ISSUED BY THE GLOBE TICKET COMPANY IN THE INTEREST OF THE ELECTRIC RAILWAYS AND BUS TRANSPORTATION INDUSTRIES

PARKING

The

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Thoten

FEBRUARY, 1962 • No. 622

AS PART OF TRANSIT

Automatic Parking on Cash Fee, Token

or Commuter Card

(The second of several issues on this subject)

GLOBE TICKET COMPANY

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AUTOMATIC PARKING ON CASH FEE, TOKEN OR COMMUTER CARD

In the previous, January 1962, issue we have touched on the idea of parking as an integral part of the overall transit picture, with emphasis on parking at logical feed-in points to rapid transit or express lines, provided in some way and controlled by the local transportation company. It was brought out too that now it has become easier to approach the idea of furnishing and controlling parking operations as part of a complete transit complex, because of the advances which have been made in devices for automatic and semi-automatic parking.

This present issue will begin to give information on some of the mechanical equipment available for this purpose and the methods of operation behind it. It may be added here that equipment, as well as methods have been in successful use now for a large enough number of years to have been thoroughly proven. The examples given are only basic ones. They are capable of much variation, but they may serve here as a means to get started on thought processes on this subject.

This issue covers the operation of lots, charging a flat parking rate, with payment made each time in cash, by token or, if desired, by the controlled use of a commuter plastic card, keyed for the period during which it is valid. That would usually be a month.

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Keyed user cards are employed much now for the control of private lots, such as those reserved for doctors and personnel of hospitals, for employees of manufacturing concerns or, among others, people attached to government offices, courts, etc. They can be used equally well to restrict parking lots attached to rapid transit stations to those using the transit facilities, or they may be the means of giving a preferential parking rate to such users.

Generally, the cash flat rate method need not be tied in directly with the fare structure on the transit system involved, but can work independently. In the use of tokens or commuter keyed cards however, either used exclusively or in conjunction with the cash system, it is possible to work out some tie-in which may, for instance, give a lower

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AUTOMATIC ACCEPTOR/SENSOR FOR





TOKEN



KEYED COMMUTER CARD





parking rate through the token or card to those who use the transit facilities regularly.

The sketch on page 3 indicates how a parking lot may be set up for this type of operation on a "Pay Enter" basis.

At the entrance gate, in a cash or token operation, there is a standard coin acceptor with the usual coin rejection features. The acceptor tests the coin or token, registers it and issues an impulse to open the entrance gate which has up to then prevented the motorist from entering the lot.

The gate closes automatically, after the car has passed over a detector treadle, placed just beyond the gate. The motorist parks his car himself in an available space.

Upon returning, the motorist picks up his car and drives out through a special exit lane, provided with an effective one-way barrier.

Where only commuter keyed plastic cards are used, a code card sensing device is substituted for the coin acceptor. It tests the card for validity by sensing, it resgisters the transaction and it sends an impulse to the gate for it to open. Cards not identified with the transit company that issued them, or those not valid at the time presented, are rejected.

If cash or tokens and commuter cards are used side by side for entry to the same parking lot, the equipment at the entrance holds a coin receiving unit as well as a commuter card sensing unit, each operating independently, but each giving the opening impulse to the gate after each completed transaction.

Now, since a lot or parking building may be of a size that could fill up completely at certain times, it can be equipped with a reliable, flashing, "Lot Full" indicator. This device keeps track of each and every in and out movement of cars, it holds these against the total available spaces on the lot. When its control unit finds that all spaces are filled, it stops the



"PAY ENTER" AUTOMATIC PARKING GATE FOR COIN, TOKEN OR KEYED COMMUTER CARD



PARKING AREA

3

EXIT

ENTRANCE



"PAY LEAVE" AUTOMATIC PARKING GATE FOR COIN, TOKEN OR KEYED COMMUTER CARD



EXIT

4



"LOT FULL" INDICATOR

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operation of the coin acceptor and/or commuter card sensor which, from then on refuses to accept coins or cards. At the same time it flashes a lighted "FULL" sign, facing the motorist. Just as soon as a new space becomes available, the sign is extinguished and the interlock on the receiving and sensing devices is withdrawn.

Pay Leave Operation

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Under certain conditions Pay Leave operation may be desirable. The sketch on page 4 shows this. The equipment is the same.

The entrance has a gate, as in the Pay Enter operation. At a proper distance in front of the gate a detector treadle is imbedded into the roadway. When the car depresses this bar, the gate opens. It closes again upon impulse from another detector placed beyond the gate.

At the exit we have a coin or token acceptor and/or keyed card sensor which, after the conclusion of each transaction, causes the gate beyond to be opened. It will close again the same way as at the entrance.

Here also a "Lot Full" flash indicator can be used. Placed at the entrance, facing the incoming motorist, it will stop the operation of the entrance gate, when no space is available and, at the same time, flash the "FULL" signal.



AUTOMATIC GATE

This is the second of several issues of our GLOBE TROTTER on the subject of PARKING AS PART OF TRANSIT. The third issue will follow in about a month. The issues will be useful to you for reference later if kept in a binder.