

1915 Transfer Slips – Introduction

Imagine you're traveling from point A to point B on your local streetcar, but what if A&B are on different lines? No worries, you simply ask the line A conductor for a transfer slip. At the point where the two lines intersect, you switch streetcars to line B and hand over your transfer slip to the line B conductor, all without incurring any additional charge. It's a wonderfully straightforward system that unfortunately, some passengers found ways to exploit, thereby cheating the company out of their 5-cent fare.

One of the ingenious ways passengers found to cheat the company out of their 5 cents was to ride a streetcar to the end of the line and return using a transfer slip. This was a popular pastime, especially on hot summer evenings, showcasing the resourcefulness of the people of that time.

Another way to cheat was helped by downtown merchants to evade the 15-minute rule—the time the transfer slip must be used. If you wanted to shop at a store near the transfer point, some merchants would put out a basket. Customers would drop their transfer slip in the basket to be picked up by someone else and thus used within the 15-minute time limit. As you later left the store, you picked up someone else's still-good slip and rode free to your destination.

On November 29, 1915, the Columbus Railway Power & Light Company, having tired of losing money through various schemes, introduced changes to its streetcar transfer policy. They educated the public about the new policy through ads in the Columbus Evening Dispatch. Throughout December the Columbus Dispatch published fourteen streetcar company ads describing the new policy and each of the thirteen new transfer slips.

While a new ad describing one of the new transfer slips was being published every few days, streetcar patrons were sending letters to the editor with their complaints about the new policy.

The ads, along with the streetcar patron's reactions, provide an interesting insight into 1915 Columbus.

Note: Some of the newspaper ads, all over 100 years old, are difficult to read. That can't be helped, but they are still mostly legible.



Street Car Transfers



To Our Patrons
The People of Columbus---

This is a message of much importance. It discusses a question that touches every person in this community—the use of transfer slips in connection with street car transportation.

The transfer problem is one which has demanded the best thought of the country's experts to develop a system which would insure to the carriers of a community a proper and convenient method of transferring.

Laxity of Present System.

We must admit that we, as a company, are responsible in a measure, for the present lax system in this city. With your assistance we shall so change it that it will rank with the best practice in the other cities, in keeping with the progressive and metropolitan spirit of Columbus.

Problem Belongs to the Public.

While we may appear to be interested in this matter solely from the financial considerations, we are sure that any careful study will develop these two points:

First—The company's interest is not confined to the financial.

Second—The Public's interest will eventually include the financial.

In fact this whole transfer question is far more important, in the long run, to the people of Columbus than it is to the company. It is a problem that belongs to the public.

Doings-Things-Right Policy.

Changes which go to make a great city have been heartily

endorsed by the people of Columbus; such as a pure water supply, a good sewage system, proper fire protection equipment, good roads and fine streets, magnificent schools, beautiful residence districts and so on indefinitely.

But can we say that these are monuments only to the individuals responsible for their inception and construction? No, they stand for the spirit of "do things right," which has long characterized the people of this city.

A well thought out and properly conceived change in transfer methods will mean doing one more thing in a more systematic and businesslike way.

Two Rides for One Fare.

A small minority of the car-riders, without realizing the effect of their act, have been in the habit of obtaining two rides for the price of one. It is well known that the practice exists of people receiving transfers which they, upon leaving the car, hand to others; thus each of two persons obtains a ride, both for the price of one ride. These practices were not contemplated by the framers of our franchise, nor should they have been allowed to grow up. Surely such practices indulged in by the few are not in harmony with the square deal policy that ought to exist between this company and the public which it serves.

Help Needed to Solve Problem.

We believe that present practices are not indulged in by the great majority of car-riders. We know that the fault

for present conditions is largely for present conditions is largely ours. We recognize that it is up to the company and its representatives to make such rules as shall correct the evils that are so evident. But with all that we need help in the final solution of this as of all other transportation problems. What we are about to propose is our best judgment up to the point of obtaining your criticism. That criticism plus the experience of the next few months, building upon the plan we now present, will solve this problem.

We Have Had Important Matters Besides Transfers.

Before proceeding further, however, we should like to review some of the things which have for many months demanded our attention.

We have made many changes for the betterment of service. We have been constantly at work on schedules with a view to decreasing to a minimum delays to car service.

Much time and thought have been given to improvement of car equipment. We have rebuilt 110 short platform cars—the use of the lengthened platforms making it possible to handle passengers more rapidly.

A more frequent schedule of cleaning and overhauling has practically eliminated delays due to failure of cars in service on account of mechanical defects.

The running time on practically every line has been reduced from two to ten minutes per trip. This has been made possible by improved

equipment, better roadway and more power.

Operation on our suburban divisions has been made safer by the use of the automatic block signal and train-dispatching systems.

Handing of cars has been made safer by more thorough instructions to conductors and motormen; a completely equipped schoolroom has been devoted to this work for many months.

Accident prevention work is being vigorously followed up.

We have spent upwards of \$1,000,000 in track and paving reconstruction work in the last three years alone.

These have been some of our problems. They have required engineering and financing ability of the highest order; the amount of detail in connection with them has been enormous.

Use of the Transfer.

Transfer systems were originally devised and now exist for the accommodation of the car-riders; provisions for their use must necessarily be reasonable and fair to the transportation company.

The use of the transfer affords to the car-rider the advantage of increased facilities for transportation. In addition to the routes laid down for his normal or natural movements he can take other routes; he is not compelled to live upon the car line that will take him from his place of abode to his place of occupation, but may have a wider selection for his home; he is not compelled to move his place of abode whenever his place of occupation is changed. Whether on his way from home to work, on trips for business purposes only, or trips of any nature whatever, the car-rider makes the continuous passage on the transfer for a single fare.

A transfer system, therefore, to fulfill these requirements, must be such as to enable the passenger to leave the car on his original route at some fixed point and transfer to any other line serving line.

Franchise Provision for Transfers

We are operating under the provisions of City Ordinance No. 17-541, which is as follows:

lows concerning transfers:

"For each cash fare and for each ticket said company shall, on demand of the passenger tendering the same, issue to such passenger a transfer slip good for one continuous passage in said city on any other line of street railroad owned or operated by said company which connects with, diverges from, or crosses the line on which said transfer was issued, if presented within fifteen minutes after the time designated by punch-marks on transfer slip which time so designated shall be a reasonable arriving time of car at any one of the transfer points of the line by which such transfer was issued."

The New Transfer System.

Our contemplated revised transfer system is based upon the provisions of the ordinance, and it further complies with the fundamentals above laid down, having for its foundation the inherently correct principle, that the transfer shall provide for a continuous passage in the same general direction from one section of the city to another.

Best Modern Practice.

Reference to the transfer for the Long Street line reproduced below will show that certain points have been designated at which patrons from the Long Street line may transfer to other lines. The establishment of transfer points is in accord with the most modern practice in the largest cities.

Travel from point to point in Columbus will be found to be just as convenient as heretofore.

The new system will insure the proper use of transfers.

Suggest and Criticise.

Several months have been fully occupied in going into every detail, and we believe every contingency has been provided for. You may find, however, that we have overlooked something which should have been included, and we would be more than pleased to hear any criticisms you may have to make after you have studied all that we shall say during the next few weeks.

The whole question will need complete explanation, before being put into effect. Beginning tomorrow we will publish an explanation of the Long Street transfer. After that we shall take up every other day some one line until all are covered.

Be sure to read explanation of transfer in tomorrow's paper. Clip this statement, as well as those to follow, for future reference.

Mail all Suggestions and Criticisms to Editor Columbus Transfer Problem

Care of The Columbus Railway, Power & Light Co. 11 North High St.

The Columbus Railway, Power & Light Co.													
FROM LONG STREET LINE TO CAR AT POINT AS PUNCHED													
A. M.	P. M.	At Cleveland N	At Fourth N-S	At Third N-S	At High & Long N-S	At Gay W	At Duquesne W	At State E	At Town E	At Rich W	At Main E-W	At Fulton E	At Livingston E
10	10	10	10	10	10	10	10	10	10	10	10	10	10
20	20	20	20	20	20	20	20	20	20	20	20	20	20
30	30	30	30	30	30	30	30	30	30	30	30	30	30
40	40	40	40	40	40	40	40	40	40	40	40	40	40
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30	30	30	30	30	30	30	30	30	30	30	30	30	30
40	40	40	40	40	40	40	40	40	40	40	40	40	40
50	50	50	50	50	50	50	50	50	50	50	50	50	50

FACE OF TRANSFER.

This transfer is issued under the following rules:

- This transfer is good only for a continuous passage for person to whom it is issued.
- This transfer may be used only at transfer point and in direction punched, and is void if not used within 15 minutes of time punched.
- Transfers are issued only at the time of payment of fare.
- This transfer is not good on owl cars.
- Mutilated transfers are void.
- In case of controversy over this transfer, please pay regular fare and report facts to the Company; proper adjustment will then be made.

WARNING—It is unlawful to give away or sell this transfer.

REVERSE SIDE OF TRANSFER.



The Columbus Railway, Power & Light Company
Read This Advertisement Again



Street Car Transfers

Linden & Parsons Division



The Columbus Railway, Power & Light Co.												1	10	20	30	40	50							
FROM LINDEN & PARSONS LINE												2	10	20	30	40	50							
TO CAR AT POINT AS PUNCHED												3	10	20	30	40	50							
A. M.	P. M.	N-W-S	E	E-S	N-S	N-S	N-S	N-E	W	E-W	E	W	W	Car to Car Same Line	4	10	20	30	40	50				
At Eleventh	At Buckingham	At Mt. Vernon	At Fourth	At Third	At Spring & High	At Front	At Gay	At Broad	At Town	At Rich	At Fulton & High	At Fourth	At Fifth	At Livingston	At Schiller	At Innis	Not Iss'd R. of Schiller	Car to Car Same Line	5	10	20	30	40	50
THIS TRANSFER IS ISSUED UNDER RULES ON BACK HEREOF PLEASE READ AND BECOME FAMILIAR WITH THESE RULES.																								
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.							6	10	20	30	40	50	
																		7	10	20	30	40	50	
																		8	10	20	30	40	50	
																		9	10	20	30	40	50	
																		10	10	20	30	40	50	
																		11	10	20	30	40	50	
																		12	10	20	30	40	50	

Face of Transfer

TRANSFER POINTS	CARS TO BE TAKEN.
(Named in order as shown on transfer above)	
At Eleventh	N-W-S West: Fair Ground. N-S (North-South) refers to use of this transfer by Fair Ground car in transferring passengers to Linden and Parsons cars north or south at Eleventh and Cleveland.
At Buckingham	E East: Leonard.
At Mt. Vernon	E-S East: Mt. Vernon. South: Cemeteries.
At Fourth	N-S North: Fourth to Fifth Avenue only. South: Fourth.
At Third	N-S North: Summit. South: Steelton.
At Spring and High	N-S North: High, Fourth, Marble Cliff, Neil. South: High, Schiller, Oak, Main, Livingston.
At Front	N-E North: Pennsylvania. East: Westerville.
At Gay	W West: Camp Chase.
At Broad	E-W East: Leonard, Mt. Vernon. West: Broad, Cemeteries.
At Town	E East: Marble Cliff, Mound, Pennsylvania.
At Rich	W West: Mound.
At Fulton and High	N-S North: High, Fourth, Long. South: High, Schiller, Beok, Livingston.
At Fourth	N-S North: Fourth to Fifth Avenue. South: Fourth.
At Fifth	N-S North: Summit. South: Steelton.
At Livingston	E-W East: Livingston. West: Fourth.
At Schiller	E-W East: Schiller. West: Schiller.
At Innis	W West: Steelton. Transfers to Summit and Steelton cars not issued by Linden and Parsons cars north of Schiller Street. Used in case of delays, blockade or other emergency.
Car to car same line	

Each transfer will show three punch marks; one for the time, one through the point at which the transfer to other line is to be made and one for the month. The day of the month will be shown by large skeleton figures across the face of the transfer.

We want your suggestions and criticisms of this transfer. Sign your name and address.

Mail Them to
Editor Columbus Transfer Problem
 Care of The Columbus Railway, Power & Light Company, 14 North High Street

Thursday, December 23

We Will Give Explanation of the Pennsylvania Transfer

The Columbus Railway, Power & Light Company

Read This Advertisement Again





Street Car Transfers

North and South Fourth Division



The Columbus Railway, Power & Light Co.													1	10	20	30	40	50	
FROM NORTH & SOUTH 4TH LINE													2	10	20	30	40	50	
TO CAR AT POINT AS PUNCHED													3	10	20	30	40	50	
A. M.	P. M.	N	W	W	E-W	E-W	E-W	E	E-W	E	E	E	Car to Car Same Line	4	10	20	30	40	50
At Fifth	At Fifth	Not less than 1/2 of Goodale	At Warren	At Goodale	At Chestnut	At Spring	At Long	At State	At Rich	At Main	At Mound	At Fulton	At Livingston	5	10	20	30	40	50
														6	10	20	30	40	50
														7	10	20	30	40	50
														8	10	20	30	40	50
														9	10	20	30	40	50
														10	10	20	30	40	50
														11	10	20	30	40	50
														12	10	20	30	40	50
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.								

THIS TRANSFER IS ISSUED UNDER RULES ON BACK HEREOF PLEASE READ AND BECOME FAMILIAR WITH THESE RULES

FACE OF TRANSFER.

TRANSFER POINTS CARS TO BE TAKEN

(Named in order as shown on transfer above)

At Fifth	N	North:	Fourth. Transfers from North and South Fourth cars to Livingston and Fourth cars for use at this point not issued north of Goodale Street.
At Warren	W	West:	Summit.
At Goodale	W	West:	Livingston.
At Chestnut	E-W	East:	Leonard.
		West:	Broad.
At Spring	E-W	East:	Linden, Westerville.
		West:	Parsons.
At Long	E-W	East:	Long, Mt. Vernon.
		West:	Beck, Cemeteries.
At State	E-W	East:	Oak.
		West:	Oak—High to Chittenden.
At Rich	E	East:	Steelton.
At Main	E-W	East:	Main.
		West:	Neil.
At Mound	E-W	East:	Mound.
		West:	Mound.
At Fulton	E	East:	Parsons.
At Livingston	E	East:	Livingston.
Car to car, same line.			Used in case of delays, blockade or other emergency.

Each transfer will show three punch marks; one for the time one through the point at which the transfer to other line is to be made and one for the month. The day of the month will be shown by large skeleton figures across the face of the transfer.

Some of our correspondents have based their observations and criticisms upon the belief that the proposed transfer system compels the passenger to name the line to which he desires to transfer. Such is not the case. The proposed system allows the passenger to take any car at the transfer point that will take him to his destination. To illustrate: A passenger coming from the west on Broad street on the Cemeteries line, desiring to go to the Southern Hotel, obtains a transfer punched "at Broad and High S."; he can take any car going south on High which will take him to the corner of High and Main Sts., provided he gets on at the corner of High and Broad within the time limit of 15 minutes. Some of our correspondents have criticized the new plan because they understand that such a passenger would have to designate which of the many lines going south he desired to ride on, and, of course, he would not always be able to guess which car would come along first. Actual use of the method of transferring now proposed has worked practically and well and in the interests of the traveling public in all the large cities of the country where transfers are in vogue at all. The proposed plan is not new nor untried—quite the contrary. It is old and very thoroughly tried and has been found to work for all legitimate uses of the transfer.

We Want Your Suggestions and Criticisms of This Transfer. Sign Your Name and Address.

Mail them to
Editor Columbus Transfer Problem
Care of The Columbus Railway, Power & Light Company
14 North High St.

Saturday, January 1st

We Will Give Explanation of the
Camp Chase Transfer

The Columbus Railway, Power and Light Company

Read This Advertisement Again





Street Car Transfers

Broad and Leonard Division



The Columbus Railway, Power & Light Co.												10	20	30	40	50								
FROM BROAD & LEONARD LINE TO CAR AT POINT AS PUNCHED												2	10	20	30	40	50							
A. M.	P. M.	W-S Not less than 1/4 E. of Scioto	S	S	N-S	E	E-W	N-S	N-S	N-S	E-S	1	2	3	4	5	6	7	8	9	10	11	12	
At Hague																								
At Sandusky																								
At Scioto																								
At Front																								
At Broad and High																								
At Long																								
At Spring																								
At Chestnut and High																								
At Third																								
At Fourth																								
At Cleveland and Buckingham																								
At Cleveland and Mt. Vernon																								
Car to Car Same Line																								
THIS TRANSFER IS ISSUED UNDER RULES ON BACK HEREOF PLEASE READ AND BECOME FAMILIAR WITH THESE RULES																								
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.													

FACE OF TRANSFER.

TRANSFER POINTS

CARS TO BE TAKEN

(Name in order as shown on transfer above.)

At Hague	W-S West—Camp Chase. South—Camp Chase. Transfers to Camp Chase not issued east of Scioto St. by Broad and Leonard cars.
At Sandusky	South—Cemeteries.
At Scioto	South—Camp Chase.
At Front	N-S North—Linden. South—Marble Cliff, Pennsylvania, Parsons.
At Broad and High	South—High, Schiller, Oak, Main, Livingston, Beck.
At Long	E East—Long, Mt. Vernon.
At Spring	E-W East—Linden, Westerville. West—Parsons, Pennsylvania.
At Chestnut and High	N North—High, Fourth, Neil, Marble Cliff.
At Third	N-S North—Summit. South—Steeleton.
At Fourth	N-S North—Fourth to Fifth Ave. only. South—Fourth to Livingston Ave.
At Cleveland and Buckingham	N-S North—Linden, Westerville. South—Parsons, transfer to Linden, Westerville and Parsons for use at this point issued only by westbound Broad and Leonard cars.
At Cleveland and Mt. Vernon	E-S East—Mt. Vernon. South—Cemeteries, transfers to Mt. Vernon and Cemeteries issued only by westbound Broad and Leonard cars.
Car to car same line	Used in case of delay, illness or other emergency.

Some of our correspondents have based their observations and criticisms upon the belief that the proposed transfer system compels the passenger to name the line to which he desires to transfer, such is not the case. The proposed system allows the passenger to take any car at the transfer point that will take him to his destination.

To illustrate: A passenger coming from the west on Broad St. on the Columbus line, desiring to go to the Southern Hotel, obtains a transfer punched "At Broad and High S"; he can take any car going south on High which will take him to the corner of High and Main St., provided he gets on at the corner of High and Broad within the time limit of 15 minutes.

Some of our correspondents have criticized the new plan because they understand that when a passenger would have to designate which of the many lines going south he desired to ride on, and, of course, he would not always be able to guess which car would come along first.

Actual use of the method of transferring now proposed has been entirely satisfactory and in the interests of the traveling public the same will be continued. The transfer system is being improved in some details. The transfer punch will be changed to indicate the transfer point and the line to which the transfer is made.

Each transfer will show three punch marks, one for the line, one through the point at which the transfer to other line is to be made and one for the month. The day of the month will be shown by large skeleton figures across the face of the transfer.

We Want Your Suggestions and Criticisms of This Transfer. Sign Your Name and Address.

Mail them to

Editor Columbus Transfer Problem
Care of The Columbus Railway, Power & Light Company
14 North High St.

Saturday, December 18th

Will Give Explanation of the
Marble Cliff Transfer

The Columbus Railway, Power and Light Company

Read This Advertisement Again





Street Car Transfers

Summit and Steelton Division



The Columbus Railway, Power & Light Co.																																						
FROM SUMMIT & STEELTON LINE																																						
TO CAR AT POINT AS PUNCHED																																						
A. M.	P. M.	At Warren	N	At Goodale	W	At Chestnut	E-W	At Spring	E-W	At Long	E-W	At Gay	W	At Broad & High	N-S	At State	E-W	At Rich	S-W	At Fourth	S	At Main	E-W	At Mound	E	At Fulton	E	At Livingston	E	At Schiller	E	At Schiller	W	At Parsons	N	At Parsons	N	
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Oct.																																						
Nov.																																						
Dec.																																						

THIS TRANSFER IS ISSUED UNDER RULES ON BACK HEREOF
PLEASE READ AND BECOME FAMILIAR WITH THESE RULES

FACE OF TRANSFER.

Named in order as shown on transfer above.

Transfer Points	Cars To Be Taken	Transfer Points	Cars To Be Taken
At Warren N North:	Fourth.	At State E-W East:	Oak.
At Goodale W West:	Livingston. Transfer to Livingston Avenue for use at this point issued only by southbound Summit and Steelton cars.	West:	Oak—High to Chitten-den.
At Chestnut E-W East:	Leonard.	At Rich S-W South:	Mound.
West:	Broad.	West:	Mound.
At Spring E-W East:	Linden, Westerville.	At Fourth S South:	Fourth, to Livingston.
West:	Parsons.	At Main E-W East:	Main.
At Long E-W East:	Long, Mt. Vernon.	West:	Neil.
West:	Beck, Cemeteries.	At Mound E East:	Mound.
At Gay W West:	Camp Chase.	At Fulton E East:	Parsons.
At Broad and High N-S North:	High, Long, Mt. Vernon, Pennsylvania, Leonard, Marble Cliff, Neil	At Livingston E East:	Livingston.
South:	High, Broad, Cemeteries, Oak, Main, Beck.	At Schiller E East:	Schiller.
Transfers Issued by Summit and Steelton cars for use at this point not good on Fourth, Livingston or Schiller cars.		At Schiller W West:	High. Transfers to High Street for use at this point issued only by northbound Summit and Steelton cars.
		At Parsons N North:	Linden. Transfers to Linden for use at this point not issued by Summit and Steelton cars north of Schiller Street.

Car to car same line—Used in case of delays, blockades or other emergency.

Each transfer will show three punch marks; one for the time; one through the point at which the transfer to other line is to be made and one for the month. The day of the month will be shown by large skeleton fingers across the face of the transfer.

We want your suggestions and criticisms of this transfer. Sign your name and address.

Mail them to
Editor Columbus Transfer Problem
Care of The Columbus Railway, Power & Light Company,
14 North High Street.

The Columbus Railway, Power & Light Company

Read This Advertisement Again





Street Car Transfers

Long Street Division



The Columbus Railway, Power & Light Co.												1	10	20	30	40	50
FROM LONG STREET LINE												2	10	20	30	40	50
TO CAR AT POINT AS PUNCHED												3	10	20	30	40	50
A. M.	P. M.	At Cleveland	N	At Fourth	N-S	At Third	N-S	At High & Long	N-S	At Gay	W	4	10	20	30	40	50
												5	10	20	30	40	50
												6	10	20	30	40	50
												7	10	20	30	40	50
												8	10	20	30	40	50
												9	10	20	30	40	50
												10	10	20	30	40	50
												11	10	20	30	40	50
												12	10	20	30	40	50
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.						

Face of Transfer

This transfer is issued under the following rules:

- This transfer is good only for a continuous passage for person to whom it is issued.
- This transfer may be used only at transfer point and in direction punched, and is void if not used within 15 minutes of time punched.
- Transfers are issued **only** at the time of payment of fare.
- This transfer is **not** good on owl cars.
- Mutilated transfers are void.
- In case of controversy over this transfer, please pay regular fare and report facts to the Company; proper adjustment will then be made.
- WARNING—It is unlawful to give away or sell this transfer.**

Reverse Side of Transfer

Transfer Points

(Named in order as shown on the transfer above.)

At Cleveland	N
At Fourth	N-S
At Third	N-S
At High and Long	N-S
At Gay	W
At Broad	W
At State	E
At Town	E
At Rich	W
At Main	E
At Fulton	E-W
At Livingston	E
Car to Car Same Line	

Cars To Be Taken

- North: Mt. Vernon.
 - North: Fourth to Fifth Avenue only.
 - South: Fourth to Livingston.
 - North: Summit.
 - South: Steelton.
 - North: High, Fourth, Neil, Leonard, Pennsylvania, Marble Cliff.
 - South: High, Schiller.
 - West: Camp Chase when southbound.
 - West: Broad, Cemeteries.
 - East: Oak.
 - East: Camp Chase when northbound, East Mound.
 - West: West Mound.
 - East: Main.
 - East: Parsons.
 - West: Linden.
 - East: Livingston.
- Used in case of delays, blockades or other emergency.

Meaning of Punch Marks

The punch marks on the transfer ticket indicate the direction of travel and the transfer point. The punch marks are made by the transfer attendant at the time the transfer is issued. The punch marks are made by the transfer attendant at the time the transfer is issued. The punch marks are made by the transfer attendant at the time the transfer is issued.

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We Want Your Suggestions and Criticisms on This Transfer. Sign Your Name and Address.

Mail Them to
Editor Columbus Transfer Problem

Care of The Columbus Railway, Power and Light Company, 14 North High Street.

THURSDAY, DECEMBER 2nd

We will give explanation of the State and Oak Transfer.

The Columbus Railway, Power & Light Company

READ THIS ADVERTISEMENT AGAIN.





Street Car Transfers

State and Oak Division



The Columbus Railway, Power & Light Co.												1	10	20	30	40	50			
FROM STATE & OAK LINE TO CAR AT POINT AS PUNCHED												2	10	20	30	40	50			
TO CAR AT POINT AS PUNCHED												3	10	20	30	40	50			
TO CAR AT POINT AS PUNCHED												4	10	20	30	40	50			
TO CAR AT POINT AS PUNCHED												5	10	20	30	40	50			
TO CAR AT POINT AS PUNCHED												6	10	20	30	40	50			
TO CAR AT POINT AS PUNCHED												7	10	20	30	40	50			
TO CAR AT POINT AS PUNCHED												8	10	20	30	40	50			
TO CAR AT POINT AS PUNCHED												9	10	20	30	40	50			
TO CAR AT POINT AS PUNCHED												10	10	20	30	40	50			
TO CAR AT POINT AS PUNCHED												11	10	20	30	40	50			
TO CAR AT POINT AS PUNCHED												12	10	20	30	40	50			
A. M.	At Chittenden	N	At Goodale	E-W	At Chestnut	E	At Spring	E-W	At Long	E	At Gay	W	At Broad	W	At High & State	S	At Third	N	At Fourth	N-S
P. M.	At Chittenden	N	At Goodale	E-W	At Chestnut	E	At Spring	E-W	At Long	E	At Gay	W	At Broad	W	At High & State	S	At Third	N	At Fourth	N-S
THIS TRANSFER IS ISSUED UNDER RULES ON BACK HEREOF PLEASE READ AND BECOME FAMILIAR WITH THESE RULES																				
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.									

FACE OF TRANSFER.

Transfer Points

Cars to Be Taken

(Named in order as shown on the transfer above.)

- At Chittenden N North: High, when northbound only. Transfer from Oak to High not issued north of State St.
- At Goodale E-W East: Fourth.
West: Neil, Marble Cliff.
- At Chestnut E East: Leonard.
- At Spring E-W East: Linden, Westerville.
West: Pennsylvania, Parsons.
- At Long E East: Long, Mt. Vernon.
- At Gay W West: Camp Chase.
- At Broad W West: Broad. Cemeteries.
- At High and State S South: High, Schiller, Beek, when westbound only. Livingston, Main, when westbound, but transfers are not issued for these two lines when southbound to persons boarding Oak St. car south of Goodale.
- At Third N North: Summit, Steelton, Camp Chase.
- At Fourth N-S North: Fourth St. to Fifth Ave. only.
South: Fourth to Livingston.
- Car to car same line. Used in case of delays, blockade or other emergency.

Meaning of Punch Marks

Each transfer will show three punch marks: one for the time, one through the point at which the transfer to other line is to be made, and one for the month. The day of the month will be shown by large skeleton figures across the face of transfer.

For example, if you board a westbound State and Oak car at Eighteenth street, desiring to go to Linden, you will ask the conductor for a transfer to Linden. You will be handed a transfer with the proper month punched, with a punch mark through the transfer point "at Spring E-W" and with the time punched at the nearest 10-minute

mark next following the arriving time at High and Spring.

As another example, if you should desire to reach some point on North High street north of Chittenden avenue, being on High at Broad street, there would be no necessity for boarding a State and Oak car, signed "Oak-High to Chittenden," and asking for a transfer for use in reaching your destination, since either the North or South High or the High and Schiller cars would carry you without transfer, and would pass Broad street at intervals of five minutes. For this reason, therefore, State and Oak transfers are not issued north of State for use at Chittenden avenue.

We Want Your Suggestions and Criticisms of This Transfer. Sign Your Name and Address.

Mail them to Editor Columbus Transfer Problem

Care of The Columbus Railway, Power & Light Company 11 North High St.

SATURDAY, DECEMBER 4th

We will give an explanation of the Fourth and Livingston Transfer.

The Columbus Railway, Power and Light Company

Read This Advertisement Again





Street Car Transfers

Fourth and Livingston Division



The Columbus Railway, Power & Light Co.												1	10	20	30	40	50	
FROM FOURTH-LIVINGSTON LINE												2	10	20	30	40	50	
TO CAR AT POINT AS PUNCHED												3	10	20	30	40	50	
A. M.	P. M.	S	W	E	E-W	W	W	E	E	S	Car to Car Same Line	4	10	20	30	40	50	
At Fifth	At Warren	At Goodale & High N-W	At Chestnut	At Spring	At Long	At Gay	At Broad	At State	At Town	At Rich	At Main	At Livingston & High S	5	10	20	30	40	50
Not 1st'd S. of Fifth		Not 1st'd N. of Livingston when northbound											6	10	20	30	40	50
THIS TRANSFER IS ISSUED UNDER RULES ON BACK HEREOF PLEASE READ AND BECOME FAMILIAR WITH THESE RULES												7	10	20	30	40	50	
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	8	10	20	30	40	50	
												9	10	20	30	40	50	
												10	10	20	30	40	50	
												11	10	20	30	40	50	
												12	10	20	30	40	50	

FACE OF TRANSFER.

Transfer Points

(Named in order as shown on the transfer above.)

At Fifth Ave.	S
At Warren	W
At Goodale and High	N-W
At Chestnut	E
At Spring	E-W
At Long	E
At Gay	W
At Broad	W
At State	E
At Town	E
At Rich	W
At Main	E
At Livingston and High	S
At Fourth	N
At Mohawk	N-S
At Parsons	S

Cars to Be Taken

South:	Fourth St. to Livingston Ave. This transfer not issued south of Fifth Ave.
West:	Summit.
North:	High.
West:	Neil, Marble Cliff. Transfers to High, Neil and Marble Cliff cars (for use at Goodale and High transfer point) are not issued north of Livingston Ave. by northbound 4th and Livingston cars.
East:	Leonard.
East:	Linden, Westerville.
West:	Parsons, Pennsylvania.
East:	Mt. Vernon, Lang.
West:	Camp Chase.
West:	Broad, Cemeteries.
East:	Oak.
East:	Mound.
West:	Mound.
East:	Main.
South:	High, Schiller, Beek.
North:	Fourth St. to Fifth Ave.
North:	Summit.
South:	Stockton.
South:	Parsons.

Car to car same line.

Used in case of delays, blockade or other emergency.

Meaning of Punch Marks

Each transfer will show three punch marks, one for the time, one through the point at which the transfer to other line is to be made, and one for the month. The date of the month will be shown by large blacked-out figures across the face of the transfer.

For instance, if you board a northbound car at Fourth St. and punch your car at High St.

at High St. and punch to go out West Broad Street, you will ask the car conductor for a West Broad transfer. You will be asked to punch your transfer for a month through the transfer point at High St. and with the exception of a second punch mark you will use the transfer at High St.

We Want Your Suggestions and Criticisms of This Transfer. Sign Your Name and Address.

Mail them to Editor Columbus Transfer Problem Care of The Columbus Railway, Power & Light Company At North High St.

Tuesday, December 7th

We Will Give An Explanation of the NORTH AND SOUTH HIGH TRANSFER

The Columbus Railway, Power and Light Company

Read This Advertisement Again





Street Car Transfers

North and South High Division



The Columbus Railway, Power & Light Co.										1	2	3	4	5
FROM NORTH & SOUTH HIGH LINE										6	7	8	9	10
TO CAR AT POINT AS PUNCHED										11	12	13	14	15
A. M.	P. M.	E-W	E	W	E	W	E	W	E	16	17	18	19	20
At Goodale	At Goodale	E-W	E	W	E	W	E	W	E	21	22	23	24	25
Not issued N. of Main when northbound										26	27	28	29	30
At Chestnut	At Chestnut	E	E	W	E	W	E	W	E	31	32	33	34	35
At Spring	At Spring	E-W	E	W	E	W	E	W	E	36	37	38	39	40
At Long	At Long	E	E	W	E	W	E	W	E	41	42	43	44	45
At Gay	At Gay	W	E	W	E	W	E	W	E	46	47	48	49	50
At Broad	At Broad	W	E	W	E	W	E	W	E	51	52	53	54	55
At State	At State	E	E	W	E	W	E	W	E	56	57	58	59	60
At Town	At Town	E	E	W	E	W	E	W	E	61	62	63	64	65
At Rich	At Rich	W	E	W	E	W	E	W	E	66	67	68	69	70
At Main	At Main	E	E	W	E	W	E	W	E	71	72	73	74	75
At Fulton	At Fulton	E-W	E	W	E	W	E	W	E	76	77	78	79	80
At Livingston	At Livingston	E	E	W	E	W	E	W	E	81	82	83	84	85
At Schiller	At Schiller	E	E	W	E	W	E	W	E	86	87	88	89	90
When northbound only										91	92	93	94	95
Car to Car Same Line										96	97	98	99	100
THIS TRANSFER IS ISSUED UNDER RULES OF THE COMPANY. PLEASE READ AND BECOME FAMILIAR WITH THESE RULES.										101	102	103	104	105
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	106	107	108	109	110
Nov.	Dec.									111	112	113	114	115

FACE OF TRANSFER.

TRANSFER POINTS

CARS TO BE TAKEN

(Named in order as shown on the transfer above.)

At Goodale	E-W	East:	Fourth.
		West:	Neil, Marble Cliff. Transfers to Fourth, Neil and Marble Cliff not issued North of Main St. by northbound High St. cars.
At Chestnut	E	East:	Leonard.
At Spring	E-W	East:	Lincoln, Westerville.
		West:	Parsons, Pennsylvania.
At Long	E	East:	Long, Mt. Vernon.
At Gay	W	West:	Camp Chase.
At Broad	W	West:	Broad, Columbus.
At State	E	East:	Oak.
At Town	E	East:	Mount, Camp Chase.
At Rich	W	West:	Meade.
At Main	E	East:	Main.
At Fulton	E-W	East:	Parsons.
		West:	London.
At Livingston	E	East:	Livingston.
At Schiller	E	East:	Schiller, Theobald, Hopewell.

The correspondence that has thus far been provoked by the proposed change in the transfer system of this city shows, among other things:

1. The art of healthy criticism is still well understood in Columbus.
2. The experts who devised the new transfer system may have some things to add to that will result in modifications in the plan as made.
3. The people of Columbus are practical and logical. They do not like to be imposed upon. In their own minds, with their own eyes and their own ears, they will find out the truth.

We Want Your Suggestions and Criticisms of This Transfer. Sign Your Name and Address.

Mail them to
 Editor Columbus Transfer Problem
 The Columbus Railway, Power and Light Company
 121 North High St., Columbus, O.

Tuesday, December 7th

We Will Give An Explanation of the HIGH AND SCHILLER TRANSFER

The Columbus Railway, Power and Light Company

Read This Advertisement Again





Street Car Transfers

High and Schiller Division



The Columbus Railway, Power & Light Co.																	
FROM HIGH & SCHILLER LINE																	
TO CAR AT POINT AS PUNCHED																	
A. M.	P. M.	E-W	E	E-W	E	W	W	E	W	E-W	E						
At Goodale	At Goodale	E-W	E	E-W	E	W	W	E	W	E-W	E						
Not issued N. of Main when northbound																	
At Chestnut	At Chestnut	E	E	E	E	W	W	E	W	E	E						
At Spring	At Spring	E-W	E	E-W	E	W	W	E	W	E-W	E						
At Long	At Long	E	E	E	E	W	W	E	W	E	E						
At Gay	At Gay	W	E	W	E	W	W	E	W	E	E						
At Broad	At Broad	W	E	W	E	W	W	E	W	E	E						
At State	At State	E	E	E	E	W	W	E	W	E	E						
At Town	At Town	E	E	E	E	W	W	E	W	E	E						
At Rich	At Rich	W	E	W	E	W	W	E	W	E	E						
At Main	At Main	E	E	E	E	W	W	E	W	E	E						
At Fulton	At Fulton	E-W	E	E-W	E	W	W	E	W	E-W	E						
At Livingston	At Livingston	E	E	E	E	W	W	E	W	E	E						
At Schiller & High	At Schiller & High	S	E	S	E	W	W	E	W	S	E						
When westbound only																	
At Mohawk	At Mohawk	N-S	E	N-S	E	W	W	E	W	N-S	E						
At Parsons	At Parsons	N-S	E	N-S	E	W	W	E	W	N-S	E						
Car in lot from line																	
THIS TRANSFER IS ISSUED UNDER RULES ON BACK HEREOF PLEASE READ AND BECOME FAMILIAR WITH THESE RULES																	
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1	10	20	30	40	50
												2	10	20	30	40	50
												3	10	20	30	40	50
												4	10	20	30	40	50
												5	10	20	30	40	50
												6	10	20	30	40	50
												7	10	20	30	40	50
												8	10	20	30	40	50
												9	10	20	30	40	50
												10	10	20	30	40	50
												11	10	20	30	40	50
												12	10	20	30	40	50

FACE OF TRANSFER.

TRANSFER POINTS

CARS TO BE TAKEN

(Named in order as shown on the transfer above.)

At Goodale	E - W	East: Fourth.
		West: Neil, Marble Cliff. Transfers to Fourth, Neil and Marble Cliff not issued north of Main St. by northbound High and Schiller cars.
At Chestnut	E	East: Leonard.
At Spring	E - W	East: Linden, Westerville.
		West: Parsons, Pennsylvania.
At Long	E	East: Long, Mt. Vernon.
At Gay	W	West: Camp Chase.
At Broad	W	West: Broad, Cemeteries.
At State	E	East: Oak.
At Town	E	East: Mound, Camp Chase.
At Rich	W	West: Mound.
At Main	E	East: Main.
At Fulton	E - W	East: Parsons.
		West: Linden.
At Livingston	E	East: Livingston.
At Schiller and High	S	South: High. Transfers to South High issued only by westbound Schiller cars.
At Mohawk	N - S	North: Stanton.
		South: Stanton.
At Parsons	N - S	North: Linden.
		South: Parsons.

Go to our street lines.

Used in case of delays, breakdown or other emergency.

Each transfer will show these punch numbers, and just a time and the right point at which the transfer to other lines is to be made. A large number is punched. The day of the month will be shown by large, bold, black figures, across the face of the transfer.

We Want Your Suggestions and Criticisms of This Transfer. Sign Your Name and Address.

Mail them to
Editor Columbus Transfer Problem
 Care of The Columbus Railway, Power & Light Company
 11 North High St.

Saturday, December 11th

We Will Give An Explanation of the
MAIN AND NEIL TRANSFER

The Columbus Railway, Power and Light Company

Read This Advertisement Again





Street Car Transfers

Main and Neil Division



The Columbus Railway, Power & Light Co.											
FROM MAIN & NEIL LINE TO CAR AT POINT AS PUNCHED											
P. M.	W	W	E	S-W	L	W	W	E	W	N-S	N-S
A. M.	At Neil & Goodale when northbound	At High & Goodale when northbound	At Chestnut	At Spring	At Long	At Gay	At Broad	At State	At Town	At Rich & High	At Main & High
1	10	20	30	40	50						
2	10	20	30	40	50						
3	10	20	30	40	50						
4	10	20	30	40	50						
5	10	20	30	40	50						
6	10	20	30	40	50						
7	10	20	30	40	50						
8	10	20	30	40	50						
9	10	20	30	40	50						
10	10	20	30	40	50						
11	10	20	30	40	50						
12	10	20	30	40	50						
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.

THIS TRANSFER IS ISSUED UNDER RULES ON BACK HEREOF PLEASE READ AND BECOME FAMILIAR WITH THESE RULES

FACE OF TRANSFER.

TRANSFER POINTS

(Named in order as shown on the transfer above.)

At Neil and Goodale W West

At High and Goodale N-E East

At Chestnut E East

At Spring W West

At Long E East

At Gay W West

At Broad E East

At State W West

At Town E East

At Rich and High N North

At Main and High S South

At Fourth S South

At Fifth S South

At Sixth S South

At Seventh S South

At Eighth S South

At Ninth S South

At Tenth S South

At Eleventh S South

At Twelfth S South

CARS TO BE TAKEN

Marble Cliff. Transfers to Marble Cliff not issued by northbound Neil Ave cars north of Town street.

High. Fourth Transfers to High and Fourth not issued by northbound Neil Ave cars north of Main St.

Leonard.

London, Westerville, Columbus, Delaware.

Loud, Mt. Vernon.

Combs, Chiles.

Broad, Cemetery.

Oak.

Mound, Combs, Chiles.

Mound.

High, Broad, Leonard, Oak.

High, Broad, Leonard, Oak.

High, Broad, Leonard, Oak.

High, Broad, Leonard, Oak.

High, Broad, Leonard, Oak.

High, Broad, Leonard, Oak.

High, Broad, Leonard, Oak.

High, Broad, Leonard, Oak.

High, Broad, Leonard, Oak.

High, Broad, Leonard, Oak.

Some of our correspondents have based their observations and criticisms upon the belief that the proposed transfer system compels the passenger to name the line to which he desires to transfer. Such is not the case. The proposed system allows the passenger to take any one of the transfer points that will take him to his destination.

To illustrate: A passenger coming from the west on Good St. on the Cemetery line desires to go to the Southern Hotel, which is on the line for punched "At High and Main St." He can take any car going south on that line which will take him to the corner of High and Main St., provided he get out at the corner of High and Main St. with a transfer punched "At High and Main St." and a transfer punched "At High and Main St." will take him to his destination.

Some of our correspondents have based their observations and criticisms upon the belief that the proposed transfer system compels the passenger to name the line to which he desires to transfer. Such is not the case. The proposed system allows the passenger to take any one of the transfer points that will take him to his destination.

To illustrate: A passenger coming from the west on Good St. on the Cemetery line desires to go to the Southern Hotel, which is on the line for punched "At High and Main St." He can take any car going south on that line which will take him to the corner of High and Main St., provided he get out at the corner of High and Main St. with a transfer punched "At High and Main St." and a transfer punched "At High and Main St." will take him to his destination.

We Want Your Suggestions and Criticisms of This Transfer. Sign Your Name and Address.

Mail them to Editor Columbus Transfer Problem Care of The Columbus Railway, Power & Light Company 12 South High St.

Tuesday, December 14th

We Will Give Explanation of the Cemeteries and Mt. Vernon Transfer

The Columbus Railway, Power and Light Company

Read This Advertisement Again





Street Car Transfers

Cemeteries and Mt. Vernon Division



The Columbus Railway, Power & Light Co.												1					
FROM CEMETERY-MT. VERNON LINE												2					
TO CAR AT POINT AS PUNCHED												3					
A. M.	P. M.	E	E-W	W	S	N-S	S	N-S	N-S	E	N-W	1	10	20	30	40	50
At Glenwood	When westbound only											10	20	30	40	50	
At Town												20	30	40	50		
At Broad	When eastbound only											30	40	50			
At Sciotoville												40	50				
At Front												50					
At Broad and High																	
At Long and High																	
At Third																	
At Fourth																	
At Cleveland and Long																	
At Cleveland																	
At Mt. Vernon																	
Car in Car Stop Line																	
THIS TRANSFER IS ISSUED UNDER RULES ON BACK HEREOF PLEASE READ AND BECOME FAMILIAR WITH THESE RULES												10	20	30	40	50	
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	10	20	30	40	50	

FACE OF TRANSFER. CARS TO BE TAKEN

TRANSFER POINTS

(Named in order as shown on the transfer above.)

At Glenwood	E	East:	Mound only by westbound Cemeteries and Mt. Vernon cars.
At Town	E-W	East: West:	Camp Chase, Camp Chase.
			Broad. Transfers issued to Broad only by eastbound Cemeteries and Mt. Vernon cars.
At Sciotoville	S	South:	Camp Chase.
At Front	N-S	North: South:	Linden, Patrons, Marble Cliff, Pennsylvania.
At Broad and High	S	South:	High, Schiller, Livingston, Oak, Main, Beck.
At Long and High	N	North:	High, Fourth, East, Pennsylvania, Marble Cliff, Sciotoville.
At Third	N-S	North: South:	Summit, Steelton.
At Fourth	N-S	North: South:	Fourth to Fifth Ave. to St. Fourth.
At Cleveland and Long	E	East:	Long.
At Cleveland	N-W	North: West:	Linden, Westwood, Leonard, Patrons.
At Mt. Vernon			Eastbound only by Mt. Vernon cars.

Some of our correspondents have based their observations and criticisms upon the belief that the proposed transfer system compels the passenger to name the line to which he desires to transfer, such is not the case. The proposed system allows the passenger to take any car at the transfer point that will take him to his destination.

To illustrate: A passenger coming from the west on Broad St. on the Cemetery line, desiring to go to the Southern Hotel, obtains a transfer punched "At Broad and High S."; he can take any car going south on High which will take him to the corner of High and Main Sts. provided he gets on at the corner of High and Broad within the time limit of 15 minutes.

Some of our correspondents have criticized the new plan because they do not understand the system. A passenger would have to be located at the transfer point, then the passenger would be directed to the car and the car would not be able to be taken unless the passenger had a transfer which was punched at the transfer point.

A system of transfers that would allow a passenger to take any car at the transfer point that would take him to his destination is a system that is simple and easy to understand. It is a system that would save the passenger the trouble of having to name the line to which he desires to transfer. It is a system that would save the passenger the trouble of having to wait for a car to come along that would take him to his destination.

We Want Your Suggestions and Criticisms of This Transfer. Sign Your Name and Address.

Mail them to Editor Columbus Transfer Problem, care of The Columbus Railway, Power & Light Company, 11 North High St.

Thursday, December 16th

We Will Give Explanation of the Broad and Leonard Transfer

The Columbus Railway, Power and Light Company

Read This Advertisement Again



Street Car Transfers

Marble Cliff Division



The Columbus Railway, Power & Light Co.												1	10	20	30	40	50
FROM MARBLE CLIFF LINE												2	10	20	30	40	50
TO CAR AT POINT AS PUNCHED												3	10	20	30	40	50
A. M.	P. M.	N	N	N-E	E	W	E-W	S-E-W	S	E	E	4	10	20	30	40	50
At Harrison												5	10	20	30	40	50
At Neil												6	10	20	30	40	50
At Goodale & High												7	10	20	30	40	50
At Spring												8	10	20	30	40	50
At Gay												9	10	20	30	40	50
At Broad												10	10	20	30	40	50
At Town												11	10	20	30	40	50
At Town & High												12	10	20	30	40	50
At State																	
At Long																	
Car to Car Same Line																	
THIS TRANSFER IS ISSUED UNDER RULES ON BACK HEREOF PLEASE READ AND BECOME FAMILIAR WITH THESE RULES																	
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.						

FACE OF TRANSFER.

TRANSFER POINTS

CARS TO BE TAKEN

(Named in order as shown on transfer above.)

At Harrison	N	North:	Pennsylvania.
At Neil	N	North:	Neil. Transfers to Neil Ave. for use at this point issued only by eastbound Marble Cliff cars.
At Goodale and High	N - E	North:	High.
		East:	Fourth. Transfers to High and Fourth issued only by eastbound Marble Cliff cars.
At Spring	E	East:	Linden, Westville.
At Gay	W	West:	Camp Chase.
At Broad	E - W	East:	Mt. Vernon, Leonard.
		West:	Cemeteries, Broad.
At Town	S - E - W	South:	Parsons.
		East:	Mound.
		West:	Mound.
At Town and High	S	South:	High, Beck, Schiller, Main, Livingston.
At State	E	East:	Oak.
At Long	E	East:	Long.
Car to car same line.			Used in case of delays, blockade or other emergency.

Each transfer will show three punch marks: one for the time, one through the point at which the transfer to other line is to be made, and one for the month. The day of the month will be shown by large skeleton figures across the face of the transfer.

We Want Your Suggestions and Criticisms of This Transfer. Sign Your Name and Address.

Mail them to

Editor Columbus Transfer Problem
Care of The Columbus Railway, Power & Light Company
11 North High St.

Tuesday, December 21st

We Will Give Explanation of the Linden and Parsons Transfer

The Columbus Railway, Power and Light Company

Read This Advertisement Again





Street Car Transfers

Pennsylvania Division



The Columbus Railway, Power & Light Co.																						
FROM PENNSYLVANIA AVE. LINE																						
TO CAR AT POINT AS PUNCHED																						
A. M.	P. M.	W	E	W	E-W	E-S	N-S	E	Car to Car Same Line	1	2	3	4	5	6	7	8	9	10	11	12	
At Goodale																						
At Spring (and Front)																						
At Gay																						
At Broad																						
At Town (and Front)																						
At Town (and High)																						
At State																						
At Long																						
Car to Car Same Line																						
THIS TRANSFER IS ISSUED UNDER RULES ON BACK HEREOF PLEASE READ AND BECOME FAMILIAR WITH THESE RULES																						
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.											

FACE OF TRANSFER.

TRANSFER POINTS

CARS TO BE TAKEN

(Named in order as shown on the transfer above.)

At Goodale	W	West:	Marble Cliff.
At Spring (and Front)	E	East:	Linden, Westerville.
At Gay	W	West:	Camp Chase.
At Broad	E W	East:	Leonard, Mt. Vernon.
		West:	Broad, Cemeteries.
At Town (and Front)	E S	East:	Mound.
		South:	Parsons.
At Town (and High)	N S	North:	High, Long, Fourth, Neil, High, Schiller, Beck, Main, Livingston.
At State	E	East:	Oak.
At Long	E	East:	Long, Mt. Vernon.
Car to Car Same Line			Used in case of change, blockade or other emergency.

Each transfer will show three punch marks, one for the time one for the point at which the transfer is other one is to be made and one for the month. The day of the month will be shown by large numeral figures across the face of the transfer.

Some of our correspondents have based their observations and criticisms upon the belief that the proposed transfer system compels the passenger to waste the time to which he desires to transfer. Such is not the case. The proposed system allows the passenger to take any car at the transfer point and will take him to his destination.

Illustration. A passenger coming from the west on Broad street on the Columbus line, desiring to go to the Southern Hotel, obtains a transfer punched at Broad and High. He can take any car going south on High which will take him to the corner of High and State. He proceeds to the corner of the corner of High and Broad and in the time of 15 minutes

arrives at the Southern Hotel. Some of our correspondents have based their criticisms upon the belief that the proposed system would require a passenger to wait for a car to be sent to the transfer point. This is not the case. The proposed system will allow the passenger to take any car at the transfer point and will take him to his destination.

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The system that the new transfer system will go into effect January 1st is not final, no definite date having as yet been set.

We Want Your Suggestions and Criticisms of This Transfer. Sign Your Name and Address.

Mail them to
Editor Columbus Transfer Problem
Care of The Columbus Railway, Power & Light Company
125 WEST WILSON ST.

Tuesday, December 28

We Will Give Explanation of the Westerville Transfer

The Columbus Railway, Power and Light Company

Read This Advertisement Again

