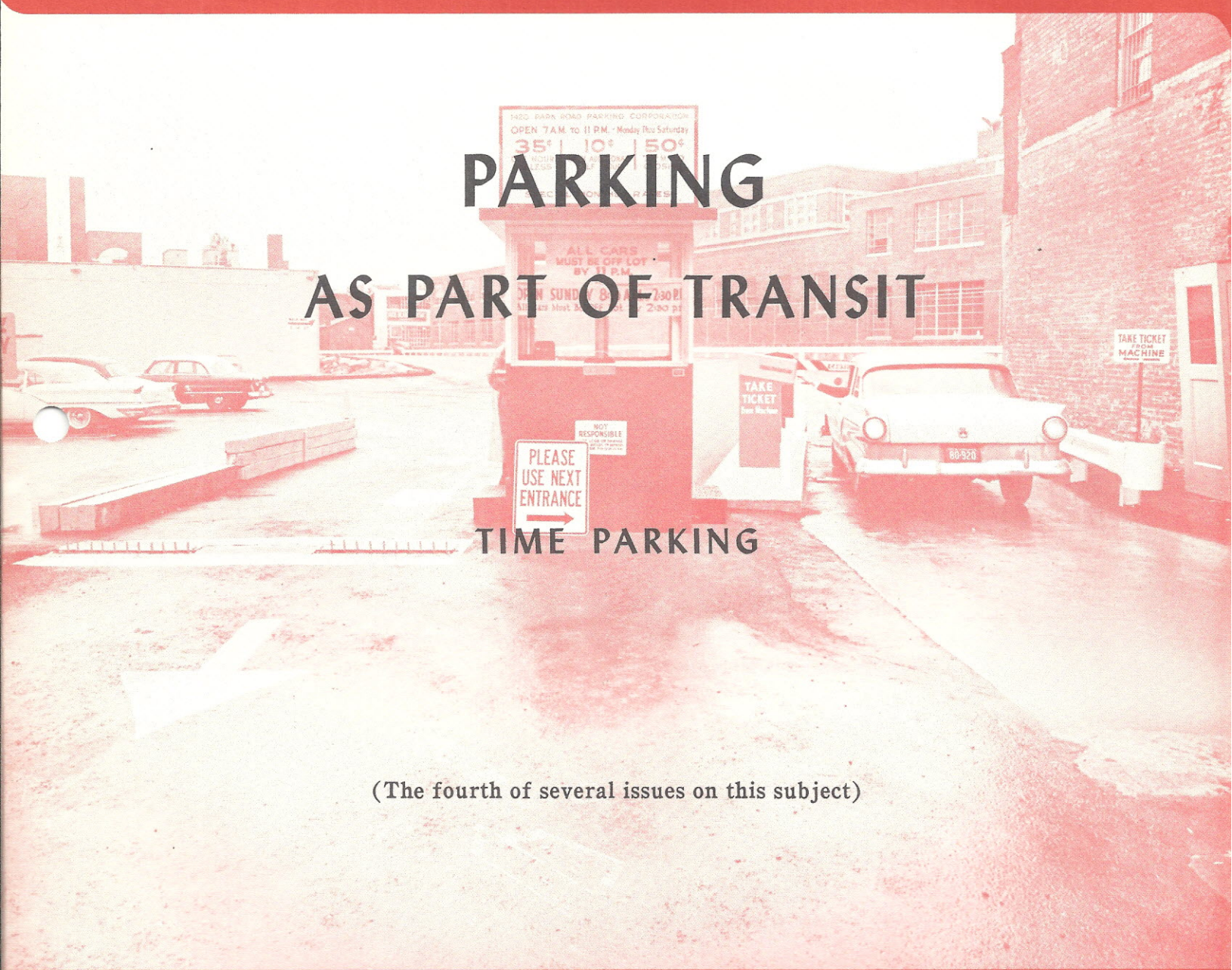


# *The* **Globe** *trotter*

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



## PARKING AS PART OF TRANSIT

TIME PARKING

(The fourth of several issues on this subject)

## GLOBE TICKET COMPANY

112 N. 12th STREET, PHILADELPHIA 7, PA.

*A Nation-Wide Service*

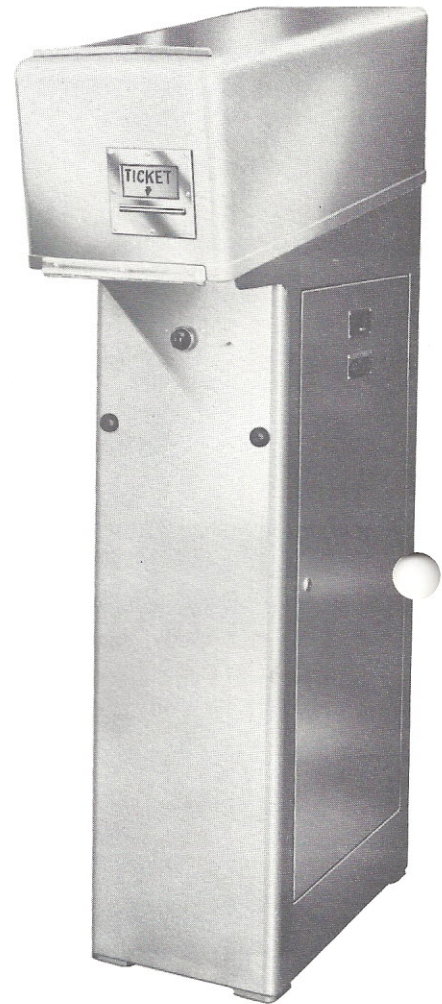
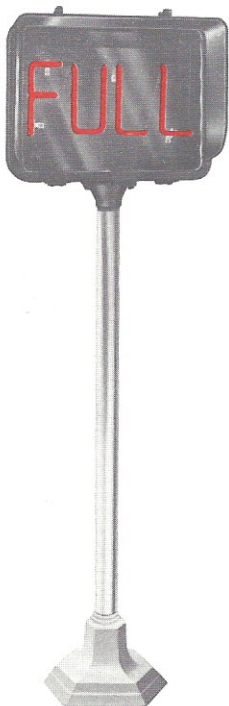


# T I M E P A R K I N G

Although Time Parking as an integrated part of a Park and Ride complex will not be the most common application of this concept, it is nevertheless possible that, under certain circumstances, it may be desirable to grant the parking privilege on a time basis.

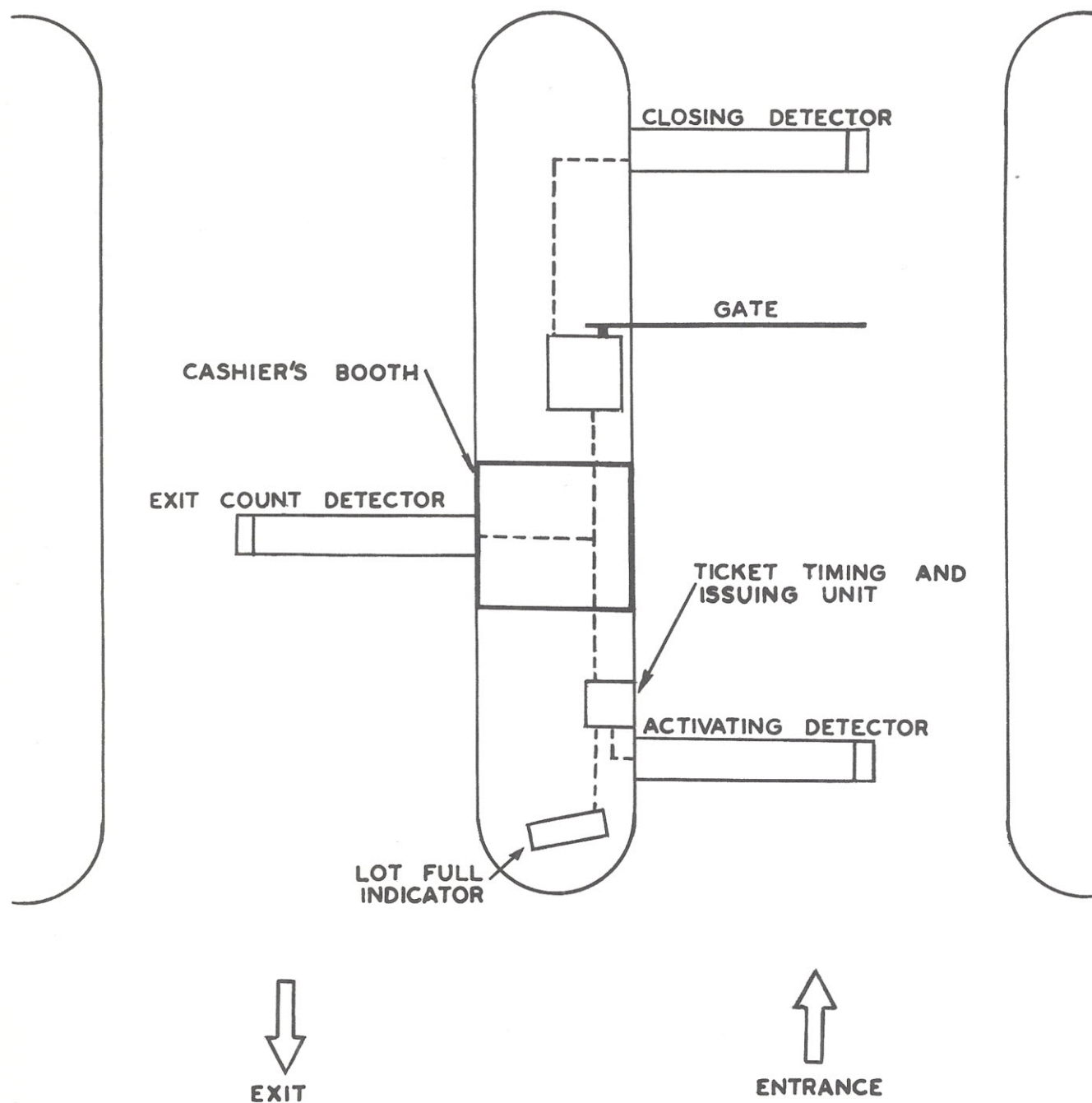
A substantial portion of such an operation can nowadays also be handled on an automatic basis, with only the final determination of the time parked and fee due, as well as the collection of the fee handled by a cashier. We might call this a semiautomatic operation.

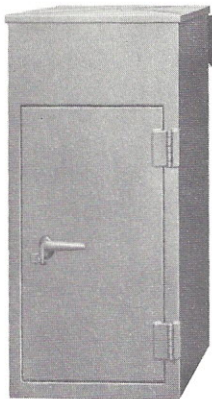
Page 2 shows one of several layouts that could advantageously be used in this case. In the entrance lane the motorist's car first activates a



"PAY LEAVE"  
SEMI AUTOMATIC TIME  
PARKING GATE

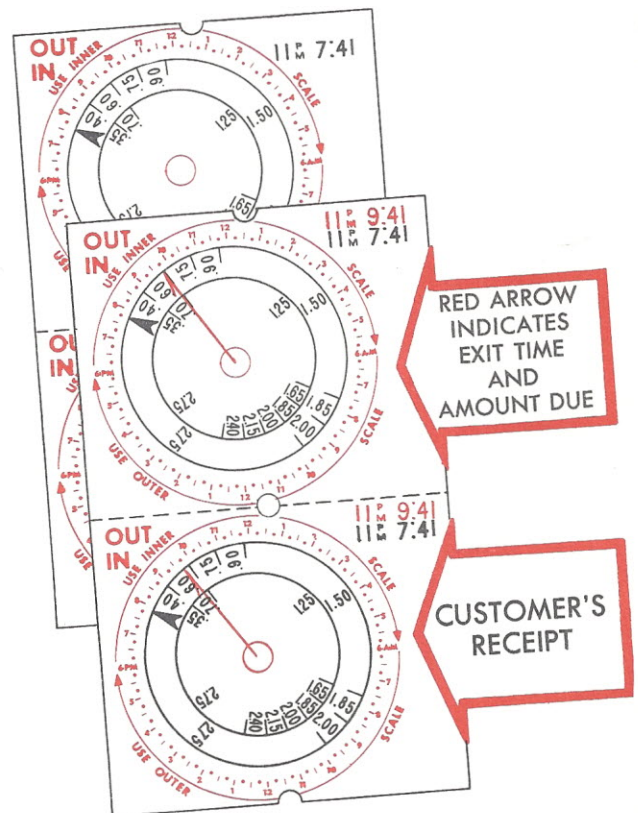
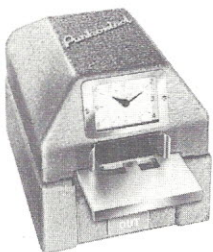
PARKING AREA





detector treadle which, in turn, sends an impulse into the check timing and issuing unit. This in turn imprints on a check the date and time of entry and it brings the check forth, holding it for the patron to take. As soon as the patron pulls the check from the mouth of the issuing unit, the gate, placed a bit further along opens. In driving into the parking area now, the car activates another detector treadle which recloses the gate behind the car. The motorist parks his own car and retains the check on which he can clearly see the date and time imprint.

Upon return, the motorist picks up his car and, driving into the exit lane, stops in front of the cashier's booth. He submits his Check. The cashier inserts it into a time and fee imprinter which prints the exit date and time, indicating at the same time the fee due for the day. The patron pays this and goes on his way.





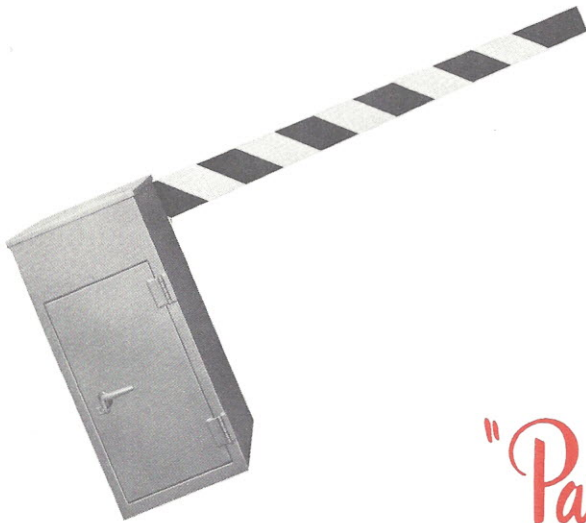
Here, as in the several examples given in the previous issues, many variations are possible and cognizance can be given to specific conditions and requirements. The system can be set up for day parking only or, as on many airport parking facilities may handle full days of parking as well as hours. Here again our Equipment Division, with the wealth of experience which it has accumulated, can be of much help in determining purpose and method.

Of course the system can be made part of a Ride and Shop scheme, under which merchants and, for that matter, the transit company itself may pay part or all of the parking fee, as a means of promoting downtown sales, as far as the merchants are concerned, and of promoting the use of its transportation facilities on the part of the transit company.

Where such arrangements exist, our parking lot cashier will deduct from the fee to be paid by the patron the value of the stamps or other markings which may have been applied to the parking check by merchants, theatres or transit lines.

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*This is the last of several issues of our GLOBE TROTTER on the subject of PARKING AS PART OF TRANSIT. The issues will be useful to you for reference later, if kept in a binder.*



*"Parkontrol®"*

