

The

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



PHILADELPHIA TRANSPORTATION CO. PARKS-N-RIDES 'em

GLOBE TICKET COMPANY

112 N. 12th STREET, PHILADELPHIA, PA. 19107

A Nation-Wide Service

PHILADELPHIA TRANSPORTATION CO. PARKS-N-RIDES 'em

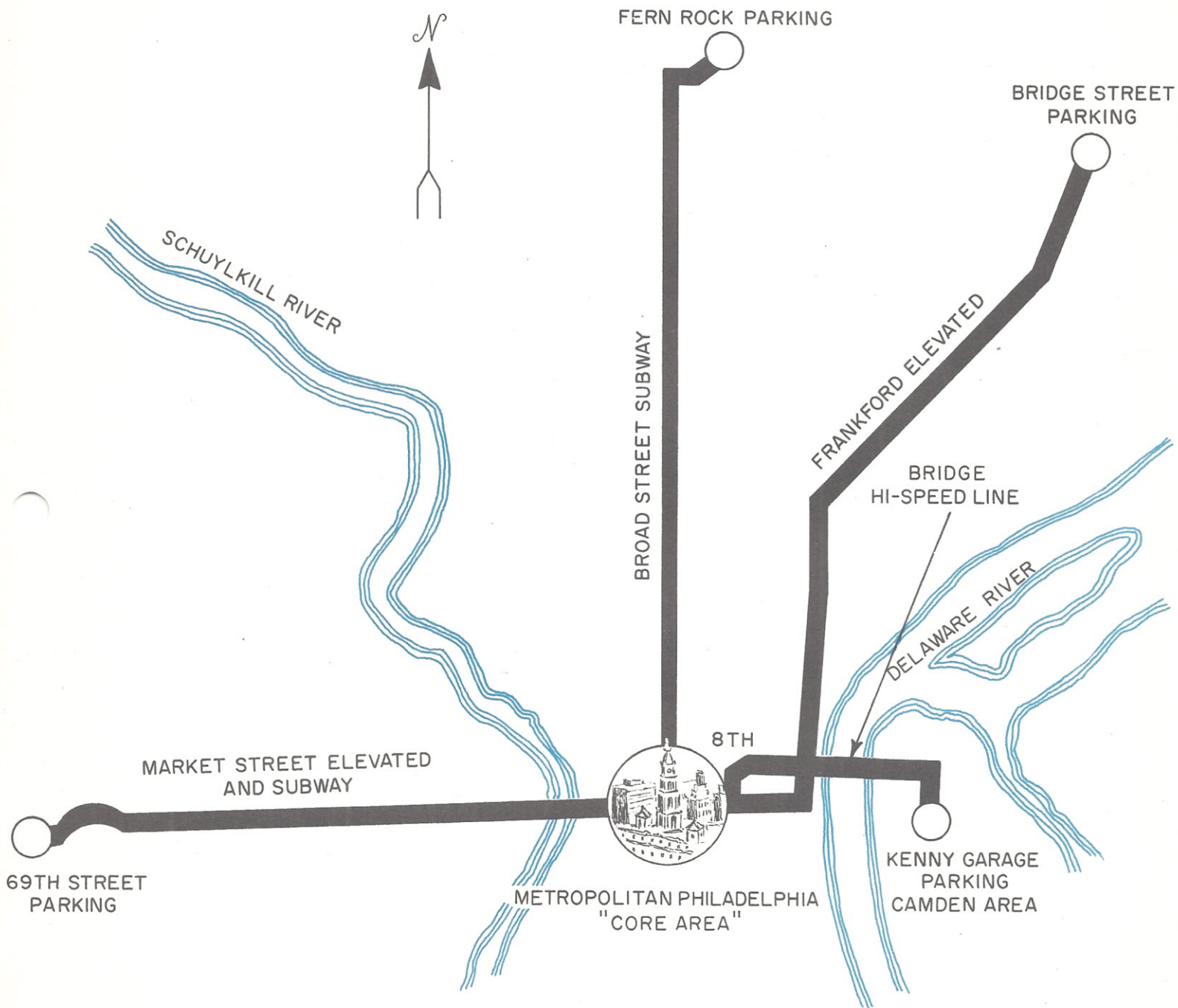
Emphasis on Speed

It appears obvious that an essential basis for bringing transit thinking and planning into step with present day needs is emphasis on speed in public transportation, not in the sense of travel at so many miles per hour while traveling, but in the sense of travel from which obstacles against steady progress toward an objective have been removed. Surely a vehicle that covers long distances through city areas, but stops at every or every other street corner, cannot be attractive but to the short distance passenger. When city growth reaches a certain distance from its central core, there automatically arises the necessity of supporting this expansion by the institution of some sort of effective express type of transportation, and it is obvious now that this rule applies not only to the very large metropolitan areas but also to medium and even smaller cities. It seems that the

ruling factors should be central core activity plus radius of metropolitan area.

Parking and Riding Combined

The results of earnest studies, discussions and analysis carried on by the Philadelphia Transportation Company long ago pointed in the direction of intelligent integration of two means of transportation, private auto and public transit vehicle. They realized that the private automobile could be an essential part in the area of transit where it is most efficient, by feeding passengers into express line stops and stations removed from the central core area. P.T.C. visualized adequate parking facilities located outside the "local transit area", where riders could park their cars and take convenient, speedy rapid transit lines for express travel to the metropolitan "core area". Note the sketch on the opposite page.



History of the Parking Lots

The 69th Street, Fern Rock and Bridge Street Parking Lots were operated by the company for many years, using two to three attendants. The attendants were on duty between the hours of 5:30 A.M. and 5:30 P.M. Monday thru Saturday. With rising costs of labor and operational expenses, P.T.C. had to reduce attendant coverage and install honor boxes. It was found though, that many parkers who used the lots after the attendants had left, failed to deposit anything in the honor boxes.

The Reason for Modernizing Parking Lots

Right along, however, Philadelphia Transportation Company felt that the advantages found in the flexibility to establish parking or combination parking and riding rates, made it desirable to retain full control over these parking operations. In the search for economical methods of operation, the company investigated the electro-mechanical devices developed in recent years which offer various ways in which parking facilities may be operated on an automatic or semi-automatic basis. It was discovered that parking lots could very well be operated automatically, and P.T.C. chose the method of automatic operation described on the following pages.

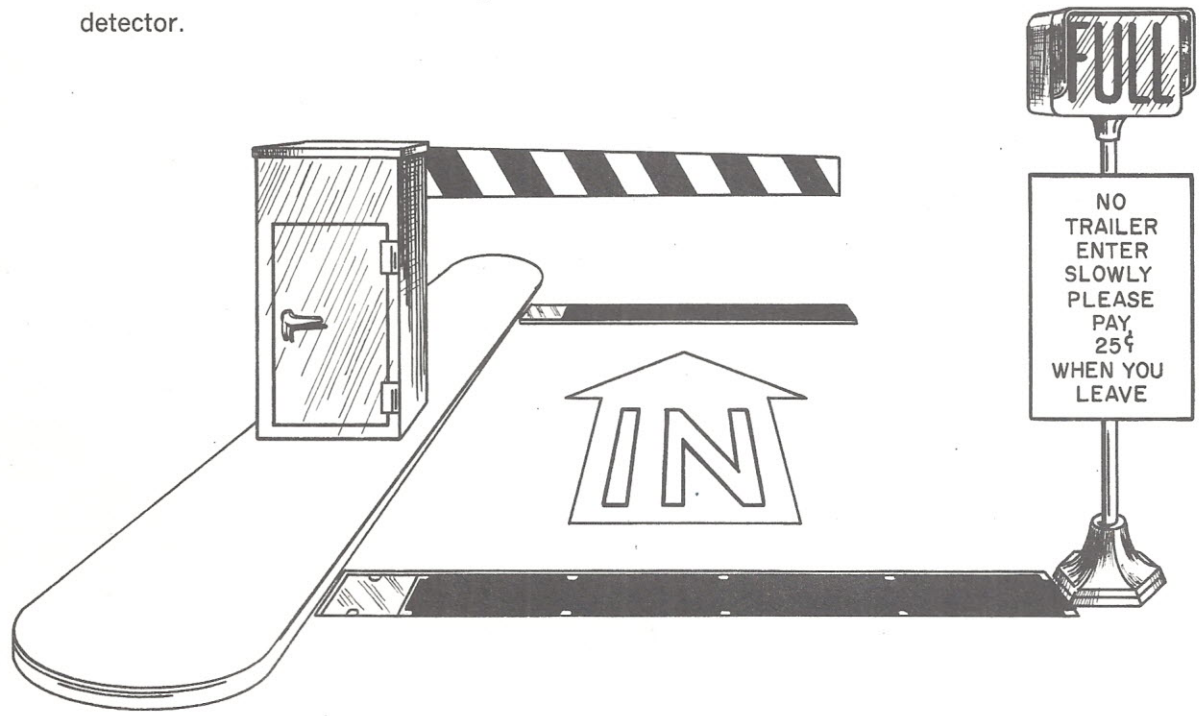
ENTRANCE LANE OF "PAY LEAVE" P.T.C. AUTOMATIC PARKING LOT

GATE

The entrance gate is located at a proper distance from the opening detector. When the front wheels cross the opening detector, the gate opens. It closes again when the rear wheels cross the closing detector.

"LOT FULL INDICATOR"

The "Lot Full" indicator 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 operation of the gate, from then on refusing to allow cars to enter the parking lot. At the same time, the "Lot Full Indicator," facing the motorist, is illuminated. Just as soon as a new space becomes available, this sign is extinguished and the inter lock on the gate is withdrawn.



DETECTORS

The opening and closing detectors which operate the gate automatically, are located in the roadway.

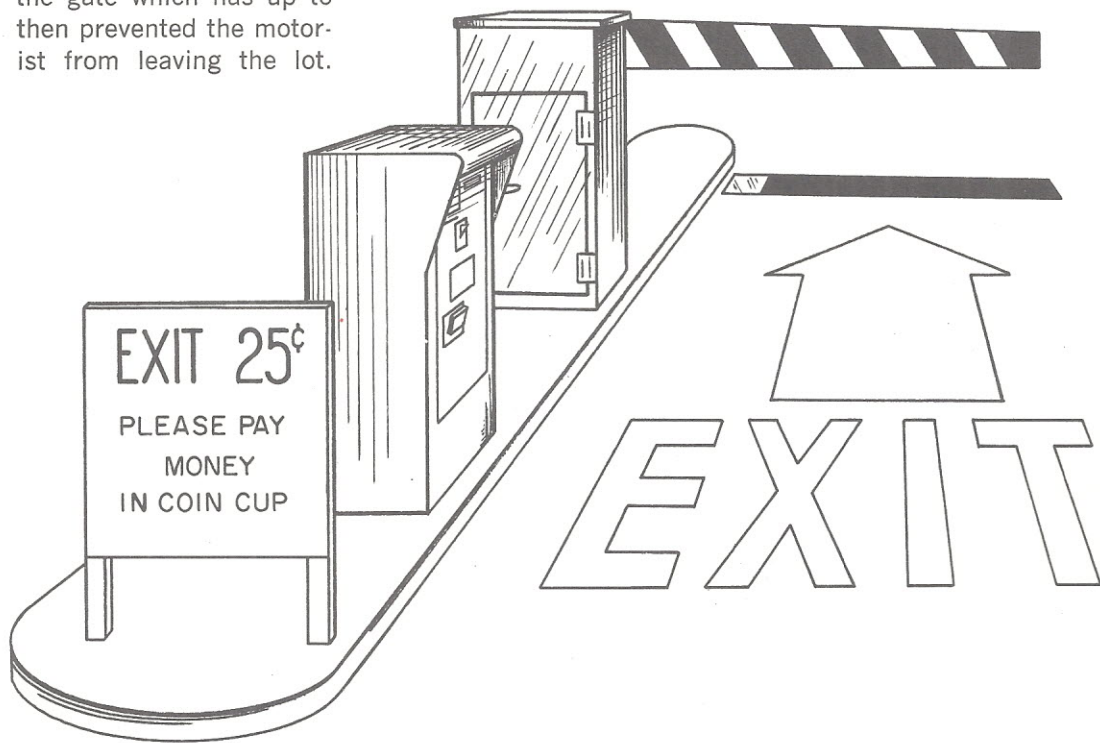
EXIT LANE OF "PAY LEAVE" P.T.C. AUTOMATIC PARKING LOT

COIN ACCEPTOR

The automatic coin acceptor at the exit gate tests the coin, registers it and sends an impulse to open the gate which has up to then prevented the motorist from leaving the lot.

EXIT GATE

The exit gate closes automatically, after the car has passed over the closing detector.



DETECTOR

The detector, placed just beyond the gate, closes it.

Success Through Automation

A "Pay-Leave" operation was selected, because it was felt that riders were most apt to be short of change in the morning when parking their cars, whereas in the evening on their way home, they could readily obtain change at the transit terminal. The real advantage in this system, both to the rider and P.T.C. lies in the fact that now the parking lots can be kept open 24 hours a day seven days a week, which, for example, has increased revenue by more than \$100.00 a week at the 69th Street lot. The savings realized in labor have long ago paid for the equipment so that the increase in revenue effected by the longer hours of operation as well as the continued lower operating cost have materially benefited the operating picture.

Private Lots for Park-and-Ride Operation

P.T.C. also has agreements with additional private operators who furnish parking facilities and issue tokens to riders for use on the high speed lines into the center of Philadelphia. One is the Kenny Garage, located in Camden, New Jersey. The Park-and-Ride fee for this facility of \$1.10 includes a 12 hour parking privilege in the Parkade Building (which has a direct entrance to the subway) and a round trip ride via the Benjamin Franklin Bridge on the high-speed line non-stop to 8th and Market Street, Philadelphia. Running time, one way, is seven minutes, and passengers may transfer free to subways, subway-elevated lines or surface routes to reach any section of Philadelphia. There is a similar privately operated facility at Bridge Street in Philadelphia which supplements the one operated by P.T.C. nearby.

FORM 1815
PHILADELPHIA TRANSPORTATION CO.
200 W. WYOMING AVE., PHILADELPHIA 40, PA.

PTC news release

FOR ADDITIONAL INFORMATION
TELEPHONE DAvenport 9-4000

For release Friday, April 5, 1963

Park-and-ride facilities at subway and elevated stations will be expanded, starting Monday, by the addition of a park-and-ride garage at the City Hall station of the Bridge Speed Line in Camden, PTC executive vice president Albert G. Lyons announced today.

Through an arrangement with the Kinney System Garages, he said, motorists will be able to leave their cars in the Parkade Building at 5th & Market sts., Camden, and ride the bridge trains to and from Philadelphia. The parking garage connects directly with the Bridge Line's City Hall Station. Trains run non-stop to 8th & Market sts., Philadelphia, in seven minutes, then continue in the Locust Street Subway to 16th & Locust sts.

The park-and-ride fee of \$1.10 includes a 12-hour parking privilege and round-trip transportation. Bridge Line passengers may transfer free to the Broad Street Subway, the Market-Frankford Subway Elevated or to surface routes to reach any section of Philadelphia.

Other park-and-ride facilities are maintained at 69th & Market sts., at Frankford ave. & Bridge st., at the Fern Rock terminal of Broad Street Subway and at 46th & Market sts.

BRIDGE ST. PARK-AND-RIDE FIELD To Become Coin Operated

PTC's Bridge St. park-and-ride field will be converted to a modern automatically-operated PAY-AS-YOU-LEAVE facility beginning Sunday, November 11. It will be in operation for 24 hours daily. The 25c fee will cover parking only. Tokens for your ride into town may be purchased inside the Bridge St. Terminal, or from the bus operator if you travel by bus.

As part of this change, a new gateway to the present field will be provided 350 feet north of gateway which will be closed. This new gateway will be equipped with arm-like entrance and exit gates. To enter, you need only drive slowly into the entrance lane and the gate will rise automatically for you to drive through.

When the field is filled to capacity, an illuminated sign reading "FULL" will be displayed at the gate. The entrance gate will not open when this sign is lit.

Leaving the field is as simple as entering. Just drive to the exit lane, drop your 25c fee in the coin-cup on your left, wait a moment for the gate to rise, then proceed on your way. Be sure to have change available when leaving, since no attendant will be on duty. The coin-cup will accept a quarter or any combination of nickels and dimes which totals 25c. The machine will not accept pennies, nor will it make change.

PHILADELPHIA TRANSPORTATION CO.
670-11-2-02

Commuters Are Offered Park-Ride

South Jersey commuters to Philadelphia will be offered a \$1.10 combined-rate parking and subway ride arrangement beginning Monday morning.

The "park-and-ride" innovation was announced today by William A. Mammarella, regional manager of the Kinney System Garages, and Albert G. Lyons, executive vice president of Philadelphia Transportation Co.

They said motorists may leave their cars at the Parkade Building, 5th and Market sts., Camden, and receive round-trip tokens for the bridge high-speed line connecting with Philadelphia subway and elevated lines. Total price, including 12 hours roof parking, is \$1.10.

The parking garage connects by elevator directly to the bridge line's City Hall station, from which trains run non-stop in seven minutes to 8th and Market sts., Philadelphia. Riders may continue to 16th and Locust sts. or transfer free to the Broad st. subway, the Market-Frankford subway-elevated line or surface routes to reach any section of the city, according to the announcement.

The Park-and-Ride facility will operate every day but Sunday.

REGGIE'S

PARK-N-RIDE... PTC to PHILADELPHIA

(BRIDGE TRAIN) (7 MINUTES NON-STOP)

PARK-N-RIDE PLAN-ONLY \$1.10

Includes

- ★ 12 HOURS PARKING ON ROOF OF FINE, MODERN GARAGE
- ★ 2 BRIDGE TRAIN TOKENS
- ★ 2 PTC TOKENS
- ★ DIRECT ENTRANCE TO SUBWAY FROM BUILDING
- ★ A ROUND-TRIP RIDE TO PHILA. ON THE BRIDGE HI-SPEED LINE

KINNEY SYSTEM
Kinney Garage

LOCATED IN THE HEART OF CAMDEN
NEXT TO CITY HALL •

• **PARKADE BUILDING** • CAMDEN