

TICKET DISTRIBUTING SYSTEM TRACK TYPE FOR SMALL TOLL SWITCHBOARDS

1. GENERAL

- 1.01 This section describes the track type shuttle ticket distributing system for use with small toll switchboards.
- 1.02 The use of tracks for supporting the ticket carriers permits a rigid construction and also makes possible the construction of curves where the toll switchboard is not in a straight line. The system may be installed on switchboards having high, intermediate, or low type sections.
- 1.03 This ticket distributing system consists of several tracks parallel to the face of the switchboard and spaced about four inches apart. The tracks are suspended from brackets fastened to the switchboard, as shown on Figs. 1 and 2. The carriers are brought within easy reach of the operators without interfering with the normal operation of the switchboard. The carrier

wheels are equipped with ball-bearings and cushion treads to ensure easy and quiet operation of the carriers.

- 1.04 While three or four tracks are usually employed for an average installation five tracks may be provided where desired.

2. EQUIPMENT

Track

- 2.01 The track employed for the system is a one-inch by one-inch T-shaped brass rail the face of which is polished and the entire rail given a nickel white finish. The track comes in section lengths, making it possible to extend the system conveniently as additions are made to the switchboard. The sections of the tracks are joined together by means of small strap details, secured to the ribs of the rail and the details connected to small round steel pins placed upright and fastened to the support-

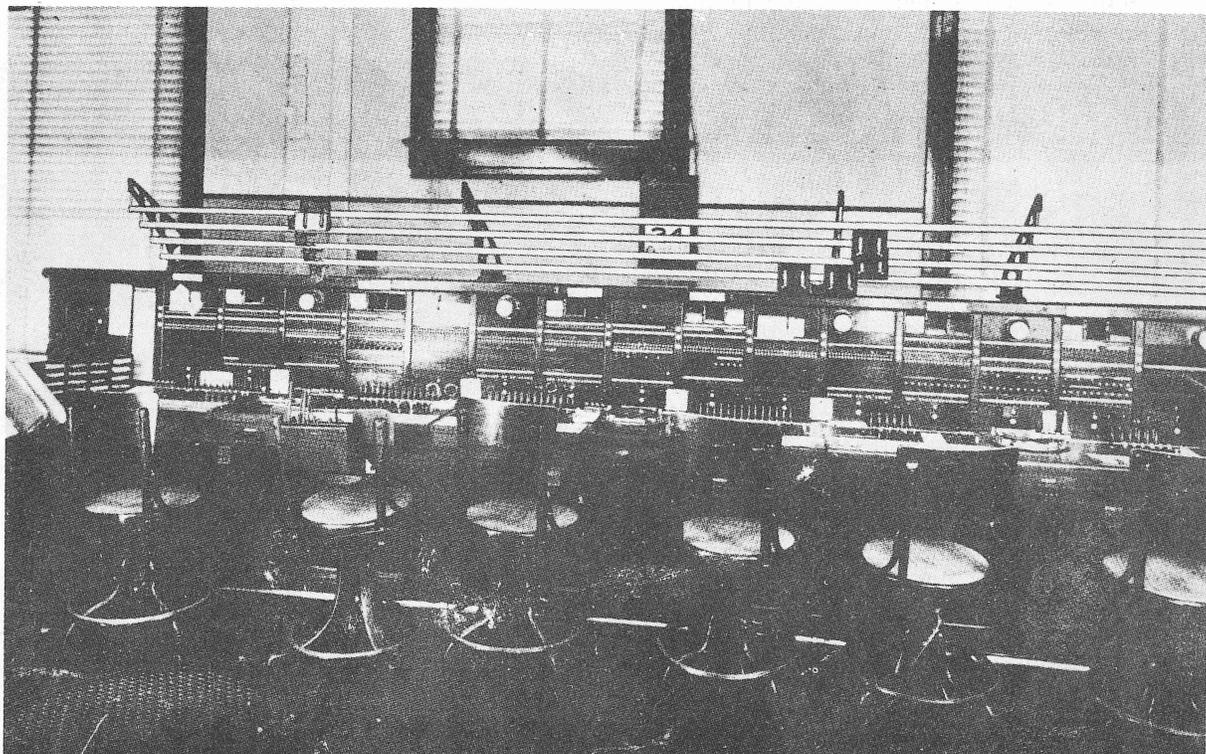


Fig. 1.

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ing brackets by means of safety set-screws, as illustrated on Drawing 704-3865. The track rails are so constructed that when connected together a flush joint is obtained, giving a smooth track on which the carriers run.

- 2.02 Metal blocks equipped with a rubber bumper on each side are securely clamped to the track where it is desired to have the carrier stop. Each block is equipped with a spring latch for holding the carrier after it has struck the bumper. These details are shown on Drawing 704-3865.

Carrier

- 2.03 The carrier consists of a metal plate to which are fastened on the upper part two rubber-treaded fiber faced wheels which are equipped with ball-bearings. On the lower part of the plate a third wheel similarly constructed is attached to an adjustable bracket so that the carrier may be removed or replaced on the track without disturbing other carriers or stops which may be on the same track. The lower wheel serves to hold the carrier on the track and to keep it in an upright position when traveling around a curve. The carrier is shown in detail on Drawing 704-3865. A counterweight is also attached to the lower part of the carrier for giving it stability and to permit sufficient momen-

tum to be given to the carrier for sending it the maximum distance. On the front of the plate which conceals the entire mechanism of the carrier two spring clips are fastened for holding the tickets. The entire carrier, except the clips, is given a dull black finish.

Brackets

- 2.04 For supporting the tracks, a bracket as shown on Drawing 704-3865, is attached to each section of the switchboard. On high type sections the brackets are fastened to the face of the switchboard above the multiple and are further strengthened by additional brace rods. On intermediate and low type sections, however, the brackets are mounted directly on the top of the switchboard, no additional bracing being required. The brackets are usually given either a black or a maroon crackle finish.
- 2.05 A felt pad is placed between the bracket and the switchboard to aid in aligning the brackets and to cushion the bracket on the finished surface of the switchboard. The felt pad also serves to deaden any vibration which may result from the carriers in motion, and to absorb the shock when the carriers strike the bumpers.
- 2.06 The brackets are so designed that the track nearest the switchboard is the lowest and each succeeding track is about two inches

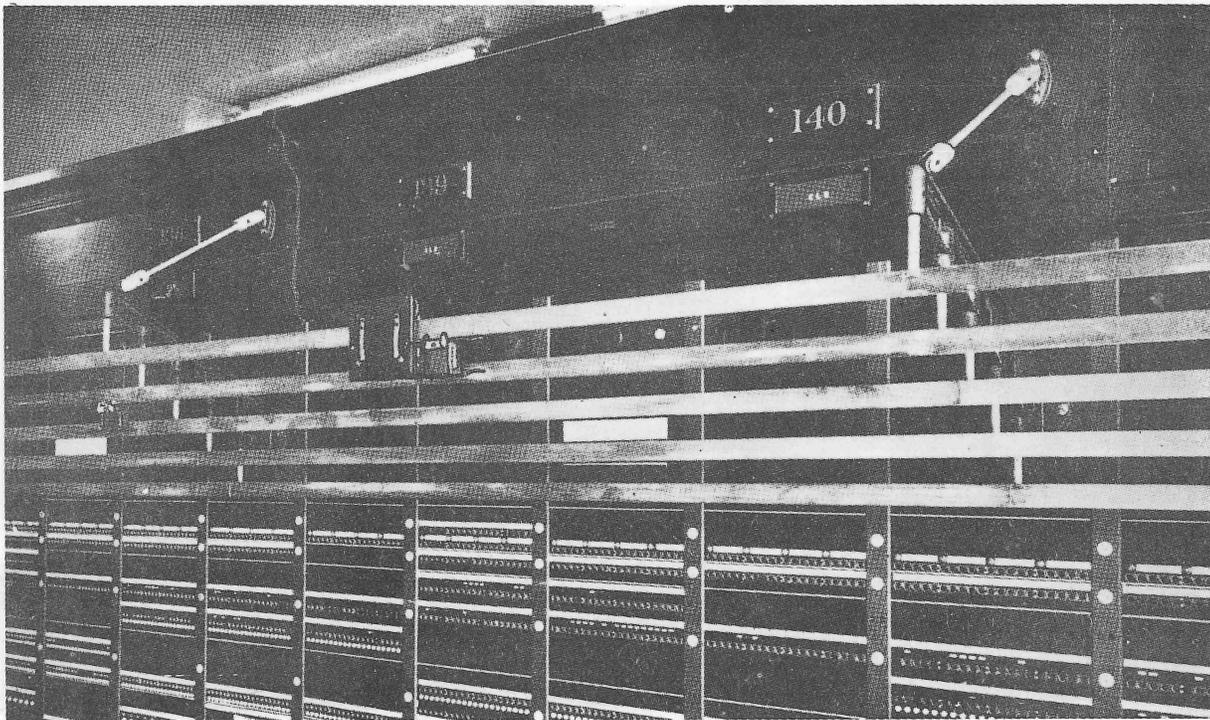


Fig. 2.

higher. On intermediate type sections the lowest track is located about six inches below the top of the switchboard and on low type sections this track is about three inches above the top of the switchboard. On high type sections, the tracks are so mounted that in order to bring the carriers within reach the upper portion of the multiple space is obscured. However, it is unlikely that this space will ever be required for switchboard multiple while this system is applicable.

2.07 When the ticket filing desk is located at the end of the switchboard line, special mounting brackets are employed in order that the track may be extended so as to bring the carriers directly above and in front of the ticket filing operator.

3. MAINTENANCE

3.01 Little maintenance is expected in connection with this system other than that required for periodically lubricating the ball-bearings on the carrier wheels and the renewal of the carrier wheels and treads and the ticket clips.

(This section consists of excerpts from D. & R. Bulletin No. 476.)

TRACK TYPE SHUTTLE TICKET DISTRIBUTING SYSTEM
 TRACK AND CARRIER DETAILS

704-3865
 Information

Engineer *LL*
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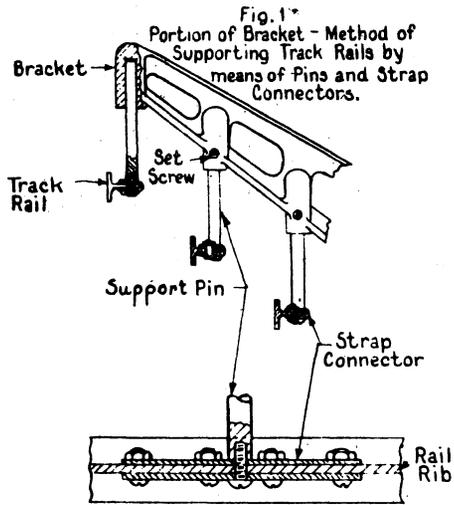


Fig. 2
 Section of Connector, Support Pin and Track Rib.

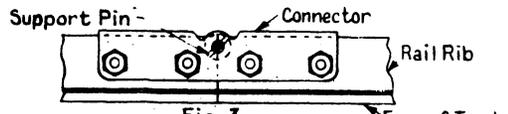


Fig. 3
 Strap Connector Joining Two Rails.



Fig. 4
 Strap Connector

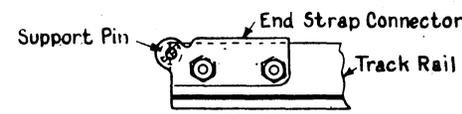


Fig. 7
 Strap Connector for Terminating End of Track Rail.

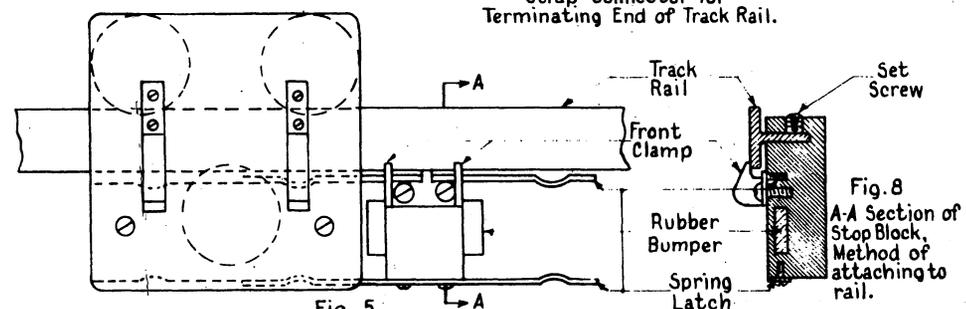


Fig. 5
 Stop Block attached to Track, Showing Spring Latch.

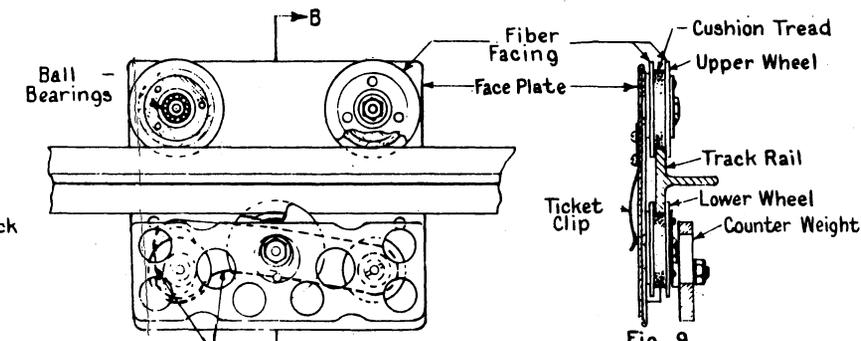


Fig. 6
 Construction Details Rear of Carrier.

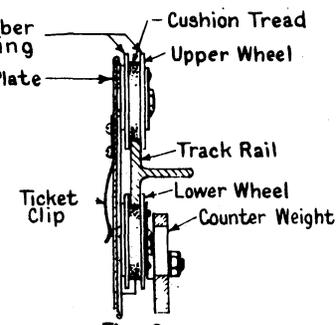


Fig. 9
 B-B Section of Carrier and Rail.

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