Title (en)

RAILWAY SYSTEM AND ELEMENTS THEREOF

Publication

EP 0132934 A3 19870204 (EN)

Application

EP 84303716 A 19840604

Priority

US 51300983 A 19830712

Abstract (en)

[origin: EP0132934A2] In this railway system substantially each piece of rolling stock, or "car" 14, will be a self-propelled locomotive which can be independently routed from any station location 10 within the system 40 to any other station location 10 within the system. The cars may be in a form similar to current conventional mass transit or freight cars, but in preferred embodiments they will be elevated "carriers" 14 designed to carry self-contained discrete elements which have been designed or modified for ease of connection to and disconnection from such carriers. Such discrete elements will include, but are not limited to, vehicles (such as conventional automobiles 12), crates 220, pallets, similar carriers 14, and so on. System traffic control means for loading and unloading cars, accelerating and decelerating cars, and routing cars will be provided. In preferred embodiments high speed, uninterrupted, universal routing through intersections and in selected directions at switching points will be accomplished without moving switches or moving rails by means of movable switching wheels in conjunction with tracks which will be specially designed to accommodate the cars and their movable switching wheels 90. In preferred embodiments, motive power for the cars will be provided by linear synchronous motors, with the movable magnetic portions 142 of the motors carried by each car and the stationary magnetic portions 152 associated with the track 55 or structure along which the car rides. In preferred embodiments means will be provided to control the location, position, and orientation of the magnetic portion of the motor carried by the car, with respect to the stationary elements associated with the track, regardless of the tilt or angle of the body of the car. In preferred embodiments, means will be provided to continuously transfer electrical energy from stationary lines associated with the tracks to the moving cars, even when the cars are moving at high speeds.

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