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ELECTRIC RAILWAYS AND BUS TRANSPORTATION INDUSTRIES

PARKING AS PART OF TRANSIT

"PARK AND RIDE" AUTOMATIC PARKING

(The third of several issues on this subject)

GLOBE TICKET COMPANY

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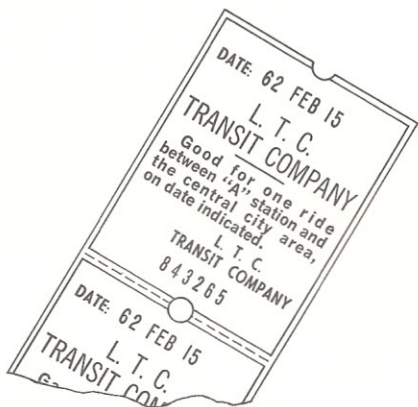
"PARK AND RIDE" AUTOMATIC PARKING

The last—February—issue of the Globe Trotter carried information on some methods of automatic parking that could be suitable for parking facilities operated in conjunction with transit systems and in which payment of the parking fee in some form was separated from the transit fare.

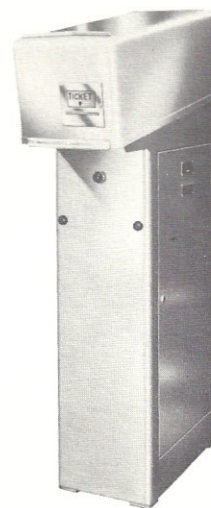
In this issue we describe two ways in which parking fee and fare may be combined. There may be very good reasons to do this, for instance in order to restrict the use of the parking facilities to transit riders only or in order to foster the use of both facilities by an attractive combination rate. These are only two examples. There are many variations of automatic or semi automatic parking fee collection. In that sense our examples can serve as thought starters in the direction of an arrangement well suited to the specific conditions found present in different localities. Our Equipment Division with its experienced engineers can be of much help in your determination of a method best suited to your needs.

Where a "Pay Enter" method of collection of a combination parking fee and fare is called for, this collection with the attendant issuance of ride tickets can be handled by an arrangement such as that diagrammed on page 2.

At the entrance to the parking facility there is a coin receiver, set for the established combination rate. When it has received the amount required in coin and has tested and recorded



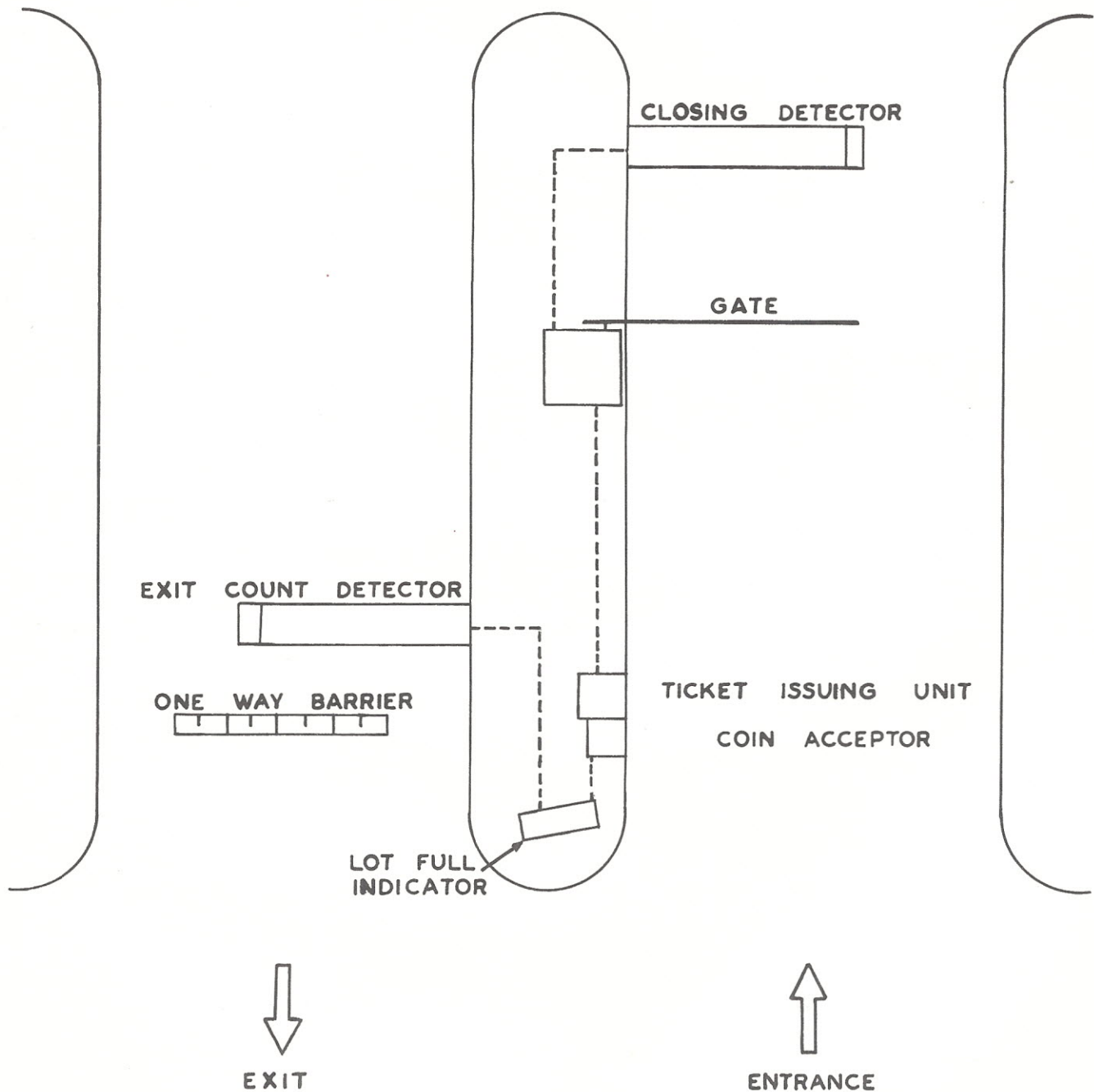
these coins it transmits an impulse into the ticket issuing unit placed adjacent to it. This unit, upon receipt of this impulse, will date—it can also print the time—one or several tickets, bring them forth and will hold them ready for the motorist to take. As soon as the motorist pulls out the ticket or strip of tickets, the gate, placed further up in the entrance lane, opens. It closes again, after the motorist has



Ticket Dating,
Timing and
Issuing Unit

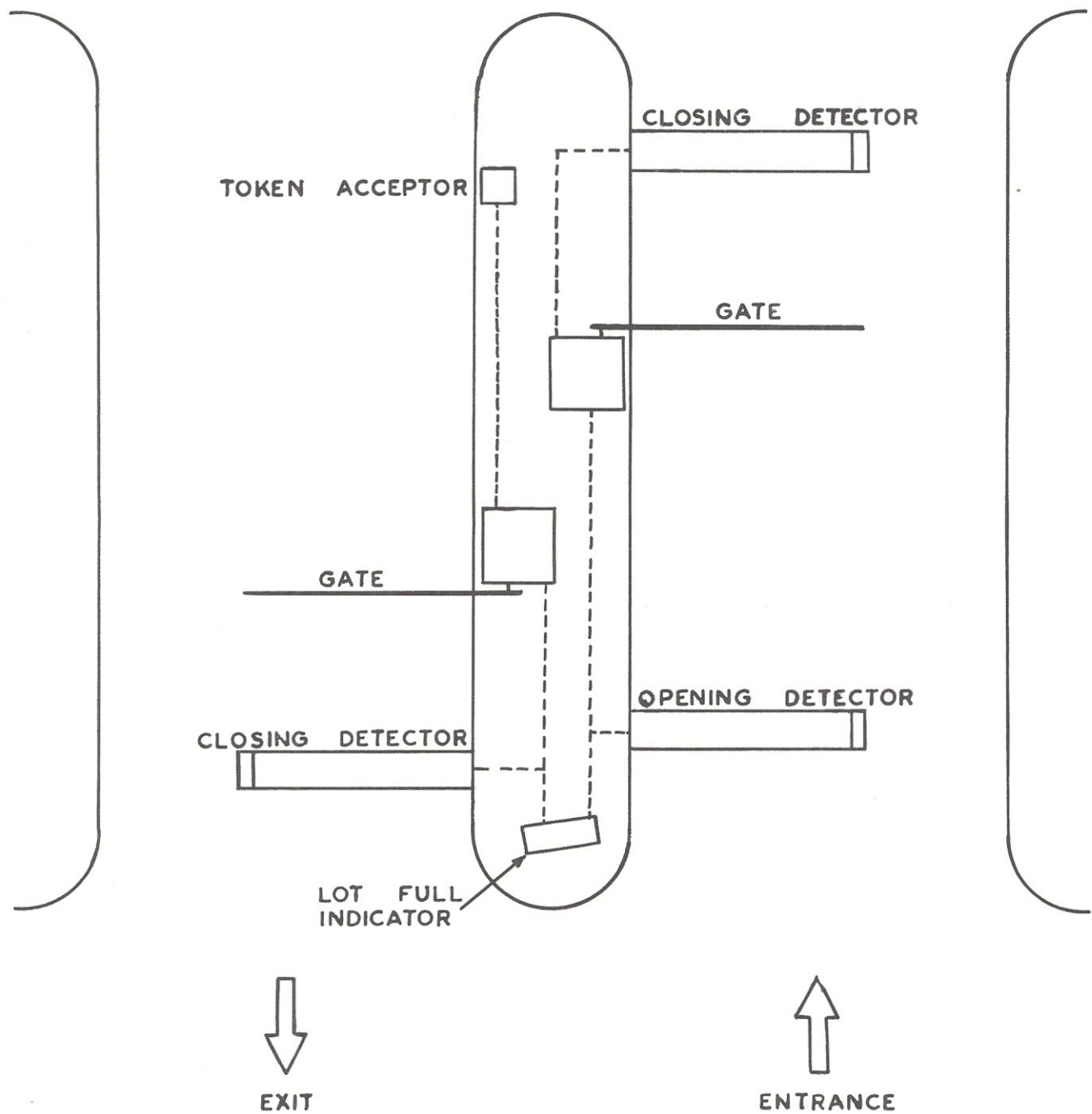
"PAY ENTER"
AUTOMATIC TICKET ISSUING
PARKING GATE

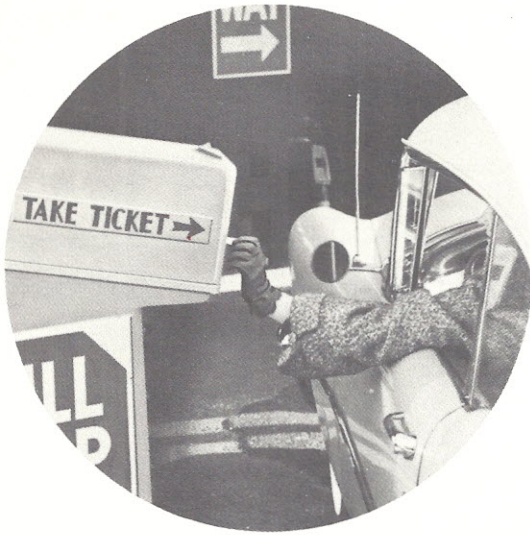
PARKING AREA



"TOKEN EXIT"
AUTOMATIC PARKING GATE

PARKING AREA





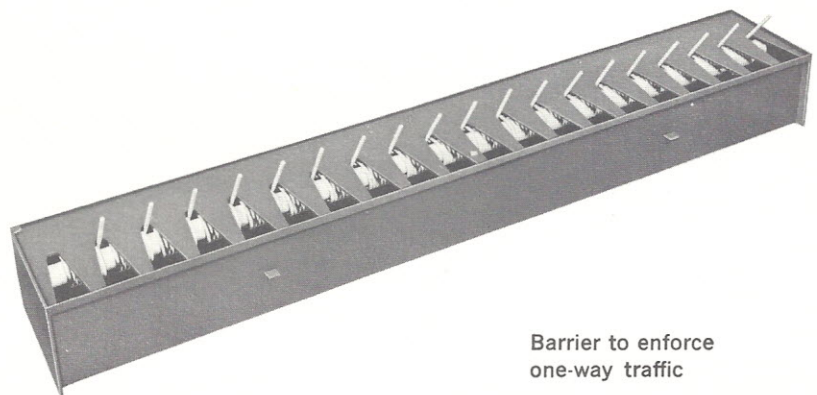
driven through the gate and over a detector treadle, placed closely behind the gate. The detector sends a closing impulse to the gate.

The motorist parks his car, proceeds to use the transit facilities, paying his fare with the ticket or tickets which he has received from the ticket issuing machine in the parking lot or building. Upon his return he will pick up his car and leave the lot through the one-way barrier of the exit lane of the parking unit.

This method effectively ties the use of the parking unit to that of the transit facility.

Under certain conditions it might be desired to avoid having patrons pay possibly odd amounts into a coin unit, but to have this payment of the combination parking fee and fare made to a cashier in the adjoining transit station. If so, the lay-out of the parking facility can then be along the lines of the diagram on page 3 which has been set up on the basis of "Pay Leave" by token.

In this case the motorist drives over the gate opening detector treadle in the entrance lane. This causes the gate to open. It re-closes after the automobile has rolled over the gate-closing detector treadle. The motorist parks his own car.



Barrier to enforce one-way traffic

He then steps up to the transit facility cashier and buys there the round trip tickets needed plus a parking token, sold in combination. Upon his return he picks up his car, stops at the token receiver and puts his token into it. This in turn opens the gate which closes again at the impulse from the gate closing detector.

In both cases a "Lot Full" indicator may be used which keeps count of entries and exits and which flashes the "Full" sign when all spaces of the parking lot or building are occupied. As mentioned before, a good many variations are possible from the procedures outlined.

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

"Parkontrol[®]"

