

The

Globe

trotter

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

PARKING SERVES TRANSIT THROUGH

"Parkontrol"[®]

This is the fifth and last issue in a GLOBE TROTTER series begun with the August 1964 issue No. 651, entitled:

"PARKING, AN INTEGRAL PART OF TRANSIT"

The November 1964 (No. 654) and January 1965 (No. 656) numbers gave information on two key devices in the group of equipment that makes automated parking possible. The present issue covers four additional essential pieces of equipment and thereby concludes the series.

Extra copies of the complete series are available from Globe Ticket Company.

GLOBE TICKET COMPANY

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

A Nation-Wide Service

CAR DETECTORS

These are key devices in the operation of automated parking facilities. Their function is to detect the presence of an automobile in a specific area and to signal this presence through an electrical impulse to various other devices engaged in one or the other function connected with automated parking.

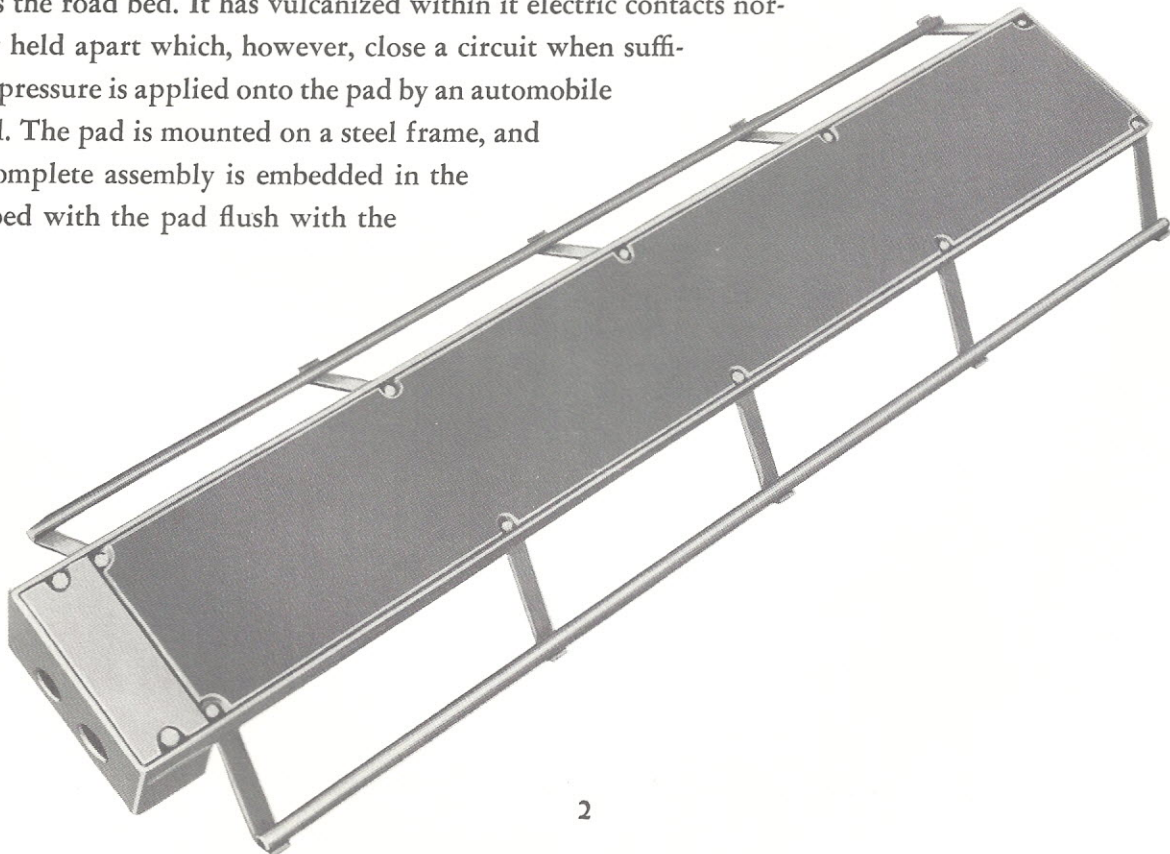
The detector impulse may simply establish a count of vehicles, it may signal the approach of a car to the TDI Time-Dater-Imprinter, causing it to time and imprint a parking check and hold it out ready

for the motorist to take, it may open or close a gate, it may signal all cars that enter and all those that leave and through Lot Full (Differential) Counter Control maintain a car inventory within the parking lot or garage for management purposes and for automatic indication and display of the fact that the establishment is filled, when that is the case.

There are two types of car detectors generally in use at the present time, pressure-sensitive units and electronic units.

Pressure Sensitive Car Detector

This type consists of a molded rubber pad, reaching six or eight feet across the road bed. It has vulcanized within it electric contacts normally held apart which, however, close a circuit when sufficient pressure is applied onto the pad by an automobile wheel. The pad is mounted on a steel frame, and the complete assembly is embedded in the roadbed with the pad flush with the

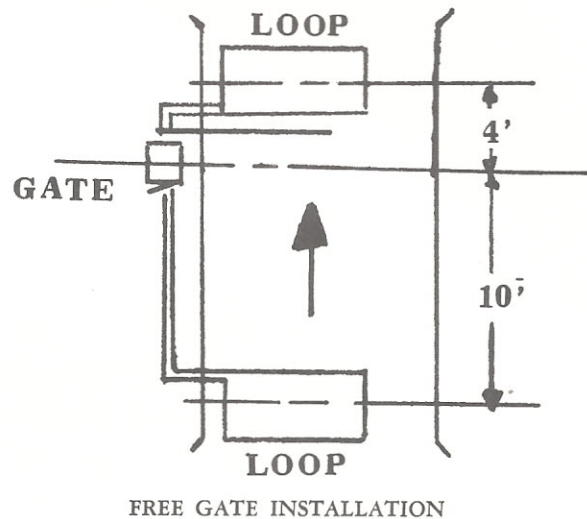
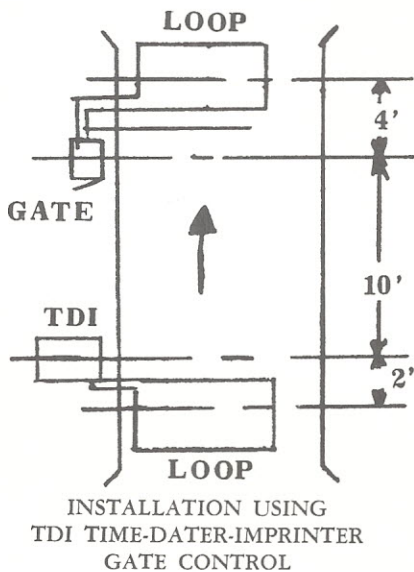


road surface. In addition to wide-spread use in parking facilities the pressure type detector has

found very broad use over the years in many traffic control functions, particularly traffic signals.

Electronic Car Detector

Electronic detectors are a more recent development. They utilize a wire loop embedded in the roadway. Detection is based upon the phase characteristic of a parallel tuned resonant circuit composed of a lumped capacity and the inductance

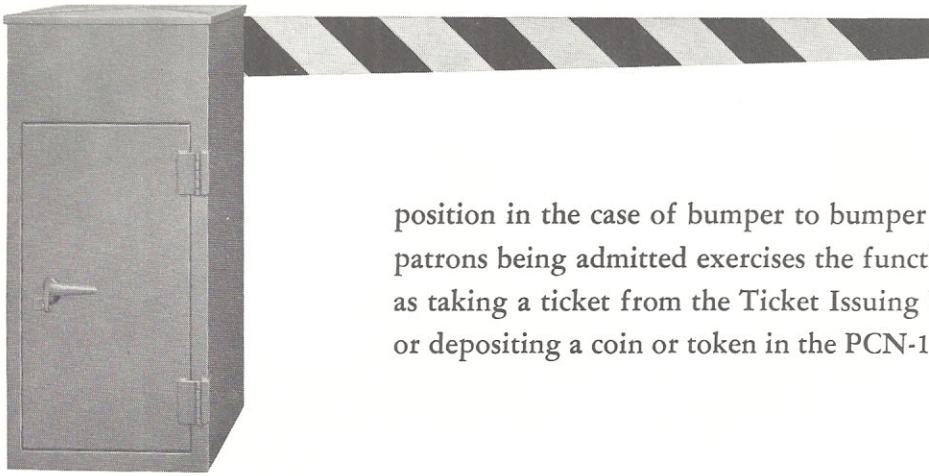


provided by the wire loop embedded in the road. The voltage across the combination reflects any change in the impedance of this resonance circuit brought about by the presence of an automobile over the loop.

PARKING GATE

Entrance or exit control, depending on the manner of operation is commonly exercised by remote control parking gates. They respond to electric impulses from Car Detectors, TDI Time-Dater-Imprinters or PCN-1 Gate Control Stations for

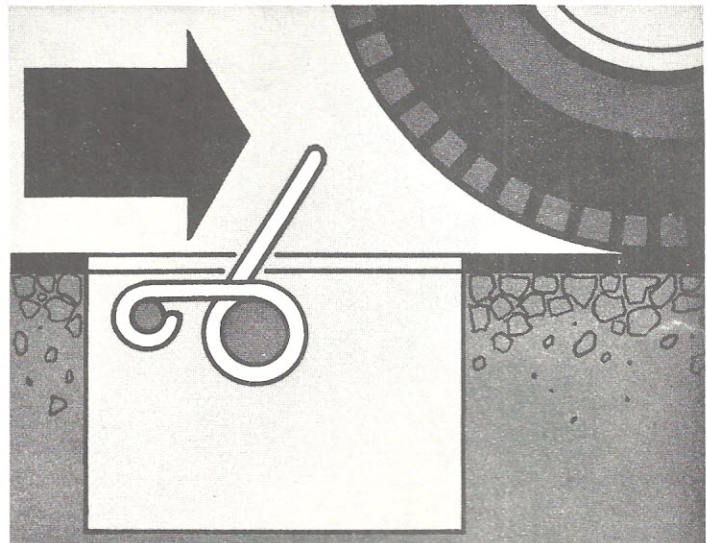
the admission of automobiles to restricted parking areas. Although they can be controlled manually when necessary in emergencies, their operation in normal function is fully automatic even to the point where the gate arm may remain in an open



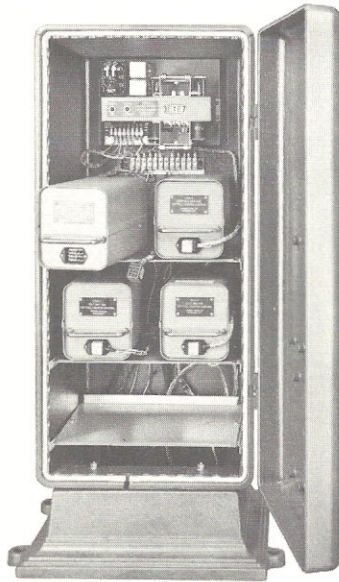
position in the case of bumper to bumper traffic, provided each one of the patrons being admitted exercises the function necessary for admission, such as taking a ticket from the Ticket Issuing Unit, inserting a coded pass card or depositing a coin or token in the PCN-1 Gate Control Station.

TRAF-I-TROL BARRIER

This is a spring mechanism essentially designed to enforce one way traffic when either entering or leaving a restricted parking area. It can be adjusted when required temporarily to permit two-way traffic, but its primary purpose is to allow entrance at a certain gate, but no exit or to allow exit at a certain gate, but no entrance. Forcing a vehicle over the barrier in the wrong direction results in tire damage.

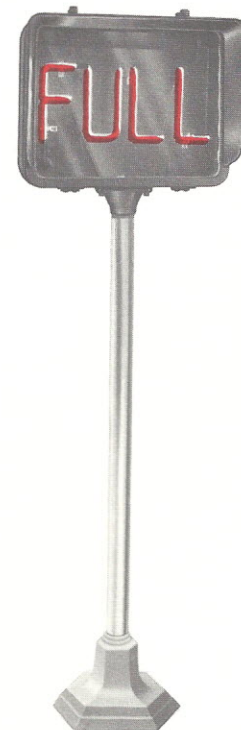


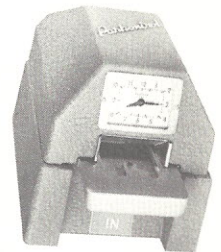
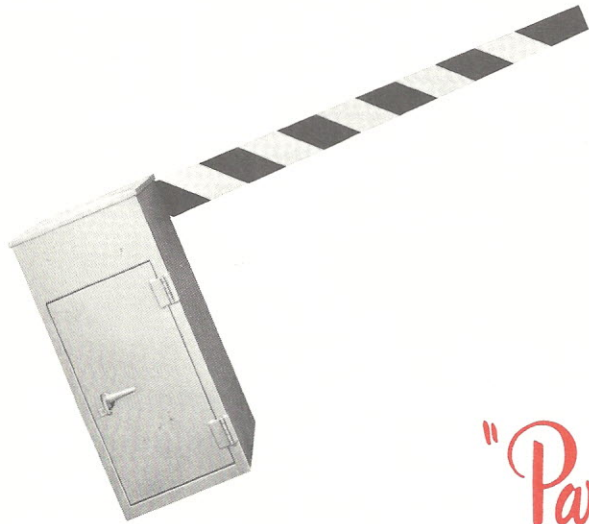
LOT FULL (DIFFERENTIAL) COUNTER CONTROL



This system can be operated in conjunction with Detectors alone, with the TDI Time-Dater-Imprinter or with the PCN-1 Control Station. This unit is designed for standard "Lot Full" or "Garage Full" applications as well as for space available running inventory. In a normal "Lot

Full" application, after the counter has been set for the lot capacity, each impulse from the entrance detector subtracts one count, and each impulse from the exit lane adds one count. Whenever the counter reaches zero, the "Full" sign goes on automatically and the entrance control units cease functioning.





"Parkontrol[®]"

