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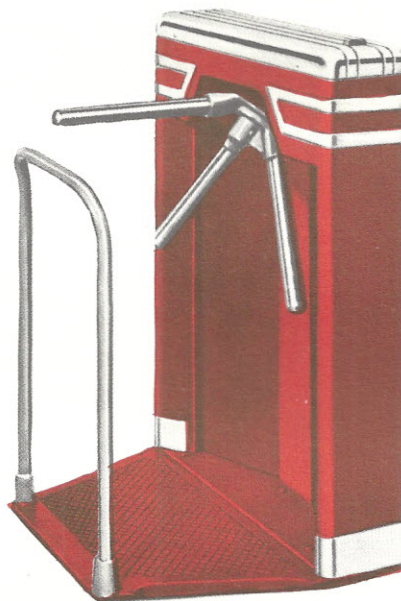
# Globe

*trotter*

MAY-JUNE 1964 NO. 649

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

## Turnstiles



**PEDESTRIAN  
COLLECTORS**

**DIRECTORS**

**AND**

**CONTROLLERS**

**GLOBE TICKET COMPANY**

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

*A Nation-Wide Service*

## MODERN TURNSTILES

The necessity for pedestrian traffic control has been with us for a long time and, as a consequence, so have turnstiles. Their design and use are the result of years of study of the multiplicity of actions and habits of crowds, may they be shoppers, pleasure seekers or users of public transportation.

There has been much development in the design of turnstiles, and it is worth-while to have a look at the types now available for the many purposes found in the transit industry.

What are the functions of well designed turnstiles in these modern times and how are they fulfilled by the devices available today?

Traffic flow control no doubt is one of the earliest uses assigned to turnstiles, may this be for spacing purposes, the attainment of one-way flow or the prevention of re-entry. Combined with this may be the desire to obtain registration of passengers, for fare control, traffic check or other statistical purposes.

Then again, the denial of admittance until payment of fare may be the purpose. It may be fulfilled by the collection of fares or tickets by cashiers who manually release the turnstile, thereby admitting the patron, or by the receipt of a coin or token on the part of a coin device which, in turn, releases the stile for the admission of one passenger for each coin or token fare. Both operations would

normally be combined with the recording of fares received or patrons admitted.

In the process of modernization of turnstiles much concern has been exercised toward reduction of the space needed and with good success. Very compact stiles have been developed not only for use on vehicles where compactness is of particular value, but also for use in rapid transit installations where space considerations are often almost equally acute. Furthermore, the development of self contained, portable models now allows much flexibility in the placing of turnstiles, in harmony with often considerable variations in the pedestrian traffic flow at different times.

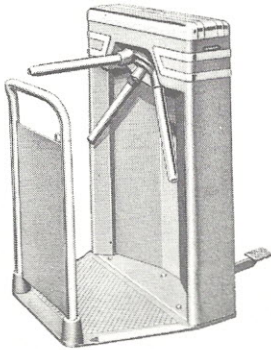
It can be said too, that modern turnstiles have been made more safe and fool-proof, with soft, feather-touch action, cushioned hydraulic centering arms and provision for prompt two-way or panic release.

In general, modern turnstiles are more tamper proof than before, coin devices have more experience and reliability behind them, and design as well as the use of modern metals have given stiles greater strength and longer wear.

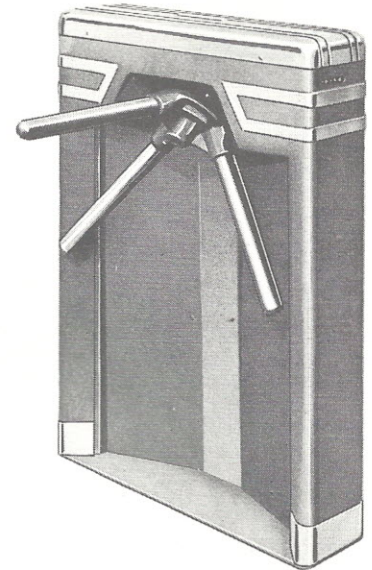
Incidentally, all models of the turnstiles shown on the following pages are available from Globe Ticket Company; available also is the planning and engineering help needed to obtain the most effective installation.



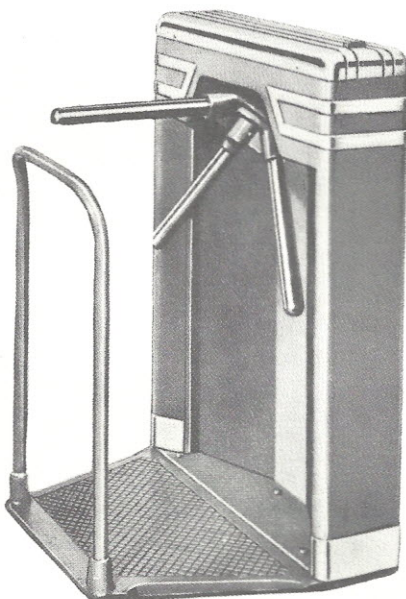
## CASHIER OR TICKET TAKER TURNSTILES



The turnstile shown on the right is a model for permanent installation. The one on the left is portable, furnished with its own anti-slip platform and guide rails with shield. Both are of the registering type. Release after payment of fare may be by foot pedal, hip rod or electric solenoid.

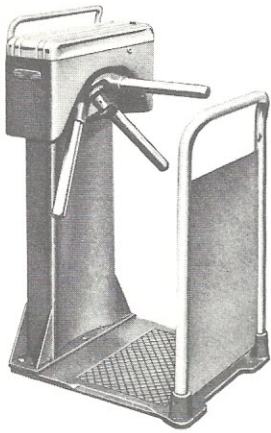


## COIN OR TOKEN OPERATED TURNSTILE



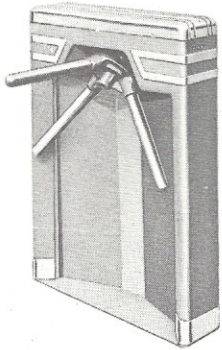
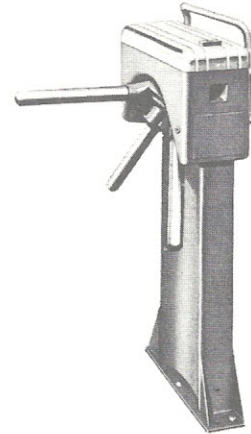
The turnstile on the left is designed for control by a coin or token receiving device. It has the normal coin rejection features. It registers, of course, and it can be made up as a permanent or portable unit.





## VEHICLE TURNSTILES

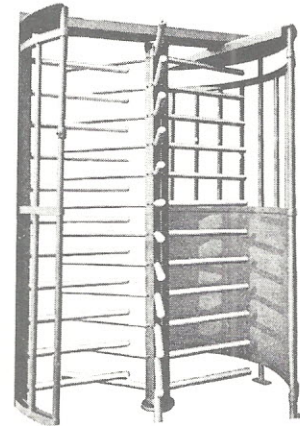
This type is designed particularly for compactness. It registers and can be made up with its own platform (see left), to be installed as a unit.



## TRAFFIC TYPE TURNSTILES

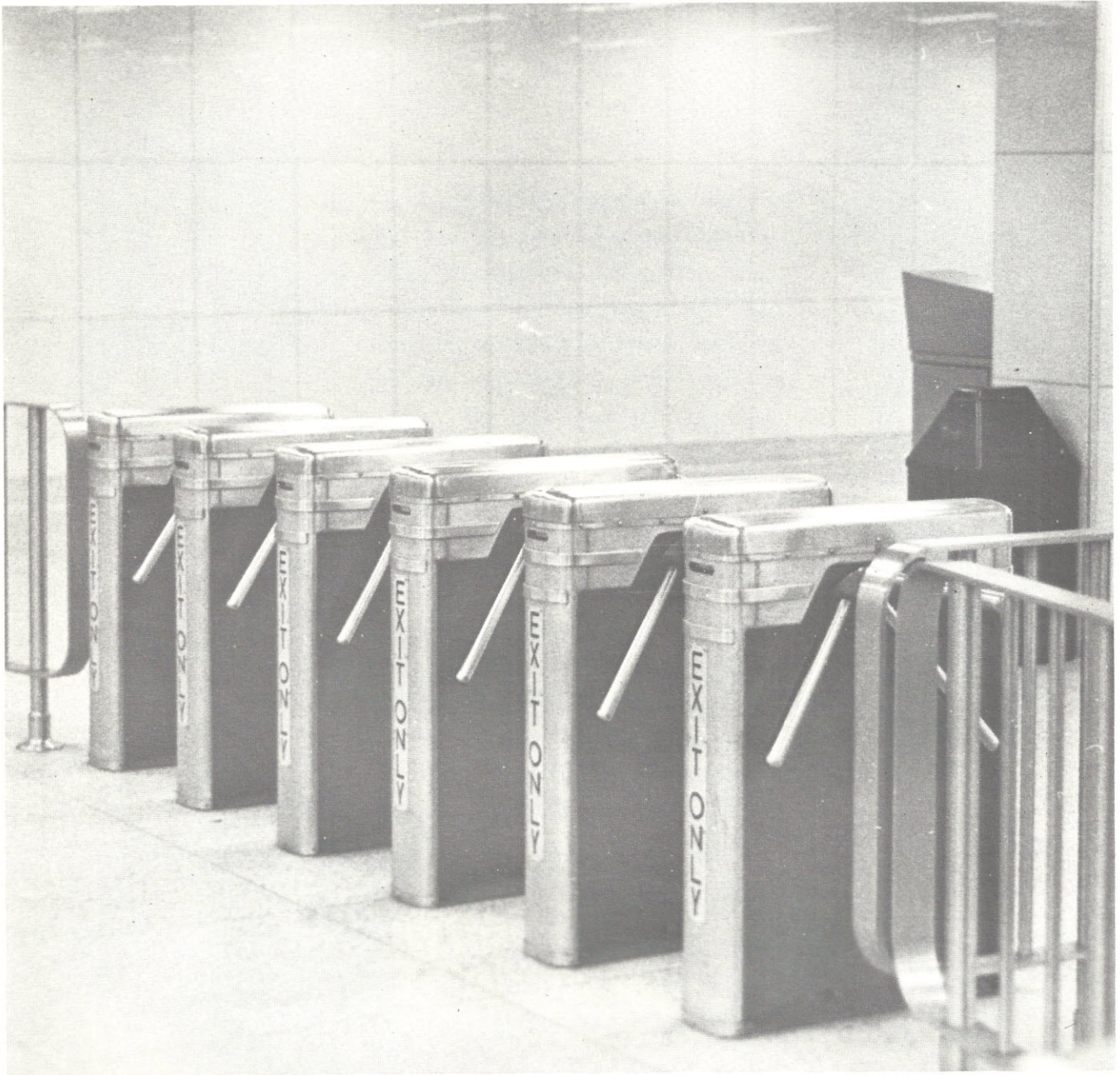
The unit on the left is a low type traffic control stile. It can be operated for one-way or two-way flow. This one can be installed as is, for permanent location, or placed as a portable unit, with its own platform and railings.

On the right is a high gate type of traffic turnstile. It operates in one direction but has a panic release for emergencies. A timing device prevents spinning of the rotor.

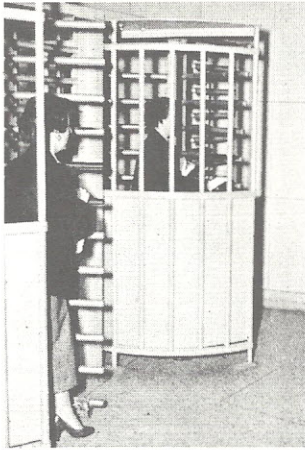


Turnstiles can generally be obtained in either right hand or left hand models. Registration, usually integral with the device, can, however, also be arranged for remote recording.

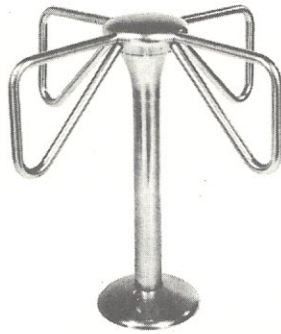




Multiple installation of "SUBWAY" type heavy duty continuous service coin or token operated turnstiles.



Bus Installation England



View of a Bus Installation in South America.

