agents who collect fare at certain points from passengers before entering the car. The total number of forms on this system is 43. The Los Angeles Motor Bus Company gives transfers good on its own lines, or on those of either the L. A. Railway or the Pacific Electric; each line issues a six-cent form (one zone, in Hollywood), and a ten-cent form (two zone or to L. A. Railway lines). This system issues altogether 8 forms. The Pacific Electric Railway issues in Los Angeles 2 outer zone and 2 inner zone forms (1 for east side, 1 for west side lines); also a "joint transfer" form for ten-cent transfer to the green buses; altogether 5 forms in the city proper. In other cities the Pacific Electric issues a car form and a bus form wherever either is necessary. San Bernardino and Redlands use a single form. Total of Pacific Electric forms estimated at 16. Our total thus becomes 67.

Within the Pacific Electric territory are a number of local bus systems, among which we may name: Bay Cities Transit Company, Santa Monica and Sawtelle, estimate 5 forms; Hodson Transportation Co., Venice, 1 form; Long Beach Transit Co., Long Beach, 2 forms; West Side Transit Co., Long Beach, 1 form; B & H Transportation Co., Long Beach, 8 forms. There is also the Glendale and Montrose Railway, a car line in Glendale issuing 2 transfer forms. These bring our total up to 86. Rail trips may be made within a single day to San Diego (estimate 4 forms) or Santa Barbara (5 forms), giving a total opportunity for 95 forms. This is nowhere near the record that could be made by the New York or Cleveland collector, but in less densely populated territory this is to be expected. The best chance in Pacific regions is to wait for new issues, which will increase the number considerably.

157. *Transfer Collecting While Traveling.* A long journey affords as good an opportunity of collecting new transfer forms as probably any circumstance could. The

collector will thus be induced to make stopovers where possible, and in addition learn to know a number of different cities and their environs in a way that he could not do if he simply passed through on a train. Derelict transfers may even be picked up at stations where a stop is made for some ten or twenty minutes. A collector taking such a rail journey would do well to take along a fair number of transfer envelopes, besides such envelopes as he already has for cities to be covered. Taking along the most important parts of the index, and designating on the time table in advance what geographical division and subdivision each important city belongs to, the collector is ready to keep in good filing order a small portion of his collection, and thus add to the enjoyment of the trip a side amusement, collecting during the stops and classifying during the travel. A transcontinental trip, if properly planned and arranged, could easily net between a hundred and two hundred new forms, each with its quota of information concerning the cities passed through, and each serving as a memorandum and souvenir of the trip.

XXVII

MISCELLANEOUS ITEMS OF INTEREST

158. *General Interest in Transfer Collection.* So far we have been describing what transfers are and how to collect them and how to distinguish the details of those collected, but the collector's interest in the subject we have assumed. Now it is hardly fair to assume that the reader will be interested in collecting street car transfers, since such a hobby is, to say the least, a rare one. It is, therefore, necessary to explain in what way a collection of transfers or the process of making such a collection can be of interest.

In the last few chapters we have mentioned a few of these points, but actually there are many matters on which one has to touch in the process of collecting transfers and in the proper understanding of the collection that one already has. We may mention, for instance, the geographical and topographical interest, both in the exploration and in the analysis of the transfers themselves. There is also the interesting sidelights which such a collection throws on the politics in which transit companies are necessarily involved; though we hardly recommend that this political interest be carried far enough to induce the collector to take sides in any such disputes. We mention the historical interest added to many incidents if our transfer collection tells us something about the places in question. There may also be the element of personal interest, where each transfer in the collection may have its associations connected with the manner in which the collector obtained it; the collection also constituting a fair record of some of the collector's travels. And it is not difficult to work in other items of interest, humor and anecdote. As a result the collection of transfers can prove itself a diversion in many more ways than one as well as a somewhat educational pastime.

The geometrical interest enters the transfer-collecting process in many ways: in the envelope making, in the understanding of street and car routing, in the measurement of transfers, in the allotment of divisions and subdivisions in the file code, and in the making of routing and distribution maps. One who is interested in arithmetical or statistical figuring can work it into transfer collecting in connection with the calculation of car indexes, as well as in figuring the possible number of combinations in different varieties of date codes, or in different combinations of print and color, or of fronts and backs. Such figuring also enters into the score kept of the number of transfers in the collection and checking it up the count of each envelope.

This sort of figuring leads to the question of the effect of different sorts of street arrangement (rectangular blocks, diagonal streets, haphazard crooked streets, etc.) on city traffic. Here the most effective arrangement for traffic purposes is that which gives, on the average, the shortest distance between two points; and, surprising as this may seem, it is not straight streets that accomplish this most effectively. In a rectangular block city, the average percentage of excess of street distance over air distance is about 24 per cent, while in a city of crooked, haphazard streets such as Boston, it is nearer 6 per cent. The latter arrangement also makes many lines of crosstown transit possible that would be difficult to arrange otherwise, and naturally has its effect on the car index, which indicates the effectiveness of the transit service. Note the high car index of Boston as given in Section 66, probably partly due to this circumstance.

159. *Historical Interest.* Besides the mere fact that transfer issues reflect the growth and decline of cities there are other elements of historical interest, such as where the places covered have themselves some historical interest; and transfer collection is an excellent way to become acquainted with many such places. For instance, a trolley ride along the traditional route, or close to it, with a souvenir in some such form as a transfer used in Lexington, can add some interest to the story of Paul Revere's

ride. Reading of the commencement of the Shays Rebellion of 1786, at Northampton, Mass., seems more real, somehow, if on can fish out of a collection a transfer labelled "Northampton Street Railway." A collection of Washington transfers seems to make news from the capital seem a bit more realistic, especially such forms as mention well-known places like the Capitol, the Treasury, Pennsylvania Avenue, etc. And a collection of several hundred transfer forms, all from that one city, can bring home a bit more forcibly the real size of New York City. In many other ways historical interest can be found if one looks for it in a collection of these "bits of paper" which seem at first so commonplace and uninteresting.

160. *Anecdotes and Verse*. One may derive much amusement out of transfers. Many street car and bus companies issue little leaflets to whoever wants to take them, usually put in a box labelled "Take One." A story taken from one of these will illustrate what is wedged into some of these.

According to this story a man applied for admission at the gates of St. Peter, and was told to go to the other place. He immediately replied: "Gimme a transfer."

Another such leaflet issued in a different part of the country advises:

"Don't cross before a trolley car,
You'll find more room behind it."

Again, we have the advertisement of a candy manufacturer notifying passengers that they may get for a dime, "transfers" of his particular candy bar.

It is said that a Harvard College student got on a street car, and wishing an extra ride, asked the conductor for a transfer. When asked where to, he said, "Anywhere." The conductor winked and said, "All right, I will give you a transfer to Waverley." The student was afterwards laughed at when he told the story, and was informed that the asylum for the feeble-minded was located at Waverley.

Besides such anecdotes as the above, there may be some interest in expressing in verse form (for easier memoriz-

272 THE COLLECTION OF TRANSFERS

ing) any information concerning routing and transfer privileges, or company numbering and lettering, especially when some change is made. The following is an extract from a verse we made up on the opening of the Cambridge Subway (Boston-Cambridge, Mass., March 23, 1912).

"From subway trains at Central, a transfer get and go
To Allston or to Brighton or to Somerville, you know.
On cars from Brighton, transfer to 'Cambridge Subway,
East,'
And get a train to Park Street, or Kendall Square at
least.

The trains are timed as follows: A Cambridge Subway
train

Two minutes stays in Park Street, and then backs out
again.

From Park Street three to Kendall, to Central Station
five;

Eight minutes after Park Street at Harvard 'twill arrive.

The Cambridge Subway's open now; the subway trains
are heard.

'Twas in the year of nineteen twelve, on March the
twenty-third."

Again, an extract from a verse to explain the company
numbering of routes, as tried out on some lines in and
around Boston for a time:

"A car from Elevated at Woodlawn may arrive;

If so, the sign above the car will show six-fifty-five.

From Tunnel out to Chelsea, two trolley lines are seen;

By the Meridian Bridge four-ten, by Central four-sixteen.

From Tunnel out to Jeffries Point four-eighteen is on
top;

From Gladstone Street four-nineteen will at the Tunnel
stop.

From Harvard Square prepayment cars are to North
Cambridge run,

Which on the top will show the number seven-fifty-one."

Or an extract from a verse in the form of a Mother Goose Alphabet to explain the letters on the cars of the Los Angeles Railway. (Compare the company lettering as explained in Appendix D.)

“A is for Adams, well-known man of state.
 B is for Brooklyn, that borough so great.
 C is for Crown Hill, or Crooked, maybe.
 D is for Depot, where stops the Espee.
 E is for Eagle Rock, towards the north.
 F on the top of a car stands for Fourth.”

Of course, it is hardly to be expected that transfer collectors will generally care to expound the information they acquire through the collection by means of verse; but, for anyone to whom such matters may be of interest, it will afford some entertainment, as well as fix the information in mind. We know of someone who, strange as it may seem, was actually helped to take the right route by remembering a snatch from one of these verses.

161. *Conclusion.* We have given an outline of the mode of collecting transfers and the things that must be noted in the course of making such collection. This sort of collection has not been taken up as yet to any extent, but there is no reason why it should not be as interesting as other collection hobbies, such as the collection of postage stamps, coins, medals, bills, and other objects. People have found interest in collecting even match boxes; why not transfers? We have found that collecting transfers is quite as entertaining and instructive as some people find the collection of stamps and coins; and we hope that we will not be alone in finding such an interest.

One thing in which the collection of transfers differs from other kinds of collection, is that such collection can never be commercialized, since trading in transfers is illegal, being presumably fraudulent even where there is no specific law in regard to transfers as such. Therefore, collectors must always be amateurs, collecting for the intrinsic interest in it; the professional collector cannot very well appear in this field, nor would it be desirable that he

274 THE COLLECTION OF TRANSFERS

should. The collector of transfers will, therefore, not be faced by the problem of the stamp collector of issues printed exclusively for sale to collectors and not for circulation.

We, therefore, now conclude this book in the hopes that the reader will have found some interest somewhere in its pages, even if he himself does not desire to enter the field as a collector.

APPENDIX A

The following is a sample mode of dividing the United States into geographical divisions and sub-divisions for the purpose of a code notation of transfer-issuing systems such as is suggested in Section 25. Though we are using this classification, it is but a sample, not necessarily recommended as the best. Under each sub-division is indicated (where otherwise it would not be clear) a list of the cities of over 10,000 population (census of 1920); also the code numbering for systems for which we have collected transfers. Note that state lines are not strictly followed. This notation is thus applied as shown below to a hundred systems scattered over the United States.

DIVISIONS

1. New England Division. Connecticut, Maine, Massachusetts, New Hampshire, Vermont, Rhode Island.
2. New York Division. Delaware, New Jersey, New York, Pennsylvania.
3. Central Atlantic Division. District of Columbia, Maryland, Virginia, West Virginia.
4. Great Lakes Division. Illinois, Indiana, Kentucky, Michigan, Ohio, Wisconsin.
5. Southeastern Division. Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee.
6. Prairie Division. Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota.
7. Southwestern Division. Arkansas, Louisiana, Oklahoma, Texas.
8. Mountain Division. Arizona, Colorado, Montana, New Mexico, Utah, Wyoming.
9. Pacific Division. California, Idaho, Nevada, Oregon, Washington.

SUBDIVISIONS

IN DIVISION 1:

- 1A. Boston and Vicinity. Containing: Arlington, Attleboro, Belmont, Beverly, Boston, Braintree, Brockton, Brookline, Cambridge, Chelsea, Danvers, Dedham, Everett, Fall River, Framingham, Gloucester, Haverhill (partly), Lawrence (partly), Lowell, Lynn, Malden, Marlboro, Medford, Melrose, Methuen, Natick, Newton, Norwood, Peabody, Quincy,

276 THE COLLECTION OF TRANSFERS

Revere, Salem, Saugus, Somerville, Taunton, Wakefield, Waltham, Watertown, Weymouth, Winchester, Winthrop, Woburn, in Massachusetts.

1Ai. Boston Elevated Railway system (Greater Boston).

1Aii. Boston, Revere Beach, and Lynn Railroad (Boston to Lynn and Winthrop).

1Aiii. Eastern Massachusetts Street Railway system (northwards and southwards from Boston).

1Aiv. Middlesex and Boston Street Railway (west and northwest of Boston).

1B. Cape Cod Region. Containing: New Bedford, Plymouth, in Massachusetts.

1C. Southeastern New Hampshire Region. Containing: Haverhill (partly), Lawrence (partly), Newburyport, in Massachusetts; Concord, Dover, Manchester, Nashua, Portsmouth, in New Hampshire.

1Ci. Portsmouth Electric Railway (Portsmouth and Rye, N. H.).

1D. Southern Maine. Containing: Auburn, Augusta, Bath, Biddeford, Lewiston, Portland, Sanford, Waterville, in Maine.

1E. Rhode Island.

1Ei. United Electric Railways Company (Providence and vicinity).

1Eii. Newport Electric system (Newport and vicinity).

1F. Central Massachusetts. Containing: Clinton, Fitchburg, Gardner, Leominster, Milford, Northbridge, Webster, Worcester, in Massachusetts.

1Fi. Worcester Consolidated Street Railway (Worcester and vicinity).

1G. Central Connecticut Valley. Containing: Adams, Chicopee, Easthampton, Greenfield, North Adams, Northampton, Pittsfield, Southbridge, Springfield, West Springfield, Westfield, in Massachusetts; Keene, in New Hampshire.

1Gi. Springfield Street Railway Company (Springfield and vicinity).

1Gii. Northampton Street Railway Company (Northampton and vicinity).

1H. Eastern Maine. Containing Bangor, in Maine.

1I. Southern Vermont. Containing Rutland, in Vermont.

1J. Northern Vermont. Containing: Barre, Burlington, in Vermont.

1K. Northern New Hampshire and Maine. Containing Berlin, in New Hampshire.

1L. Connecticut. Also including in the state of New York: New Rochelle (partly), Port Chester.

1Li. The Connecticut Company (all over Connecticut).

1Lii. New York and Stamford Railway Company (New Rochelle, N. Y., to Stamford, Conn.).

1Liii. Danbury and Bethel Street Railway Company (Danbury, Conn., and vicinity).

IN DIVISION 2:

2A. New York City Region (including Long Island). Containing: Mount Vernon, New York, New Rochelle (partly), Yonkers, in N. Y.

2Ai. New York Railways system (Manhattan Island).

2Aii. Third Avenue Railway system (N. Y. City and northwards).

2Aiii. Second Avenue Railroad Company (Eastern Manhattan).

2Aiv. Fifth Avenue Coach Company (N. Y. City).

2Av. Interborough Rapid Transit Company (N. Y. City).

2Avi. Brooklyn-Manhattan Transit system (Brooklyn, extending into Manhattan and Queens).

2Avii. Brooklyn City Railroad system (Brooklyn and Queens, N. Y. City).

2Aiii. Manhattan and Queens Traction Corporation (Queens, N. Y. City).

2Aix. Long Island Railroad (Long Island).

2Ax. New York and Queens County Railway system (northern Queens).

2Axi. Long Island Electric system (eastern Queens and western Nassau County).

2Axii. City of New York, Department of Plant and Structures (Staten Island municipal cars).

2Axiii. Richmond Light and Railroad Company (Staten Island, N. Y. City).

2Axiv. Staten Island Rapid Transit Company (Staten Island, N. Y. City).

2B. Central Hudson Valley. Containing: Beacon, Kingston, Middletown, Newburgh, Ossining, Peekskill, Port Jervis, Poughkeepsie, White Plains, in New York.

2Bi. Westchester Street Railroad Company (White Plains and vicinity).

2Bii. Newburgh Public Service Corporation (Newburgh).

2Biii. Poughkeepsie and Wappingers Falls Railway (Poughkeepsie and vicinity).

2Biv. Peekskill Lighting and Railroad system (Peekskill and vicinity).

2Bv. Kingston Consolidated Railways Company (Kingston).

2Bvi. Hudson River and Eastern Traction Company (Ossining).

2C. New Jersey, Southeast. Containing: Asbury Park, Atlantic City, Bridgeton, Long Branch, Millville, in N. J.

2Ci. Atlantic City and Shore Railroad system (Atlantic City and vicinity).

278 THE COLLECTION OF TRANSFERS

- 2Cii. Atlantic Coast Electric Railway (Asbury Park, Belmar, Long Branch).
- 2D. New Jersey, Northwest. Extending into Manhattan Island (N. Y. City), and containing, in New Jersey: Bayonne, Belleville, Bloomfield, Camden, Clifton, East Orange, Elizabeth, Englewood, Garfield, Gloucester, Hackensack, Harrison, Hoboken, Irvington, Jersey City, Kearny, Montclair, Morristown, New Brunswick, Newark, Orange, Passaic, Paterson, Perth Amboy, Plainfield, Rahway, Roosevelt, Summit, Trenton, Union, West Hoboken, West New York, West Orange.
 - 2Di. Public Service Railway system (most New Jersey cities).
 - 2Dii. Trenton and Mercer County Traction Corporation (Trenton and vicinity).
 - 2Diii. Hudson and Manhattan Railroad Company (New York, N. Y., to Newark, N. J.).
 - 2Div. Morris County Traction Company (Morris County and vicinity).
- 2E. Pennsylvania Coal District, Southwest. Containing: Mahanoy City, Mount Carmel, Pottsville, Shamokin, Shenandoah, Sunbury, Tamaqua, Williamsport, in Pennsylvania.
 - 2Ei. Mauch Chunk and Lehigh Transit Company (Mauch Chunk and vicinity).
- 2F. Southeast Central Pennsylvania. Containing: Carlisle, Coatesville, Columbia, Harrisburg, Lancaster, Steelton, York, in Pennsylvania.
 - 2Fi. Harrisburg Railways Company (Harrisburg and vicinity).
- 2G. Philadelphia and vicinity (including all Delaware). Containing: Wilmington in Delaware; Bristol, Cheltenham, Chester, Philadelphia, Phoenixville, West Chester, in Pennsylvania. This subdistrict also extends a bit into New Jersey at Lambertville and Trenton. Roxborough section of Philadelphia belongs to 2H.
 - 2Gi. Philadelphia Rapid Transit system (Philadelphia and vicinity).
 - 2Gii. Fairmount Park Transit Company (Philadelphia).
 - 2Giii. Pennsylvania-New Jersey Traction Company (eastern Bucks Co., Pa., to Lambertville and Trenton, N. J.).
 - 2Giv. Wilmington and Philadelphia Traction system (northern Delaware to Chester, Media, and Darby, Pa.).
 - 2Gv. Frankford, Tacony, and Holmesburg Street Railway Company (northeastern Philadelphia).
- 2H. Upper Delaware Valley. Containing: Phillipsburg, N. J.; Allentown, Bethlehem, Easton, Lebanon, Philadelphia (Roxborough section), Plymouth, Pottstown, Reading, in Pennsylvania.
 - 2Hi. Lehigh Valley Transit system (lower Lehigh Valley, Pa.).

- 2Hii. Reading Transit and Light system (Philadelphia to Lebanon, Pa.).
- 2Hiii. Easton Transit system (Easton, Pa., and vicinity).
- 2I. Pennsylvania Coal District, Northeast. Containing: Carbondale, Dickson City, Dunmore, Hazleton, Nanticoke, Old Forge, Olyphant, Pittston, Scranton, Wilkes-Barre, in Pennsylvania.
 - 2Ii. Scranton Railway Company (Scranton and vicinity).
 - 2Iii. Wilkes-Barre Railway Company (Wilkes-Barre and vicinity).
- 2J. Upper Hudson Valley. Containing: Albany, Amsterdam, Cohoes, Glens Falls, Hudson, Johnstown, Rensselaer, Saratoga Springs, Schenectady, Troy, Watervliet, in N. Y. State.
 - 2Ji. United Traction Company (Albany, Troy and vicinity).
 - 2Jii. Schenectady Railway Company (Schenectady and vicinity).
- 2K. Adirondack Region. Containing: Ogdensburg, Plattsburg, Watertown, in New York.
- 2L. Lake Ontario Region. Containing: Auburn, Batavia, Fulton, Geneva, Herkimer, Little Falls, Oneida, Oneonta, Oswego, Rochester, Rome, Syracuse, Utica, in New York state.
 - 2Li. New York State Railways Company (Central New York state).
 - 2Lii. Syracuse Railways Co-ordinated Bus Lines (Syracuse).
 - 2Liii. Rochester, Lockport, and Buffalo Railroad (Rochester to Lockport).
- 2M. Erie-Niagara Region. Containing: Buffalo, Dunkirk, Jamestown, Lackawanna, Lockport, Niagara Falls, North Tonawanda, Olean, Tonawanda, in New York; Niagara Falls, in Ontario; Erie, Meadville, Warren, in Pennsylvania.
 - 2Mi. International Railway system (Niagara river region).
 - 2Mii. Buffalo and Lake Erie Traction Company (Erie, Pa., to Buffalo).
- 2N. South Central New York. Containing: Binghamton, Corning, Cortland, Elmira, Hornell, Ithaca, in New York.
- 2O. Western Pennsylvania. Containing: Chambersburg, Du Bois, Greater Punxsutawney, Greensburg, Johnstown, Punxsutawney, in Pennsylvania.
- 2P. Pittsburgh and Vicinity. Containing: Ambridge, Braddock, Butler, Canonsburg, Carnegie, Carrick, Charleroi, Connellsville, Donora, Duquesne, Homestead, Jeannette, McKees Rocks, McKeesport, Monessen, New Castle (partly), North Braddock, North Kensington, Pittsburgh, Swissvale, Uniontown, Washington, Wilkesburg, in Pennsylvania.
 - 2Pi. Pittsburgh Railways Company (Pittsburgh and vicinity).

280 THE COLLECTION OF TRANSFERS

2Q. Central Pennsylvania. Containing: Altoona, Bradford, in Pennsylvania.

IN DIVISION 3:

3A. Eastern Maryland. Containing: Annapolis and Baltimore, in Maryland.

3Ai. United Railways and Electric Company (Baltimore and vicinity).

3B. Northern Virginia (north of the 38th parallel). Containing: Charlottesville and Staunton, Va.

3C. Norfolk and Vicinity. Containing: Norfolk, Newport News, Portsmouth, in Virginia.

3D. Washington and Vicinity.

3Di. Washington Railway and Electric Company (D. C. and vicinity in Maryland).

3Dii. Capitol Traction Company (D. C. and vicinity).

3Diii. Washington-Virginia Railway (D. C. to Virginia suburbs).

3Div. Washington Rapid Transit Company (Washington, D. C.).

3E. Western Maryland. Containing: Cumberland and Hagerstown, Md.

3F. Southwestern West Virginia. Containing: Charleston in West Virginia.

3G. Richmond and Vicinity. Containing: Petersburg and Richmond, in Virginia.

3H. Western End of Virginia (south of 38th parallel, west of 79th meridian). Containing: Danville, Lynchburg, Roanoke, in Virginia.

3I. Northeastern West Virginia. Containing: Bellaire, Steubenville, Martins Ferry, in Ohio; Beavers Falls in Pennsylvania; Bluefield, Fairmont, Clarksburg, Martinsburg, Morgantown, Moundsville, Wheeling, in West Virginia.

IN DIVISION 4:

4A. Chicago and Vicinity. Containing: Aurora, Berwyn, Blue Island, Chicago, Chicago Heights, Cicero, Elgin, Evanston, Forest Park, Maywood, Oak Park, Waukegan, in Illinois; East Chicago, Gary, Hammond, Whiting, in Indiana.

4Ai. Chicago Surface Lines (Chicago, Ill.).

4B. Northwestern Illinois. Containing: Canton, Freeport, Galesburg, Joliet, Kewanee, La Salle, Moline, Ottawa, Rockford, Rock Island, Streator, in Illinois; Davenport, Fort Madison, Keokuk, Muscatine, in Iowa; Janesville, in Wisconsin.

4C. Central Illinois. Containing: Bloomington, Champaign, Danville, Decatur, Jacksonville, Kankakee, Lincoln, Mattoon, Pekin, Peoria, Quincy, Springfield, Urbana, in Illinois.

4D. Southern Illinois. Containing: Cairo, Centralia, Herrin, Murphysboro, in Illinois.

- 4E. Milwaukee and Vicinity. Containing: Kenosha, Milwaukee, Racine, Sheboygan, Waukesha, West Allis, in Wisconsin.
- 4F. Southern Wisconsin. Containing Madison in Wisconsin.
- 4G. Northern Wisconsin. Containing: Appleton, Ashland, Fond du Lac, Green Bay, La Crosse, Manitowoc, Marinette, Oshkosh, Stevens Point, Wausau, in Wisconsin.
- 4H. Northern Peninsula of Michigan. Containing: Escanaba, Ironwood, Ishpeming, Marquette, Sault Sainte Marie, in Michigan.
- 4I. Northern Indiana. Containing: Elkhart, Fort Wayne, Huntington, Laporte, Logansport, Marion, Michigan City, Mishawaka, New Castle, Peru, South Bend, in Indiana.
- 4J. Central Indiana. Containing: Anderson, Clinton, Crawfordsville, Elwood, Frankfort, Indianapolis, Kokomo, Lafayette, Muncie, Richmond, Terre Haute, in Indiana. Also extending to Paris, Ill.
- 4K. Southern Indiana. Containing: Bloomington, Evansville, Vincennes, in Indiana.
- 4L. Tip of Michigan's Southern Peninsula. Containing: Alpena, Bay City, Muskegon, Saginaw, Traverse City, in Michigan.
- 4M. Detroit Region. Containing: Ann Arbor, Detroit, Flint, Hamtramck, Highland Park, Jackson, Lansing, Monroe, Pontiac, Port Huron, Wyandotte, in Michigan.
- 4Mi. City of Detroit, Department of Street Railways (municipal transit in Detroit).
- 4Mii. Detroit Motorbus Company (Detroit).
- 4N. Southwestern Michigan. Containing: Battle Creek, Benton Harbor, Grand Rapids, Holland, Kalamazoo, in Michigan.
- 4O. Northwestern Ohio. Containing: Adrian in Michigan; Findley, Lima, Lorain, Sandusky, Tiffin, Toledo, in Ohio.
- 4Oi. Community Traction Company (Toledo).
- 4Oii. Lake Shore Electric Railway (Toledo to Cleveland).
- 4P. Northeastern Ohio. Containing: Akron, Alliance, Ashtabula, Barberston, Canton, Cleveland, Cleveland Heights, Cuyahoga Falls, East Cleveland, Elyria, Kenmore, Lakewood, Mansfield, Massillon, New Philadelphia, Salem, in Ohio.
- 4Pi. Cleveland Railway Company (Cleveland and suburban).
- 4Pii. Northern Ohio Traction and Light Company (Akron, Canton and neighboring cities).
- 4Piii. City of Ashtabula, Division of Street Railways.
- 4Piv. Cleveland Southwestern Railway and Light Company (Cleveland to Wellington and Bucyrus).
- 4Q. Western Kentucky. Containing: Jefferson, New Albany, in Indiana; Henderson, Louisville, Owensboro, Paducah, in Kentucky.

282 THE COLLECTION OF TRANSFERS

4R. Central Ohio. Containing: Bucyrus, Chillicothe, Columbus, Coshocton, Marion, Newark, Springfield, Zanesville, in Ohio.

4Ri. Columbus Railway, Light and Power Company (Columbus).

4S. Southeastern Ohio. Containing: Cambridge, East Liverpool, East Youngstown, Lancaster, Marietta, Portsmouth, Warren, Youngstown, in Ohio; Farrell, New Castle (partly), Sharon, in Pennsylvania; Parkersburg in West Virginia.

4T. Eastern Kentucky. Containing: Ashland and Lexington, in Kentucky; Ironton in Ohio; Huntington in West Virginia.

4U. Cincinnati and Vicinity. Containing: Covington and Newport, in Kentucky; Cincinnati, Dayton, Hamilton, Middletown, Piqua, in Ohio.

4Ui. Cincinnati Traction Company (Cincinnati and vicinity).

4Uii. Cincinnati, Covington and Newport Railway (Cincinnati to Kentucky suburbs).

IN DIVISION 5:

5A. Georgia. Including also Alabama suburbs of Columbus; excluding Augusta and suburbs of Chattanooga.

5B. South Carolina. Including also Augusta, Ga.

5C. North Carolina.

5D. Eastern Tennessee. Containing: Chattanooga, Johnson City, Knoxville, Nashville, in Tennessee.

5E. Alabama.

5F. Mississippi and western Tennessee. Containing all of Mississippi; Jackson and Memphis, Tenn.

5G. Florida.

IN DIVISION 6:

6A. Saint Louis and Vicinity. Containing: Alton, Belleville, East Saint Louis, Granite, in Illinois; Saint Louis, Mo.

6Ai. United Railways Company of Saint Louis (Saint Louis and suburbs).

6Aii. People's Motor Bus Company (Saint Louis, Mo.).

6Aiii. East Saint Louis Railways (Illinois suburbs of Saint Louis).

6B. Southern Missouri. Containing: Cape Girardeau, Jefferson City, Sedalia, Springfield, in Missouri.

6C. Northern Missouri. Containing: Columbia, Hannibal, Moberly, in Missouri.

6D. Kansas City and Vicinity. Containing: Atchison, Kansas City, Lawrence, Leavenworth, in Kansas; Independence, Kansas City, Saint Joseph, in Missouri.

6Di. Kansas City Railways system (Kansas City, Mo.-Kan., and suburbs).

6E. Joplin and Vicinity. Containing: Chanute, Coffeyville, Parsons, Independence, Pittsburg, in Kansas; Carthage, Joplin, in Missouri.

- 6F. Eastern Kansas. Containing: Eldorado, Emporia, Fort Scott, Topeka, in Kansas.
- 6G. Western Kansas. Containing: Arkansas City, Hutchinson, Salina, Wichita, in Kansas.
- 6H. Eastern Iowa. Containing: Burlington, Cedar Rapids, Dubuque, Iowa City, Mason City, Ottumwa, Waterloo, in Iowa.
- 6I. Western Iowa. Containing: Boone, Fort Dodge, Des Moines, Sioux City, in Iowa.
- 6J. Nebraska. Including also the Iowa suburbs of Omaha, including Council Bluffs.
- 6K. North and South Dakota. Including Minnesota suburbs of Fargo, N. D.
- 6L. Southern Minnesota. Containing: Austin, Faribault, Hibbing, Mankato, Minneapolis, Rochester, Saint Paul, Winona, in Minnesota.
- 6M. Northern Minnesota. Containing: Duluth and Saint Cloud in Minnesota; Superior in Wisconsin.

IN DIVISION 7:

- 7A. Louisiana.
 - 7Ai. New Orleans Public Service (New Orleans, La.).
- 7B. Southeastern Texas (south of 31st parallel, east of 100th meridian). Containing: Austin, Beaumont, Brownsville, Corpus Christi, Galveston, Houston, Port Arthur, San Antonio, in Texas.
 - 7Bi. Public Service Company of San Antonio.
 - 7Bii. Houston Electric Railway Company.
 - 7Biii. Galveston Electric Railway Company.
- 7C. Northeastern Texas (north of 31st parallel, east of 100th meridian). Containing: Abilene, Cleburne, Corsicana, Dallas, Denison, Fort Worth, Greenville, Palestine, Paris, Ranger, Sherman, Temple, Tyler, Waco, Wichita Falls.
- 7D. Arkansas. Including also Texarkana, Texas.
- 7E. Oklahoma.
- 7F. Western Texas (west of the 100th meridian). Containing: Amarillo, Del Rio, El Paso, San Angelo, in Texas; Juarez in Chihuahua, Mexico.
 - 7Fi. El Paso Electric Railway (El Paso and suburbs, including Juarez).

IN DIVISION 8:

- 8A. Colorado.
 - 8Ai. Denver Tramway Company (Denver and vicinity).
- 8B. Arizona and New Mexico.
- 8C. Utah.
- 8D. Wyoming.
- 8E. Montana.

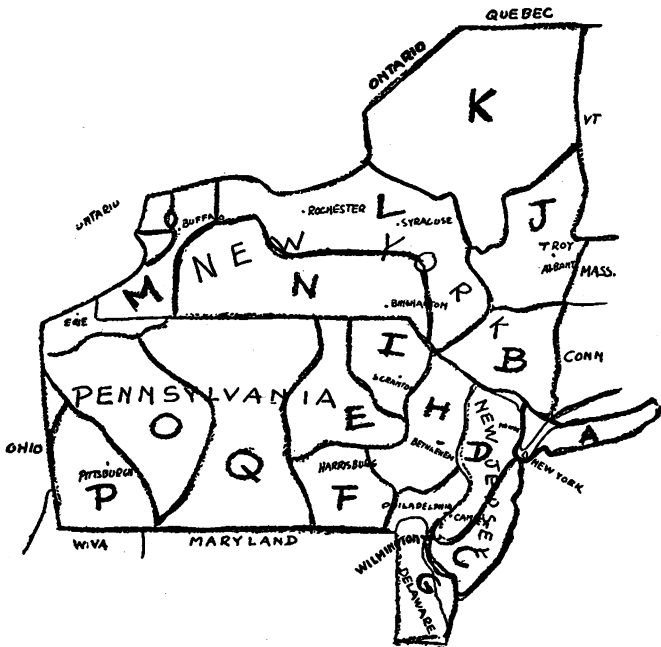
284 THE COLLECTION OF TRANSFERS

9Bx. Santa Barbara and Suburban Railway Company

IN DIVISION 9:

- 9A. San Francisco Bay Region. Containing: Alameda, Berkeley, Oakland, Richmond, San Francisco, San Jose, Santa Cruz, Vallejo, in California.
- 9Ai. Market Street Railway Company (San Francisco).
 - 9Aii. Municipal Railway of San Francisco.
 - 9Aiii. California Street Cable Railroad (San Francisco).
 - 9Aiv. San Francisco-Oakland Terminal Railways (Oakland and vicinity).
- 9B. Southern California. Containing: Bakersfield, Glendale, Long Beach, Los Angeles, Pasadena, Pomona, Riverside, San Bernardino, San Diego, Santa Ana, Santa Barbara, Santa Monica, Venice, in California.
- 9Bi. Los Angeles Railway system (Los Angeles).
 - 9Bii. Pacific Electric Railway system (Los Angeles County and vicinity).
 - 9Biii. San Diego Electric Railway Company (San Diego and vicinity).
 - 9Biv. Los Angeles Motor Bus Company (Los Angeles).
 - 9Bv. B and H Transportation Company (Long Beach).
 - 9Bvi. Long Beach Transit Company (Long Beach).
 - 9Bvii. San Pedro Motorbus Company (San Pedro district of Los Angeles).
 - 9Bviii. Bay Cities Transit Company (Santa Monica, Venice, and the Sawtelle district of Los Angeles).
 - 9Bix. Glendale and Montrose Railway Company (Glendale and vicinity).
- 9C. Northern California and Nevada. Containing entire Nevada; Eureka, Fresno, Sacramento, Stockton, in California.
- 9D. Oregon. Including also Vancouver, Yakima, in Washington.
- 9E. Western Washington. Containing: Aberdeen, Bellingham, Everett, Hoquiam, Seattle, Tacoma, in Washington.
- 9F. Idaho and Eastern Washington. Containing entire Idaho; Spokane and Walla Walla, Washington.

As a further illustration of this sort of notation, we add an outline map to illustrate the code above given. This map shows Division 2 as sub-divided in the notation we have given above. If the collector finds it worth while to adopt any such geographical classification of transfer-issuing systems, he will probably find it best to mark his classification on outline maps in the manner indicated. In this map, the letter we have assigned to each geographical sub-division is marked in that region.



APPENDIX B

The following will indicate sub-system notation used with the system notation in Appendix A. These forms of notation are given simply to indicate how such notation may be made up.

1Ai. Boston Elevated Railway system.

- (1) Street surface lines.
- (2) Rapid transit (subway and elevated) lines.

1Aiii. Eastern Massachusetts Street Railway system.

- (1) Lines north of Boston.
- (2) Lines south of Boston.

2Ai. New York Railways system.

Main Subsystem: New York Railways Company (no special notation).

H. New York and Harlem Railroad (traction lines).

EA. Eighth Avenue Railroad.

NA. Ninth Avenue Railroad.

2Aii. Third Avenue Railway system.

- (1) Manhattan Lines, including:
Third Avenue Railway Company.
Forty-second Street, Manhattanville, and St. Nicholas Avenue Railway Company.
Belt Line Railway Corporation.
Dry Dock, East Broadway, and Battery Railway Company.

- (2) Bronx Lines, including:
Union Railway Company.
New York City Interborough Railway Company.
Southern Boulevard Railroad.

- (3) Westchester Lines, subdivided into:
C. New York, Westchester, and Connecticut Traction Company.

W. Westchester Electric Railroad Company.

Y. Yonkers Railroad Company.

- (4) Steinway Railways of Long Island City.

2Av. Interborough Rapid Transit Company.

- (1) Elevated lines.
- (2) Subway lines.

2Avi. Brooklyn-Manhattan Transit system.

- (1) New York Consolidated Railway, now New York Rapid Transit Corporation.
- (2) Brooklyn Heights Railroad Company.
- (3) Nassau Electric Railroad Company.

- (4) Brooklyn, Queens County, and Suburban Railroad Company.
- (5) Coney Island and Brooklyn Railroad Company.
- (6) South Brooklyn Railroad Company.
- (7) Van Brunt Street and Erie Basin Railroad Company.
- (8) Coney Island and Gravesend Railroad Company.
- 2Axi. Long Island Electric system.
 - (1) Long Island Electric Railway Company.
 - (2) New York and Long Island Traction Company.
- 2Ci. Atlantic City and Shore system.
 - (1) Atlantic City and Shore Railroad Company.
 - (2) Central Passenger Railway Company.
- 2Di. Public Service Railway system.
 - (1) Lines north of Trenton.
 - (2) Lines south of Trenton.
- 2Ji. United Traction Company.
 - (1) Albany lines.
 - (2) Troy lines.
- 2Giv. Wilmington and Philadelphia Traction system.
 - (1) Wilmington lines.
 - (2) Chester lines.
 - (3) Media lines.

APPENDIX C

The following indicates the form the time limits take in the systems listed in Appendix A, as those time limits are represented in the transfers in our collection. For brevity, each system will be here denoted, not by its name, but by the code notation given to it in Appendix A.

- 1Ai. Hours only; denoted by successive attached coupons.
- 1Aii. Quarter hours; tabular limit.
- 1Aiii. Quarter hours; resembling tabular limit, but hours from 1 to 6 on left side of vertical transfer, and hours from 7 to 12 on right side. Chelsea district form, half hours, similarly represented, but more like old type; no distinction of color between A. M. and P. M.
- 1Aiv. Quarter hours; old type.
- 1Ci. Quarter hours; old type, but resembling tabular arrangement.
- 1Ei. Where transfer is not of Franklin type, dozen dials down right edge; quarter hours.
- 1Eii. Quarter hours; single set of spaces.
- 1Fi. Quarter hours; minutes occupy separate column between A. M. hours and P. M. hours.
- 1Gi. 1923 issue in Franklin type; quarter hours.
1924 issue like 1Fi, but five-minute intervals.
- 1Gii. Quarter hours; double dial.
- 1Li. Ten-minute intervals; dozen dials; zeros omitted from minutes. (New London Division uses tabular form.)
- 2Ai. Old-type punch; hours only. Only Eighth and Ninth Avenue forms have double set of hours.
- 2Aii. Old-type; hours only; but no double set of hours.
- 2Aiii. Same as above.
- 2Aiv. Same as above.
- 2Av. Hours only; rubber-stamped in specially provided space.
- 2Avi (also 2Avii). Brooklyn type time limit; usually hours only, but in some forms quarter hours, the minutes being in a special row below the AM punch-spaces and repeated in a similar row below the PM punch-spaces.
- 2Aviii. Quarter hours; single set of hour punch-spaces; minutes separately.
- 2Aix. Hours only; Brooklyn type.
- 2Ax. Before June, 1923, as with 2Aii; beginning that date, as in 1Ai.
- 2Axi. As in 1Fi.

- 2Axii. Hours only; old type.
- 2Axi. Ten-minute intervals; tabular time limit; zeros omitted from minutes.
- 2Axiv. No time limit.
- 2Bi. Quarter hours; tabular time limit.
- 2Bii. Same as above.
- 2Biii. Same as above.
- 2Biv. Tabular time limit; ten-minute intervals.
- 2Bv. Same as above, but zeros omitted from minutes.
- 2Bvi. Same as 2Biv.
- 2Ci. Tabular time limit; quarter hours.
- 2Cii. Tabular time limit; ten-minute intervals.
- 2Di. Quarter hours; old type, but single set of spaces. On free transfer forms, hours according to old type, with double set of spaces, and special row below these for minutes; ten-minute intervals. Chrome transfer has no time limit.
- 2Dii. Quarter hours; dial device for hours; minutes inside of dial, one set for A. M. and one set for P. M.
- 2Diii. No time limit, except on New Jersey refund coupon, where it is rubber-stamped from a time-clock, with a dial and a hand pointing to the time limit. These forms have a vestigial set of punch-spaces; single set; ten-minute intervals, indicated in separate column.
- 2Div. Quarter hours; tabular time limit.
- 2Ei. Same as 2Dii.
- 2Fi. Ten-minute intervals; variation of tabular time limit, the hours being in a horizontal row and the minutes listed below them.
- 2Gi. Old type; hours only.
- 2Gii. Quarter hours; single set of spaces.
- 2Giii. Tabular time limit; ten-minute intervals; zeros omitted from minutes.
- 2Giv. As in 2Dii. Special forms with P. M. coupon; ten-minute intervals, with minutes in separate row.
- 2Gv. Old type; hours only.
- 2Hi. Quarter hours; tabular time limit.
- 2Hii. Minutes punched separately; two-minute intervals in tabular arrangement.
- 2Hiii. Ten-minute intervals, punched in separate row; single set of punch-spaces for hours.
- 2Ii. Same as above.
- 2Iii. Emergency; quarter hours; old type; regular form; ten-minute intervals; old type but single set of spaces.
- 2Ji. Quarter hours; old type, but a resemblance to tabular arrangement.
- 2Jii. Quarter hours; tabular time limit.
- 2Li. Old type, but single set of punch-spaces; quarter hours in Syracuse; ten-minute intervals in Rochester.
- 2Lii. Quarter hours; single set of spaces.
- 2Liii. Ten-minute intervals; tabular time limit.

290 THE COLLECTION OF TRANSFERS

- 2Mi. As in 2Ji.
- 2Mii. Same as 1Ci.
- 2Pi. Quarter hours; old type, but single set of punch-spaces; hour figures printed in red.
- 3Ai. Quarter hours; old type, but single set of punch-spaces.
- 3Di. Half hours; single set of punch-spaces.
- 3Dii. Ten-minute intervals; single set of punch-spaces, ranged around margin.
- 3Diii. Same as 3Dii.
- 3Div. Same as 3Di.
- 4Ai. Ten-minute intervals, punched in separate row.
- 4Mi. Quarter hours; old type, but single set of spaces.
- 4Mii. Like 1Aiii, but distinction of color between A. M. and P. M. observed.
- 4Oi. Ten-minute intervals; double tabular form.
- 4Oii. Quarter hours; tabular time limit.
- 4Pi. Quarter hours; tabular time limit; alternates spaces dark in tabular form.
- 4Pii. Quarter hours; tabular time limit.
- 4Piii. Quarter hours; resemblance to tabular form, but horizontal.
- 4Piv. Old type, but single set of spaces; quarter hours.
- 4Ri. Ten-minute intervals; forms with P. M. coupon have single set of spaces, but otherwise old type; other forms have tabular time limit.
- 4Ui. Quarter hours; single set of punch-spaces ranged around margin.
- 4Uii. Quarter hours; dozen dials at right end of transfer.
- 6Ai. Half hours; old type.
- 6Aii. Quarter hours; single set of punch spaces.
- 6Aiii. Same as above.
- 6Di. Twenty-minute intervals; single set of punch-spaces.
- 7Ai. Ten-minute intervals; tabular time limit.
- 7Bi. Quarter hours; tabular time limit.
- 7Bii. Regular form; ten-minute intervals, tabular time limit. Shuttle car coupon: ten-minute intervals, punched in separate column; single set of punch-spaces for hours.
- 7Biii. Ten-minute intervals, punched in separate column.
- 7Fi. Ten-minute intervals; punched in separate column; single set of spaces.
- 8Ai. Quarter hours; single set of spaces.
- 9Ai. Same as above.
- 9Aii. Quarter hours; minutes punched in separate row; single set of spaces.
- 9Aiii. Half hours; old type; A. M. spaces on one side of ticket, P. M. spaces on other side.
- 9Aiv. Quarter hours; single set of spaces.
- 9Bi. 1920 issue: quarter hours; single set of spaces; resemblance to tabular.
1921 issue: 20-minute intervals; otherwise as above.

1924 issue: same as 1921 issue, but no time limit on "bus tickets."

9Bii. Quarter hours; double dial, with minutes inside each dial, in 1920 issue.

1924 issue: concentric hour dials, P. M. inside; minutes in center.

9Biii. Ten-minute intervals; single dial, minutes in concentric inner dial.

9Biv. No time limits.

9Bv. Double dial, square; quarter hours; minutes in concentric dials inside each.

9Bvi. Same as above.

9Bvii. Half hours; old type; no color distinction.

9Bviii. Double dial; minutes inside each dial; quarter hours.

9Bix. Twenty-minute intervals; old type, but single set of punch-spaces.

9Bx. Half hours; single set of hours, but two rows of "30's."

APPENDIX D

The following indicates some lists of company numbering and lettering as appearing on street cars:

In Philadelphia (Phila. Rapid Transit Company)

- | | |
|---------------------------------|-----------------------------|
| 2. 15th & 16th Sts. | 40. Lombard & South |
| 3. Frankford—12th & 13th | 41. Market—Overbrook |
| 4. Lehigh—6th & 7th | 42. West Spruce Street |
| 5. Frankford—2nd & 3rd | 43. Spring Garden Street |
| 6. Huntington & Cumberland | 44. Lansdowne—Arch |
| 7. Strawberry—22 & 23 | 45. Hog Island |
| 8. Dauphin & Susquehanna | 46. 58th & 60th Streets |
| 9. Strawberry—4th & 5th | 47. Olney—8th & 9th |
| 10. Lancaster—Subway | 48. Fairmount—Arch |
| 11. Woodland—Subway | 49. Glenside |
| 12. Grays Ferry | 50. Fox Chase—4th & 5th |
| 13. Chester Avenue | 51. Columbia—8th & 9th |
| 14. 42nd Street | 52. Cheltenham Avenue |
| 15. Girard Avenue | 53. Wayne Ave.—12th & 13th |
| 16. North 19th & 20th | 54. Lehigh Avenue |
| 17. South 19th & 20th | 55. York Road—10th & 11th |
| 18. South—22 & 23 | 57. Jefferson & Master |
| 19. Luzerne—6th & 7th | 58. Torresdale Avenue |
| 20. 12th & 13th Sts. | 59. Bustleton |
| 21. North 17th & 18th | 60. Allegheny Avenue |
| 22. Doylestown | 61. Manayunk |
| 23. Germantown Ave.—10th & 11th | 62. Darby—Chester Extension |
| 24. York Rd.—15th & 16th | 63. Catherine & Bainbridge |
| 25. Dauphin—2nd & 3rd | 64. Federal & Wharton |
| 29. Morris & Tasker | 65. York Road—4th & 5th |
| 30. Haverford—Vine | 70. 52nd—Bala |
| 31. Market—Haverford | 71. Darby—Media |
| 32. South 17th & 18th | 72. Moores |
| 33. Hunting Park—19 & 20 | 73. Bridesburg |
| 34. Baltimore—Subway | 74. Hatboro |
| 35. 52nd—Parkside | 75. Olney Avenue |
| 36. Elmwood Ave. | 76. Darby—Chester |
| 37. Chester Short Line | 77. Middletown |
| 38. Baring—Subway | 78. Lansdowne |
| BUSES (lettered) | 79. Snyder Avenue |
| A. Roosevelt Boulevard | 80. Oregon Avenue |
| | 81. Passyunk Avenue |

In Buffalo (International Railway)

- | | |
|----------------|---------------------|
| 1. William | 14. Abbott Road |
| 2. Clinton | 15. Seneca |
| 3. Grant | 16. South Park |
| 4. Broadway | 17. Elk |
| 5. Niagara | 18. Jefferson |
| 6. Sycamore | 19. Bailey Avenue |
| 7. Hoyt | 20. Elmwood |
| 8. Main | 21. Michigan—Forest |
| 9. Kenmore | 22. Connecticut |
| 10. West Utica | 23. Fillmore—Hertel |
| 12. East Utica | 24. Genesee |
| 13. Kensington | 25. Best |
| | 26. Chicago |

In Los Angeles (Los Angeles Railway)

- | | |
|----------------------------|-----------------------------|
| A. W. Adams & Lincoln Park | L. W. 11th & Lincoln Park |
| B. Brooklyn & Hooper | M. Moneta & Grand |
| C. Angeleno & Crown Hill | N. East 2nd & West 9th |
| D. West Sixth Street | O. South Main St. |
| E. Eagle Rock & Hawthorne | P. West Pico & East First |
| F. Hoover & E. 4th | R. W. 3rd & Whittier Blvd. |
| G. Griffith & Griffin | S. San Pedro & Western Ave. |
| H. Heliotrope & Maple | T. Temple Street |
| I. West First Street | U. University & Central |
| J. W. Jefferson | V. Vernon & Vermont |
| K. E. Jefferson & 38th | W. Washington & Garvanza |

In Hartford (Connecticut Company)

- | | |
|--------------------|-------------------------|
| A. Elizabeth Park | N. Rainbow |
| B. West Hartford | O. Springfield |
| C. Prospect Ave. | P. New Britain |
| D. Capitol Ave. | Q. Elmwood |
| E. Unionville | R. Cedar Hill |
| F. Ashley Street | S. Barbour Street |
| G. Asylum Ave. | T. Blue Hills |
| H. East Hartford | U. Wethersfield |
| I. Bloomfield Ave. | V. Glastonbury |
| J. Broad Street | W. Franklin Ave. |
| K. Zion Street | X. Rockville |
| L. Vine Street | Y. South Manchester |
| M. Middletown | Z. Rockville Interurban |

The above is remarkable for using all the letters of the alphabet. The Connecticut Company uses a separate lettering system in practically every large city served by it, such as Stamford, Bridgeport, Norwalk, New Haven, Waterbury, Meriden.

294 THE COLLECTION OF TRANSFERS

In San Francisco (Municipal Railway of S. F.)

- | | |
|---------------------|---------------------------|
| A. Geary Street | F. Stockton Street |
| B. Ocean Beach | H. Van Ness Avenue |
| C. California—Geary | J. Church Street |
| D. Presidio | K. Ingleside (Market St.) |
| E. Union Street | L. Taraval Street |

These examples will suffice to indicate company numbers and letters as appearing on cars themselves. In some systems, however, company numbers and letters of routes appear only on transfer tickets. We give some examples.

In Manhattan Borough, N. Y. City (N. Y. Railways Co.)

- | | |
|------------------------|---------------------------|
| 2. Lexington Avenue | 18. 14th St. Crosstown |
| 5. Sixth Avenue | 19. 23rd St. Crosstown |
| 6. Seventh Avenue | 21. 34th St. Crosstown |
| 7. Broadway—7th Avenue | 23. 116th St. Crosstown |
| 17. 8th St. Crosstown | 25. Columbus & Lenox Ave. |
| 17A. 8th & 10th Sts. | 26. Spring & Delancey |

Third Avenue Railway System (New York City)

(1) Manhattan Lines

- | | |
|-------------------------|--------------------------|
| 1. 3rd & Amsterdam Ave. | 8. Grand Street |
| 2. Broadway Branch Line | 10. 42nd St. Crosstown |
| 3. Tenth Avenue | 12. 110th St. Crosstown |
| 4. Avenue B | 13. 125th St. Crosstown |
| 5. Kingsbridge Line | 14. Broadway & 145th St. |
| 6. P. O. & Brooklyn | 15. 59th St. Crosstown |

(2) Bronx Lines

- | | |
|---------------------------|-------------------------------|
| 1. Webster Ave. | 17. Sedgwick Avenue |
| 3. Boston Road | 18. 167th St. Crosstown |
| 4. Westchester Ave. | 19. 180th St. Crosstown |
| 5. Southern Boulevard | 21. Tremont Avenue |
| 7. University Ave. | 22. Clason Point |
| 8. Kingsbridge Line | 23. Fordham Road Crosstown |
| 9. Morris Avenue | 25. Bronx-VanCortland Parks |
| 11. St. Anns Avenue | 28. Fort Schuyler |
| 12. Williamsbridge | 34. Ogden Avenue |
| 13. 138th St. Crosstown | 31. Morris Park Ave. |
| 14. 149th St. Crosstown | 35. Pelham Bay Park |
| 15. St. Anns Avenue | 38. Willis Ave. & Bedford Pk. |
| 16. 161-163 St. Crosstown | |

(3) Yonkers Lines

- | | |
|-----------------------|--------------------------|
| 1. Mount Vernon | 5. Broadway—Park Ave. |
| 2. Tuckahoe | 6. McLean—Riverdale Ave. |
| 3. Broadway—Warburton | 7. Nepera Park |

(4) Queens Lines

(Also on New York and Queens County Railway)

- | | |
|------------------|---------------------------|
| 1. Flushing | 8. Flushing Ave. |
| 2. College Point | 9. Jamaica |
| 3. Corona | 10. Broadway |
| 4. Steinway | 11. Bridge Shuttle |
| 5. Dutch Kills | 12. College Point Shuttle |
| 6. Calvary | 13. Jackson Ave. |
| 7. Ravenswood | |

In Northern New Jersey (Public Service Railway line north of Trenton)

- | | |
|----------------------|--------------------|
| 1. Newark Ave. Belt | 34. Orange |
| 2. Pacific Ave. Belt | 35. Roseville |
| 3. Montgomery | 36. Central |
| 7. Greenville | 37. Bergen Street |
| 8. 22nd St. Bayonne | 38. Clifton |
| 9. 5th St. Bayonne | 39. Springfield |
| 11. Oakland | 40. Kinney |
| 14. Willow | 41. Kearny |
| 15. Grove | 42. Mount Prospect |
| 17. Summit | 44. Bloomfield |
| 18. West New York | 46. South Orange |
| 19. Union Hill | 47. Montrose |
| 20. West Hoboken | 50. Harrison |
| 22. Passaic | 52. Market |
| 24. Bergen | 58. Hudson River |
| 26. Newark | 60. Main |
| 27. Jersey City | 70. Elizabeth |
| 28. Chapel | 71. Union |
| 29. Hackensack | 78. Easton |
| 31. Broad | 81. Trenton |
| 33. Paterson | 86. Perth Amboy |

There is a separate numbering for lines of the same system south of Trenton, thus making it convenient to consider Trenton as the point of separation between two sub-systems.

On Staten Island, New York City (municipal cars)

- | | |
|----------------|-------------------|
| 1. Richmond | 4. Manor Road |
| 2. Silver Lake | 5. Midland Branch |
| 3. Concord | |

The above are samples of the numbering and lettering appearing on cars or transfers or both. Note that in very few of these cases is the numbering or lettering continuous, and usually there are a few outstanding unnum-

296 THE COLLECTION OF TRANSFERS

bered or unlettered lines. We may mention the following systems as using these devices (each system being denoted as in Appendix A) :

1Fi. Numbers on transfers only.

1Gi. Similar to 1Fi.

1Li. Letters on cars only, in some cities. Each city has separate lettering notation.

2Ai. Numbers on transfers only, on main sub-system.

2Aii. Numbers on transfers only, each sub-system separately.

2Aiv. Numbers on buses and on transfers.

2Ax. Numbers on transfers only, before June 1923.

2Axii. Numbers on transfers only.

2Biii. Numbers on buses only.

2Di. Numbers on transfers only; separately for each side of Trenton.

2Fi. Numbers and letters, on cars only.

2Gi. Numbers on cars and letters on buses; also on transfers.

2Giv. Numbers on cars only; separate for each city.

2Hii. Numbers and letters on cars only in some cities.

2Ji. Numbers on cars only; separate notation for each city.

2Mi. Numbers on cars and transfers.

2Pi. Numbers on cars; different sets of numbers on transfers.

3Ai. Numbers on cars and transfers.

4Ai. Numbers on cars only.

4Mii. Numbers on buses only.

4Pii. Numbers on cars only.

4Ui. Numbers on transfers and cars.

4Uii. Numbers on cars only.

6Aii. Numbers on buses only.

8Ai. Numbers on cars and transfers.

9Ai. Numbers on cars and transfers.

9Aii. Letters on cars only.

9Aiv. Numbers and letters on cars and transfers.

9Bi. Letters on cars and transfers.

9Bii. Numbers on buses in some cities.

9Biii. Numbers and letters on cars only.

9Biv. Numbers on buses and transfers.

APPENDIX E

To indicate the great variety in transfer-issuing units, we list the main descriptions of transfer-issuing units in the systems listed in Appendix A, in so far as the natures of those units are known to us. Each system will be referred to by the code used in Appendix A, and sub-systems will be referred to by the code used in Appendix B.

- 1Ai (1). Division.
- 1Ai (2). Exit station and direction.
- 1Aii. The entire system.
- 1Aiii. Route and zone, generally; general district transfers from a unit consisting of zone only.
- 1Aiv. Groups of divisions.
- 1Ci. The whole system.
- 1Ei. Individual route.
- 1Eii. Individual route.
- 1Fi. Individual route.
- 1Gi. Individual route.
- 1Gii. The whole system.
- 1Li. Division (or sub-division) and route combined. For general or special forms, division or sub-division alone. The New London Division forms a transfer-issuing unit by itself.
- 1Lii. The Main Line is a transfer-issuing unit by itself, the Stamford city portion counting as a separate unit. Also the two Port Chester zones of the Main Line, together with the Westchester Avenue Line, constitutes a unit for 3-cent transfers. For branch lines otherwise, Larchmont, Rye, and Port Chester each constitute a unit.
- 1Liii. The entire system.
- 2Ai. Individual route, usually but not always combined with direction. In the case of sub-systems 3 and 4, the sub-system. In the case of the 34th Street route, the route is combined with direction for free transfers but, for regular transfers (2-cent transfers) the route as a whole is the unit.
- 2Aii. In sub-systems 1 and 2, the individual route; sometimes combined with direction. In sub-system 4, route and direction. In sub-system 3, route and zone; occasionally also combined with direction.
- 2Aiii. Route, usually combined with direction.
- 2Aiv. Groups of routes combined with direction; or single route.
- 2Av. Station and direction.

298 THE COLLECTION OF TRANSFERS

- 2Avi. For 2-cent transfers, route and direction; for free transfers, route with or without direction. For agent's tickets, station, sometimes with direction. In the case of the Coney Island Avenue routes, the common part of all these routes together, south of Park Circle. combined with direction, makes the units.
- 2Avii. For so-called "conductor's transfers," route and direction (though sometimes direction is not combined). For other forms, route with or without direction. For agent's tickets, station. On Maspeth lines, zone is combined.
- 2Aviii. Direction alone.
- 2Aix. The zoned section of the system makes a single unit.
- 2Ax. Before June, 1923, the units were route and direction combined. In the issue starting then, the whole system became the unit.
- 2Axi. Division (here equivalent to route).
- 2Axii. For issue of 1922, route and direction. For issue of 1923, the whole system.
- 2Axiii. The whole system.
- 2Axiv. Route.
- 2Bi. Individual route.
- 2Bii. The entire system.
- 2Biii. The entire system.
- 2Biv. Route; also a general form.
- 2Bv. Division (here equivalent to route).
- 2Bvi. Route.
- 2Ci. Sub-system.
- 2Cii. Individual Route.
- 2Di. For Newark lines, route and direction (except that for repeat forms of the Bergen, Kinney, and Clifton lines, direction is not combined). For continuation forms, station and direction. On Union and Trenton lines, the part of each outside Newark makes a separate unit, uncombined with direction. For identification slips (overlap receipts), route, sometimes combined with overlap zone. For regular and repeat forms on lines not passing through Newark, the individual route. The Weehawken and West New York lines formed a single unit.
- 2Dii. Individual route.
- 2Diii. The Newark line is a single unit for issuance of exit coupons. For other forms than those issued on that part of the system, the unit is the station in New Jersey, and the station and direction in New York.
- 2Div. Individual route.
- 2Ei. Groups of routes.
- 2Fi. Groups of routes.
- 2Gi. Individual routes, usually combined with direction. For depot and emergency forms, the division is the unit. On line 37, the part in Delaware County is a separate unit.
- 2Gii. Direction.

- 2Giii. Individual route (called division).
- 2Giv. Individual route.
- 2Gv. Division; here the Frankford-Torresdale route is one unit, and the remaining lines form another unit.
- 2Hi. Issue of 1923, route and direction; issue of 1924, route.
- 2Hii. Division.
- 2Hiii. Individual route. All Phillipsburg routes together form a single unit for the purpose of transfers to be used in Easton.
- 2Ii. Individual routes, or groups of routes.
- 2Iii. Entire system.
- 2Ji. Individual route.
- 2Jii. Individual route.
- 2Li. Individual route.
- 2Lii. Entire system.
- 2Liii. Entire system.
- 2Mi. Route and division.
- 2Mii. Route.
- 2Pi. Zone and groups of routes, or (for "5-cent area" forms) zone and division. These groups may be single routes.
- 3Ai. Route and direction.
- 3Di. Route and direction. For inter-company forms, the whole system.
- 3Dii. Division; for inter-company forms, the whole system.
- 3Diii. Route.
- 3Div. Direction alone.
- 4Ai. The whole system.
- 4Mi. Individual route.
- 4Mii. Individual route.
- 4Oi. Entire system.
- 4Oii. City.
- 4Pi. Individual route.
- 4Pii. In Akron, type of vehicle; in Canton, individual route.
- 4Piii. Individual route.
- 4Piv. Entire system.
- 4Ri. Individual route.
- 4Ui. Individual route.
- 4Uii. Individual route.
- 6Ai. Individual route.
- 6Aii. The whole system.
- 6Aiii. Divisions.
- 6Di. Individual routes.
- 7Ai. Individual routes.
- 7Bi. The entire system.
- 7Bii. All shuttle lines together form one unit, the rest of the system forming another unit.
- 7Biii. Individual routes.
- 7Fi. Individual route.
- 8Ai. Groups of routes.
- 9Ai. Division and direction.

300 THE COLLECTION OF TRANSFERS

9Aii. Individual route.

9Aiii. The system.

9Aiv. Division and direction.

9Bi. In issue of 1920, individual routes. In subsequent issues, route and direction; but direction was not combined in the case of lines I, K and V; also all shuttle lines together form one unit, and all 5-cent bus lines together form one unit. For "special traffic transfers" and 10-cent bus tickets, the whole system excluding 10-cent bus lines is a unit; each 10-cent bus line being a unit by itself.

9Bii. Zone and type of vehicle (car or bus). In Los Angeles, east side and west side lines form separate units, each divided into two zones. The "Western Division" forms a single unit.

9Biii. Zone.

9Biv. Route and zone.

9Bv. Individual route; also a single form for Pine Avenue Division.

9Bvi. Individual route.

9Bvii. Individual route.

9Bviii. Individual route.

9Bix. Entire system.

9Bx. Individual route.

Note that, of 100 systems listed, 56 use for the transfer-issuing unit the individual route, combined or uncombined, except for special exceptions. Of these, 33 systems use for the unit only the uncombined individual route, so that we may consider the individual route as the most common variety of transfer-issuing unit.

APPENDIX F

The division of transfers into classes, in so far as they are represented in our collection, is indicated below. Systems are denoted as in Appendix A, and sub-systems as in Appendix B. The names of the classes are preceded by the letter C or N, according to whether that name is a company name or not. The significance of the various classes is further indicated in parentheses, "Reg." meaning the regular transfers, "CP" meaning continuation transfers of the preliminary kind, "CF" meaning those of the feeder kind, "Em." meaning emergency transfers, and "Rep." meaning repeat. "Free" means a free transfer, and "Pay" means one for which a transfer fee is charged; "Ex." means exit coupons, "Ref." means refund, "Rec." means fare receipt, "Ov." means overlap, and "Gen." means a general form.

- 1Aii. C—Excess Fare Check (Ref.).
C—Transfer (Reg.).
- 1Aiii. N—Regular transfers (Reg. Ov.).
C—District Transfers (Gen.).
- 1Fi. N—Regular Transfers.
C—Universal Transfer (Gen.).
- 1Gi. N—Regular Transfers.
N—General Form.
N—Bus Transfers.
- 1Li. N—Regular Transfers.
N—General Forms.
N—Special Transfers.
- 1Lii. N—Regular Transfers.
N—Pay Transfers, divided into 3-cent and 4-cent.
- 2Ai. N—Regular Transfers (Reg. Pay).
N—Special White Forms (Free).
C—Fare Receipt.
C—Continuous Trip Ticket.
- 2Aii (3). N—Regular Forms.
N—Special Transfers (out of town in Yonkers R. R.).
C—Passenger's Identification Check (Ov. Rec.).
- 2Avi. N—Regular Transfers (Pay), divided by the company into "A" and "B".
C—Special Transfers AA and BB (Pay).

302 THE COLLECTION OF TRANSFERS

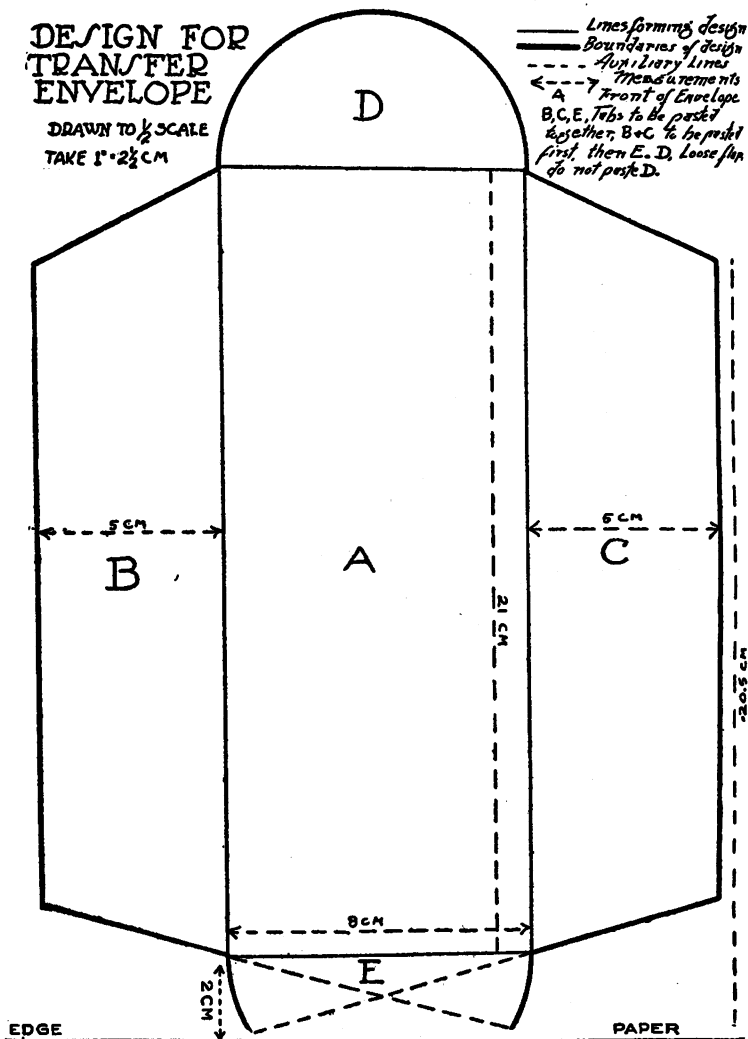
- C—Special Transfer; also Special Transfer C.
- C—Conductor's Special Ticket.
- C—Continuing Trip Ticket (CP).
- C—Conductor's Feeder Ticket (CF).
- C—Transfer Agent's Special Ticket (CF).
- N—Fare Receipts (Ov. Rec.).
- C—Block Tickets (Em.).
- N—Special Forms (Free, Unclassified).
- 2Avii. C—Conductor's Transfers C, D, or E (Reg.).
- C—Continuing Trip Tickets (CP).
- C—Conductor's Feeder Tickets (CF).
- C—Transfer Agent's Special Ticket (CF).
- C—Special Transfer; also Special Transfer E.
- C—Conductor's Fare Receipt (Ov. Rec.).
- N—Overlap Fare Receipt (Ov. Rec.).
- 2Axi. N—Regular Transfers (Reg. Ov.).
- N—Exchange Transfers (Inter-sub-system).
- 2Axi. C—Continuous Trip Ticket.
- C—Transfer (Reg.).
- 2Bi. N—Regular Transfers (Reg. Ov.).
- N—Special Form (Ov.; to inner limits).
- 2Biv. N—Regular Transfers.
- N—General Forms.
- 2Di. N—Regular Transfers (Pay).
- C—2nd Transfers (Rep.).
- C—Continuous Trip Ticket (CP or CF).
- C—Identification Check (Ov. Rec.).
- C—Emergency Transfers (Em.).
- N—Terminal Transfer.
- N—Terminal Repeat Form.
- N—Out-of-town Forms.
- 2Diii. C—Exit Coupon (Exit).
- C—Refund Coupon (Ref.).
- C—Train Fare Receipt (Rec.).
- 2Gi. N—Regular Transfers (Free).
- N—Out-of-town Forms.
- N—Special Transfers (CP or CF).
- C—Exchange Tickets (Pay).
- C—Bus Exchange Tickets (Pay).
- 2Iii. N—Regular Transfer.
- C—Emergency Transfer.
- 2Mi. N—Regular Car Transfers (Reg.).
- N—Bus Transfer.
- C—Bus Special (Car to Bus).
- 2Pi. N—Regular Transfer (Reg. Ov.; to inner limits).
- C—Special.
- C—Old 5-cent Area (Ov.; to outer limits).
- 3Ai. N—Regular Transfers.
- C—Identification Checks (Rep.).
- 3Di. N—Regular Transfers.

- C—Inter-Company Pay.
- C—Bus Transfer.
- C—Car to Bus.
- C—Identification Check (Rec.).
- 3Dii. N—Regular Transfers.
- C—Inter-Company.
- 4Mi. N—Regular Transfers.
- C—Emergency Transfers.
- 4Pi. N—Regular Transfers (Reg. Pay).
- C—Free Transfers (Free or Rep.).
- C—Identification Check (Rec.).
- C—Fare Receipt (Rec.).
- 6Ai. N—Regular Transfers.
- N—Repeat Forms.
- 6Di. N—Regular Transfers.
- C—Collector's Tickets (Em.).
- 7Bii. N—General Form (Reg.).
- C—Shuttle Car Coupon (CF). There is also a CP form, whose name is not listed in our collection.
- 9Bi. N—Regular Transfers.
- C—Shuttle Car Transfer (CP).
- C—Special Traffic Transfer (Em.).
- C—Bus Transfer.
- C—Bus Ticket.
- 9Bii. N—Regular Transfers.
- C—Joint Transfer (to 9Biv).
- 9Biii. N—Regular Transfers.
- C—Passenger's Identification Check (Rec.).

DESIGN FOR TRANSFER ENVELOPE

DRAWN TO $\frac{1}{2}$ SCALE
TAKE $1'' = 2\frac{1}{2}$ CM

— Lines forming Design
— Boundaries of Design
- - - - - Auxiliary Lines
← - - - - Measurements
A Front of Envelope
B, C, E, Tabs to be pasted together, B & C to be pasted first, then E. D, Loose flap, do not paste D.



APPENDIX G

The accompanying diagram indicates a good design for making transfer envelopes out of any ordinary sheet of typewriter paper. For more specific directions: measure off from the center (or the approximate center) of the bottom of the sheet, a distance of 4 cm and of 9 cm in each direction, and at the four points thus marked, draw lines at right angles with the bottom of the sheet. On the two middle lines, mark off a distance of 2 cm from the bottom of the sheet, and connect the two points thus marked off; mark off on each of these lines again 21 cm from these marks, and connect again. Each of these connecting lines should be just 8 cm long. Mark the middle of each of these transverse lines (4 cm from either end), and draw a semi-circle with that as center and a 4 cm radius, above the top line and below the bottom line, most of the bottom semi-circle being off the paper altogether. The top semi-circle is the part of the diagram labelled D, and the part of the bottom semi-circle on the paper is the part labelled E in the diagram. Continue each diagonal of part E to the outside vertical lines; also connect the two ends of the top semi-circle to points on the respective nearest outside vertical lines 20.5 cm from the bottom of the sheet, thus forming the two trapezoidal tabs labelled in the diagram B and C. Cut out the entire design formed of an interior oblong (A in the diagram), 8 x 21 cm, which is to form the front of the envelope, and four tabs, namely, the two trapezoids B and C, each 5 cm wide, the top semi-circle D, and the bottom tab E. After it is all cut out, fold B and C upward along the edges of the oblong A, and paste the edges firmly together; then fold the tab E upward along the bottom edge of the oblong A, and paste this tab firmly onto the bottoms of B and C, but taking care that none of it should be pasted to the oblong piece below. Afterwards D may be folded in to form the envelope flap, but should not be pasted down at

306 THE COLLECTION OF TRANSFERS

all. It is at this end that transfers are to be put in the envelope, and it would hardly do to seal it up.

Of course, one may well copy the diagram which is drawn to half scale, copying only the heavy lines representing the border to be cut out, and then fold in and paste according to directions. In any event, it is entirely unnecessary to copy any of the auxiliary dotted lines. All measurements are properly indicated on the diagram.

The drawing actually to be made preliminary to making the envelope should be done in pencil. In the finished envelope, all the pencil marks will be on the inside of the envelope and, therefore, will not show; with the exception of the diameter of semi-circle D, which may then, if desired, be erased.

Since an active transfer collector may at any time find transfers from some new system, or have to "divide" an envelope which has become too full, it is best for him to have plenty of envelopes on hand, so he can make a number at once. This may be done by making the diagram on one sheet of typewriter paper, and placing other sheets directly below it in a perfectly even pile, when the same design can be cut out on all the sheets at once. Only the folding and pasting need be done separately for each envelope. We have thus cut out the design for as many as fifteen envelopes at once. Care should, however, be taken that the sheets do not slip during the cutting process.

When folding, the creasing should be done with a ruler or some other such object rather than with the hand; similarly pressing the edges together after pasting. In either case, especially the latter, the use of something other than the hand avoids smearing the envelope with finger prints.

We may note that envelopes thus made may also be used for letters, and are of very convenient size for keeping documents in. Where it is required to seal the envelope, all that is needed is to paste down flap D after the desired material has been inserted.

506
1/2 in.

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