



New connection on: : 17-05-2018 : 14:41:15 - Last disconnection on: : 17-05-2018 : 02:58:33

V 4.0.0.44358(LP,U,linux) (Rev:43856 2017-04-27 09:03:29 +0200#(D201802)) (RPM D201802)

Welcome to EPOQUE Rebuild under the Production Environment

[No database/cluster active] ..fi epodoc

 Database: EPODOC

[EPODOC: SS 1] tesla

Results in EPODOC 1.832

[SS 2] ss1 and car

Results in EPODOC 26

[SS 3] ..li



1/26 © EPODOC / EPO

PN - [JP2017017904](#) A 20170119

PR - JP20150133801 20150702

AP - JP20150133801 20150702

DT - I

FI - B60L3/00&Q; B61L25/04

FT - 5H125/AA05; 5H125/CC02; 5H125/EE51

PA - NIPPON SIGNAL CO LTD:THE

TI - TRAIN MONITORING SYSTEM

AB - PROBLEM TO BE SOLVED: To provide a train monitoring system in which continuous data consolidation for the whole of one train formation can be implemented while improving maintenance performance.SOLUTION: A train monitoring system comprises substations **SS1**, SS2, SS3, SS4, which are installed at plural platform cars B1, B2, B3, B4, of railway vehicles T1, T2, and detect abnormality of the vehicles or a railroad by processing platform **car** information detected by sensors, and a main station MS which is coupled with these substations through a wireless multiple hop network. The platform **car** information and the abnormality information upon detecting abnormality at each substation are integrated to and recorded by the main station through plural substations, the carrier sense time of the substation detecting abnormality is

shortened, and the abnormality information is transmitted before the platform car information of the adjacent substation.SELECTED DRAWING: Figure 1

2/26 © EPODOC / EPO

- PN - [CN105460724](#) A 20160406
- PNFP - CN105460724B B 20171114
- PR - CN20152480081U 20150706; CN2016138783 20160120
- AP - CN2016138783 20160120
- DT - I
- CT - || STSE (A)
[JP2003118946](#) A 20030423 [A] (HITACHI LTD, et al)
[A] 1-4
* 全文 *;
[JP2005170551](#) A 20050630 [A] (MITSUBISHI ELECTRIC CORP)
[A] 1-4
* 全文 *;
[JP2008222358](#) A 20080925 [A] (MITSUBISHI ELECTRIC CORP)
[A] 1-4
* 全文 *;
[JP2009023768](#) A 20090205 [A] (MITSUBISHI ELECTRIC CORP)
[A] 1-4
* 全文 *;
[CN103204417](#) A 20130717 [A] (SHANGHAI MITSUBISHI ELEVATOR)
[A] 1-4
* 全文 *
- CNOI - (A)
[B66B5/0031](#) ; [B66B5/0087](#)
- PA - (A)
BEIJING SWORD ELECTRIC IND CO LTD
- TI - (A)
Elevator steel wire rope slipping testing system
- AB - (A)
An elevator steel wire rope slipping testing system comprises an elevator master controller, an elevator traction machine, a traction sheave, a steel wire rope, a counter weight device, a magnetic isolating plate, an elevator car and a flat bed inductor. An automatic testing method comprises the steps that SS1, a testing speed V0 is calculated according to the length L of the magnetic isolating plate and steel wire rope slipping qualified distances L0 corresponding to different elevator speeds V specified in the elevator standard; SS2, the elevator master controller sets the elevator car to run at the testing speed V0; SS3, when the flat bed inductor enters the induction area of the magnetic isolating plate along with the elevator car in the ascending direction or descending direction, the elevator master controller automatically controls the elevator traction machine and the traction sheave to enable the elevator car to emergently stop; SS4, the flat bed inductor judges whether the flat bed inductor slides out of the induction area of the magnetic isolating plate or not according to time duration signals obtained by detecting the magnetic isolating plate, if the flat bed inductor slides out of the induction area of the magnetic isolating plate, it is indicated that the steel wire rope

slipping testing result is unqualified, or else the steel wire rope slipping testing result is qualified.

3/26 © EPODOC / EPO

PN - [US2015031624](#) A1 20150129

PNFP - US9359447 B2 20160607

PR - US201314384282 20130305; US201261614612P 20120323; WO2013US28980 20130305

AP - US201314384282 20130305

DT - **

CTNP - || R141 (A1)
[] - Carpenito et al., 2009, PNAS, 106(9): 3360-3365.
- || STSE (B2)
[] - Carpenito et al., 2009, PNAS, 106(9): 3360-3365.

CCI - [C07K14/7051](#) ; [C07K14/70517](#) ; [C07K14/70521](#) ; [C07K14/70578](#) ; [C07K14/7153](#) ; [C07K16/30](#)

CUI - [C07K16/46](#) ; [G01N33/574](#) ; [G01N33/57407](#) ; [G01N33/57423](#) ; [G01N33/57438](#) ; [G01N33/57446](#) ; [G01N33/57449](#) ; [A61K47/6851](#)

CQI - [A61K47/48569](#)

CCA - [C07K2317/60](#) ; [C07K2317/622](#) ; [C07K2319/00](#) ; [C07K2319/02](#) ; [C07K2319/03](#) ; [C07K2319/33](#)

PA - (A1 B2)
US HEALTH [US]

TI - (A1)
ANTI-MESOTHELIN CHIMERIC ANTIGEN RECEPTORS
- (B2)
Anti-mesothelin chimeric antigen receptors

AB - (A1 B2)
The invention provides a chimeric antigen receptor (**CAR**) (a) an antigen binding domain of HN1 or SS, a transmembrane domain, and an intracellular T cell signaling domain, or (b) an antigen binding domain of **SS1**, a transmembrane domain, an intracellular T cell signaling domain, and a granulocyte-macrophage colony-stimulating factor (GM-CSF) receptor 2 leader. Nucleic acids, recombinant expression vectors, host cells, populations of cells, antibodies, or antigen binding portions thereof, and pharmaceutical compositions relating to the CARs are disclosed. Methods of detecting the presence of cancer in a mammal and methods of treating or preventing cancer in a mammal are also disclosed.

4/26 © EPODOC / EPO

PN - [CA2868121](#) A1 20130926

PR - US201261614612P 20120323; WO2013US28980 20130305

AP - CA20132868121 20130305

DT - I

CCI - [C07K14/7051](#) ; [C07K14/70517](#) ; [C07K14/70521](#) ; [C07K14/70578](#) ; [C07K14/7153](#) ;

[C07K16/30](#)

CUI - [C07K16/46](#) ; [G01N33/574](#) ; [G01N33/57407](#) ; [G01N33/57423](#) ; [G01N33/57438](#) ; [G01N33/57446](#) ; [G01N33/57449](#) ; [A61K47/6851](#)

CQI - [A61K47/48569](#)

CCA - [C07K2317/60](#) ; [C07K2317/622](#) ; [C07K2319/00](#) ; [C07K2319/02](#) ; [C07K2319/03](#) ; [C07K2319/33](#)

PA - US HEALTH [US]

TI - ANTI-MESOTHELIN CHIMERIC ANTIGEN RECEPTORS

AB - The invention provides a chimeric antigen receptor (**CAR**) (a) an antigen binding domain of HN1 or SS, a transmembrane domain, and an intracellular T cell signaling domain, or (b) an antigen binding domain of **SS1**, a transmembrane domain, an intracellular T cell signaling domain, and a granulocyte-macrophage colony-stimulating factor (GM-CSF) receptor 2 leader. Nucleic acids, recombinant expression vectors, host cells, populations of cells, antibodies, or antigen binding portions thereof, and pharmaceutical compositions relating to the CARs are disclosed. Methods of detecting the presence of cancer in a mammal and methods of treating or preventing cancer in a mammal are also disclosed.

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PN - [AU2013235726](#) A1 20141002

PNFP - AU2013235726B B2 20170420

PR - US201261614612P 20120323; WO2013US28980 20130305

AP - AU20130235726 20130305

DT - I

CT - || STSE (B2)
[WO2010111282](#) A1 20100930 [] (US GOV HEALTH & HUMAN SERV [US], et al);
[WO0073346](#) A1 20001207 [] (US HEALTH [US], et al);
[US6809184](#) B1 20041026 [] (PASTAN IRA H [US], et al)

CTNP - || STSE (B2)
[] - Carpenito, C., et al. "Control of large, established tumor xenografts with genetically retargeted human T cells containing CD28 and CD137 domains", PNAS. 2009, vol. 106, pages 3360-3365.

CCI - [C07K14/7051](#) ; [C07K14/70517](#) ; [C07K14/70521](#) ; [C07K14/70578](#) ; [C07K14/7153](#) ; [C07K16/30](#)

CUI - [C07K16/46](#) ; [G01N33/574](#) ; [G01N33/57407](#) ; [G01N33/57423](#) ; [G01N33/57438](#) ; [G01N33/57446](#) ; [G01N33/57449](#) ; [A61K47/6851](#)

CQI - [A61K47/48569](#)

CCA - [C07K2317/60](#) ; [C07K2317/622](#) ; [C07K2319/00](#) ; [C07K2319/02](#) ; [C07K2319/03](#) ; [C07K2319/33](#)

PA - (A1 B2)
US HEALTH [US]

TI - (A1 B2)
Anti-mesothelin chimeric antigen receptors

AB - (A1 B2)

The invention provides a chimeric antigen receptor (**CAR**) (a) an antigen binding domain of HN1 or SS, a transmembrane domain, and an intracellular T cell signaling domain, or (b) an antigen binding domain of **SS1**, a transmembrane domain, an intracellular T cell signaling domain, and a granulocyte-macrophage colony-stimulating factor (GM-CSF) receptor 2 leader. Nucleic acids, recombinant expression vectors, host cells, populations of cells, antibodies, or antigen binding portions thereof, and pharmaceutical compositions relating to the CARs are disclosed. Methods of detecting the presence of cancer in a mammal and methods of treating or preventing cancer in a mammal are also disclosed.

6/26 © EPODOC / EPO

- PN - [WO2013142034](#) A1 20130926
- PR - US201261614612P 20120323
- AP - WO2013US28980 20130305
- DT - *; Rep
- CT - |EP| ISR (A1)
[XP002605939](#) A[X];
[WO2010111282](#) A1 20100930 [AD] (US GOV HEALTH & HUMAN SERV [US], et al)
 [AD] 1-27
 * the whole document *;
[WO0073346](#) A1 20001207 [AD] (US HEALTH [US], et al)
 [AD] 1-27
 * the whole document *;
[US6809184](#) B1 20041026 [AD] (PASTAN IRA H [US], et al)
 [AD] 1-27
 * the whole document *;
[WO2008121420](#) A1 20081009 [A] (SLOAN KETTERING INST CANCER [US], et al)
 [A] 1
 * page 2, line 26; claims 6,26 *
 * page 5, line 10 *;
[WO2009091826](#) A2 20090723 [A] (UNIV TEXAS [US], et al)
 [A] 1,5,15
 * sequence 2 *;
[XP055062819](#) A[A];
[WO2012079000](#) A1 20120614 [AP] (UNIV PENNSYLVANIA [US], et al)
 [AP] 1,7-12
 * page 4, line 2; claims 9,10,12,19 *;
[WO2012138475](#) A1 20121011 [AP] (US HEALTH [US], et al)
 [AP] 1,5
 * sequences 5,10,11 *;
[WO2013063419](#) A2 20130502 [E] (UNIV PENNSYLVANIA [US], et al)
 [E] 1
 * the whole document *
- CTNP - |EP| ISR (A1)
 [X] - CARPENITO CARMINE ET AL, "Control of large, established tumor xenografts with genetically retargeted human T cells containing CD28 and CD137 domains", PROCEEDINGS OF THE NATIONAL ACADEMY OF SCIENCES, NATIONAL ACADEMY OF SCIENCES, US, (20090303), vol. 106, no. 9, doi:[10.1073/PNAS.0813101106](#), ISSN 0027-

8424, pages 3360 - 3365, XP002605939

[X] 1-27

* the whole document *

[A] - X. WANG ET AL, "A transgene-encoded cell surface polypeptide for selection, in vivo tracking, and ablation of engineered cells", BLOOD, (20110804), vol. 118, no. 5, doi: [10.1182/blood-2011-02-337360](https://doi.org/10.1182/blood-2011-02-337360), ISSN 0006-4971, pages 1255 - 1263, XP055062819

[A] 1,5

* figure 1 *

CCI - [C07K14/7051](#) ; [C07K14/70517](#) ; [C07K14/70521](#) ; [C07K14/70578](#) ; [C07K14/7153](#) ; [C07K16/30](#)

CUI - [C07K16/46](#) ; [G01N33/574](#) ; [G01N33/57407](#) ; [G01N33/57423](#) ; [G01N33/57438](#) ; [G01N33/57446](#) ; [G01N33/57449](#) ; [A61K47/6851](#)

CQI - [A61K47/48569](#)

CCA - [C07K2317/60](#) ; [C07K2317/622](#) ; [C07K2319/00](#) ; [C07K2319/02](#) ; [C07K2319/03](#) ; [C07K2319/33](#)

PA - US HEALTH [US]

TI - ANTI-MESOTHELIN CHIMERIC ANTIGEN RECEPTORS

AB - The invention provides a chimeric antigen receptor (**CAR**) (a) an antigen binding domain of HN1 or SS, a transmembrane domain, and an intracellular T cell signaling domain, or (b) an antigen binding domain of **SS1**, a transmembrane domain, an intracellular T cell signaling domain, and a granulocyte-macrophage colony-stimulating factor (GM-CSF) receptor 2 leader. Nucleic acids, recombinant expression vectors, host cells, populations of cells, antibodies, or antigen binding portions thereof, and pharmaceutical compositions relating to the CARs are disclosed. Methods of detecting the presence of cancer in a mammal and methods of treating or preventing cancer in a mammal are also disclosed.

7/26 © EPODOC / EPO

PN - [JP2007170162](#) A 20070705

PNFP - JP4723415B B2 20110713

PR - JP20050339089 20051124; JP20060123385 20060427

AP - JP20060123385 20060427

DT - I

FI - B60R25/00&606; B60R25/04&608; B60R25/10&617; B60R25/24; E05B49/00&J

FT - 2E250/AA21; 2E250/BB08; 2E250/BB12; 2E250/CC20; 2E250/FF27; 2E250/FF35; 2E250/FF36; 2E250/HH01; 2E250/JJ00; 2E250/JJ05; 2E250/KK03; 2E250/LL00; 2E250/LL01

PA - (A)
TOKAI RIKA CO LTD

TI - (A)
ELECTRONIC KEY SYSTEM

AB - (A)
PROBLEM TO BE SOLVED: To provide an electronic key system which prevents the development of situation that it is incorrectly judged that an electronic key is inside a vehicle room although it is outside the vehicle room.

- (A)

SOLUTION: At the time of a check in the vehicle room, a smart ECU3 sends an RSSI demand signal Ss2 from an in-car antenna 9a through the medium of an LF transmitter 9 for in-car use. When a portable machine 2 receives the RSSI demand signal Ss2, the portable machine 2 determines the signal-receive strength of the RSSI demand signal Ss2, and sends back the value to the smart ECU3. The smart ECU3 makes an LF transmitter 8 for outdoor use perform similar processing. By using a receive strength of an outside-the-car signal at the time of reception of an RSSI demand signal Ss1 sent by an outside-the-car antenna 8a by the portable machine 2 and a receive strength of an in-the-car signal at the time of reception of an RSSI demand signal Ss1 sent by an in-the-car antenna 9a by the portable machine 2, the smart ECU3 judges whether the portable machine 2 is in the car or outside the car.

- (A)

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8/26 © EPODOC / EPO

PN - [JP2001187545](#) A 20010710

PR - JP19990374525 19991228

AP - JP19990374525 19991228

DT - I

FI - B60Q1/04&E; G01R19/165&L

FT - 2G035/AA16; 2G035/AB02; 2G035/AC02; 2G035/AC19; 2G035/AD03; 2G035/AD28; 2G035/AD44; 3K039/AA03; 3K039/AA04; 3K339/AA02; 3K339/AA22; 3K339/AA34; 3K339/AA38; 3K339/BA06; 3K339/BA08; 3K339/BA09; 3K339/BA11; 3K339/BA21; 3K339/BA28; 3K339/BA30; 3K339/CA01; 3K339/CA21; 3K339/CA25; 3K339/DA01; 3K339/EA09; 3K339/FA12; 3K339/GB01; 3K339/GB21; 3K339/GB26; 3K339/JA01; 3K339/JA12; 3K339/JA13; 3K339/JA16; 3K339/JA21; 3K339/JA22; 3K339/JA26; 3K339/KA02; 3K339/KA04; 3K339/KA09; 3K339/KA11; 3K339/KA19; 3K339/KA20; 3K339/KA21; 3K339/KA28; 3K339/KA37; 3K339/KA38; 3K339/LA25; 3K339/LA28; 3K339/MA05; 3K339/MA10; 3K339/MC17; 3K339/MC33; 3K339/MC48; 3K339/MC49; 3K339/MC65; 3K339/MC67; 3K339/MC70; 3K339/MC71; 3K339/MC77

PA - TAIHEIYO SEIKO KK

TI - LOAD DRIVING CONTROL DEVICE

AB - PROBLEM TO BE SOLVED: To provide a load driving control device capable of driving/controlling the load by inputting an input signal from at least one input means such that a power is continuously supplied to at least one load or a power supply is continuously stopped or the power is intermittently supplied. SOLUTION: An intelligent fuse 2 of a head light driving control device 1 is provided between a battery power source B and a load (lamp 4a, etc.). When respective signals SS1-SS4 are inputted from respective switches 11-13, a judgment part H controls respective semiconductor relays TR1-TR4 to drive a load based on a combination of the respective signals SS1, etc. A signal such as a car speed sensor signal is inputted to the judgment part H other than the respective signals SS1, etc., and the judgment part H carries out a driving control based on a combination of the respective signals and the above respective signals SS1, etc., such that a power is intermittently supplied to the load.

9/26 © EPODOC / EPO

PN - [JPH01161600](#) A 19890626

PR - JP19870320499 19871218

AP - JP19870320499 19871218

DT - I

FI - B60K41/00&610Z; B60R21/00&D; B60R21/00&620D; B60R21/00&620E;
B60R21/00&620J; B60R21/00&620M; B60R21/00&620Q; B60R21/00&621D;
B60R21/00&621E; B60R21/00&621J; B60R21/00&621M; B60R21/00&621Q;
B60R21/00&622C; B60R21/00&622D; B60R21/00&622K; B60R21/00&626B;
B60R21/00&626D; G01S13/93&Z; G01S13/93&220; G08G1/16&A

FT - 3D017/AA04; 3D017/AA09; 3D017/AA12; 3D017/AA15; 5H180/AA01; 5H180/CC02;
5H180/CC11; 5H180/FF25; 5H180/FF27; 5H180/FF33; 5H180/LL02; 5H180/LL07;
5H180/LL08; 5H181/AA01; 5H181/CC02; 5H181/CC11; 5H181/FF25; 5H181/FF27;
5H181/FF33; 5H181/LL02; 5H181/LL07; 5H181/LL08; 5J070/AB30; 5J070/AC02;
5J070/AC20; 5J070/AE20; 5J070/AF03; 5J070/AH50; 5J070/AK31; 5J070/AK39;
5J070/AK40; 5J070/BD10; 5J070/BF01; 5J070/BF02; 5J070/BF08; 5J070/BF09;
5J070/BF12; 5J070/BF13; 5J070/BF18; 5J070/BG03; 5J070/BG40

PA - OKI ELECTRIC IND CO LTD

TI - VEHICLE DRIVE SUPPORTING DEVICE

AB - PURPOSE:To display information only when the information is required so as to secure the safety of **car** drive by detecting the operation of a steering wheel and displaying only the information regarding the obstacle in the direction corresponding to the operation of the steering wheel. CONSTITUTION:A sensor section 11 is composed of sensors **SS1** and SS2 which detect obstacles on both right and left sides of a vehicle and sensors CS1 and CS2 which detect obstacles behind the vehicle on both sides. The detect output of the sensor section 11 is supplied to an obstacle detecting section 13. The detecting section 13 constituting a calculating means together with a degree-of- danger calculating section 14 calculates presence/absence, scale, distance, etc., of an obstacle from the detect output of the sensor section 11 and outputs the calculated results to the calculating section 14. On the other hand, a sensor 15 detects the turned angle of the steering wheel of the vehicle and supplies the detected results to the calculating section 14. The calculating section 14 calculates the degree of danger from the output of the detecting section 13 and a degree-of-danger displaying section 16 which works a displaying means makes a display corresponding to the calculated degree of danger so as to inform the driver of the degree of danger.

10/26 © EPODOC / EPO

PN - [JPH01161599](#) A 19890626

PR - JP19870320498 19871218

AP - JP19870320498 19871218

DT - I

FI - B60K41/00&610Z; B60R21/00&D; B60R21/00&620D; B60R21/00&620E;
B60R21/00&620K; B60R21/00&620Q; B60R21/00&621D; B60R21/00&621E;
B60R21/00&621K; B60R21/00&621Q; B60R21/00&622C; B60R21/00&622D;
B60R21/00&622J; B60R21/00&626B; B60R21/00&626D; G01S13/88; G01S13/88&Z;
G08G1/16&A

FT - 3D017/AA04; 3D017/AA10; 3D017/AA15; 5H180/AA01; 5H180/CC02; 5H180/CC11;

5H180/FF25; 5H180/FF27; 5H180/FF33; 5H180/LL02; 5H180/LL07; 5H180/LL08;
 5H181/AA01; 5H181/CC02; 5H181/CC11; 5H181/FF25; 5H181/FF27; 5H181/FF33;
 5H181/LL02; 5H181/LL07; 5H181/LL08; 5J070/AB30; 5J070/AC02; 5J070/AC20;
 5J070/AE20; 5J070/AF03; 5J070/AH50; 5J070/AK31; 5J070/AK39; 5J070/AK40;
 5J070/BF01; 5J070/BF02; 5J070/BF08; 5J070/BF09; 5J070/BF12; 5J070/BF13;
 5J070/BF18; 5J070/BG03; 5J070/BG40

- PA - OKI ELECTRIC IND CO LTD
- TI - VEHICLE DRIVE SUPPORTING DEVICE
- AB - PURPOSE:To display information only when the information is required so as to secure the safety of **car** drive by detecting the operation of a direction indicator and displaying only the information regarding the obstacle in the driving direction. CONSTITUTION:A sensor section 11 is composed of sensors **SS1** and SS2 which detect obstacles on both right and left sides of a vehicle and sensors CS1 and CS2 which detect obstacles behind the **car** on both sides. The detect output outputted from the sensor section 11 is supplied to an obstacle detecting section 13. The detecting section 13 constituting a calculating means together with a degree-of-danger calculating section 14 calculates presence/absence, scale, distance, etc., of an obstacle from the detect output of the sensor section 11 and outputs the calculated results to the calculating section 14. On the other hand, a sensor 15 detects the operation of the direction indicator of the vehicle and supplies the detected results to the calculating section 14. The section 14 calculates the degree of danger from the output of the detecting section 13 and a degree-of-danger displaying section 16 which works as a displaying means makes a display corresponding to the calculated degree of danger so as to inform the driver of the degree of danger.

11/26 © EPODOC / EPO

- PN - [JPS61269444](#) A 19861128
- PNFP - JPH0776932B B2 19950816
- PR - JP19840257365 19841207
- AP - JP19850273370 19851206
- DT - **
- CT - (A)
[JPS51142939](#) A []; [JPS58186844](#) A []
- CCI - [H04L12/00](#)
- FI - G06F11/28&310F; G06F9/22&380F; H04L11/00&330; H04L12/42&M
- FT - 5B042/AA04; 5B042/AA09; 5B042/EA09; 5B042/FC04; 5B042/FD03; 5B042/GA04;
 5B042/HH30; 5B042/LA10; 5B042/MB04; 5B042/MC03; 5B105/AA09; 5B105/AB12;
 5B105/AB25; 5B105/AB26; 5B105/AB31; 5B105/EA28; 5B105/FB11; 5B105/KA01;
 5K031/AA06; 5K031/AA09; 5K031/CB00; 5K031/CC04; 5K031/DA01; 5K031/EA11
- PA - (A)
 NEC CORP
- TI - (A)
 DATA TRANSMISSION SYSTEM
- AB - (A)
 PURPOSE:To execute firmware having trace function only when trace function is

necessary without changing firmware by providing a means that loads firmware to a transmitter and a means that sets an arbitrary value and making subroutine call to a specified address when an address that accesses firmware coincides with above-mentioned set value. CONSTITUTION: A transmitter 4 transmits a frame shown in the figure A to a data transmitter 1 as a command A, and a transmission line controlling circuit 21 of the transmitter 1 writes the data information I in the processor 22 of a RAM 37. The transmitter 4 sends out information to be set to a conformable address register (CAR) 32 and a starting flip-flop FF 34 of the transmitter 1 to the transmitter 1 as a command B. A controlling circuit 42 of the transmitter 1 sets the data information I to the CAR 32, sets the value designated by the transmitter 4 to the CAR 32 and sets '1' to the FF 34. Consequently, the value of a microinstruction address register (MAR) 31 becomes X, and a coincidence signal CS and a select signal SS1 from a comparator circuit become on, and a selector 40 selects a constant 39 and set to an MIR 41. A value 'M' that indicates the forefront address of firmware written in the RAM 37 previously is set to an MAR 31, and the firmware is executed.

12/26 © EPODOC / EPO

PN - [JPS6082453](#) A 19850510

PNFP - JPH0466735B B2 19921026

PR - JP19830191552 19831013

AP - JP19830191552 19831013

DT - I

CCI - [B60M3/04](#)

FI - B60M3/04&D; B60M5/00&D

PA - (A)
MEIDENSHA ELECTRIC MFG CO LTD

TI - (A)
SECTION POWER FEEDER FOR ELECTRIC RAILROAD

AB - (A)
PURPOSE: To prevent arc at the section by connecting a switching control element through a diode bridge circuit across feeder lines having sections between them while connecting Zener diodes to the control terminal. CONSTITUTION: Thyristor breakers 16a, 16b are connected through a bridge circuit comprised of diodes 14, 15 and 19, 20 across feeder lines 11a-11c having sections 12a, 12b between them while Zener diodes 21a, 21b are connected to the control terminal. Upon reaching to breakdown voltage, breakers 16a or 16b is turned on automatically. Consequently, even when there is differential voltage between the adjoining power stations SS1, SS2, arc will never occur when an electric car 4 passes through the section 12a. Consequently, only two switching elements 16 and two sections are required to simply the system while to improve the reliability resulting in prevention of breakdown of pantograph or feeder lines.

13/26 © EPODOC / EPO

PN - [JPS6082452](#) A 19850510

PR - JP19830191551 19831013

AP - JP19830191551 19831013

DT - I

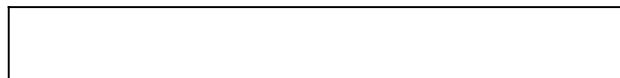
CCI - [B60M3/04](#)
FI - B60M3/04&D
PA - MEIDENSHA ELECTRIC MFG CO LTD
TI - SECTION POWER FEEDER FOR ELECTRIC RAILROAD
AB - PURPOSE:To prevent the occurrence of arc at the section by monitoring the voltage across feeder wires passing through a section by means of a voltage relay while on-off controlling the switching control elements when the voltage is approximately zero.
CONSTITUTION:The voltages across feeder lines 11a-11c having sections 12a, 12b between them are monitored respectively by voltage relays 17a, 17b, and upon motion of an electric **car** under regenerative braking to the section 12a to bring the voltage to approximately zero, a thyristor breaker 16a is turned on while 16b is turned off, to prevent arc at the section 16a. While two bridge circuits comprised of diodes 14, 15 and 19, 20 are provided between two feeder lines, so only two breakers 16a, 16b are required and only two sections are required between adjoining power stations **SS1**, **SS2** to simplify the system and to improve the reliability resulting in prevention of breakdown of pantograph or feeder lines.

14/26 © EPODOC / EPO

PN - [JPS6343841](#) A 19880224
PR - JP19860188177 19860811
AP - JP19860188177 19860811
DT - I
FI - B60M3/00&A; B60M3/04&A
PA - RAILWAY TECHNICAL RES INST; MEIDENSHA ELECTRIC MFG CO LTD
TI - FEEDER SET FOR AC SYSTEM ELECTRIC RAILROAD
AB - PURPOSE:To surely prevent any inductive interference against a communication-information line from occurring over the whole line with a minimum autotransformer, by absorbing each induced current to be produced when an electric **car** passes through a main electric-**car** line, an intermediate electric-**car** line and a nearby electric-**car** line.
CONSTITUTION:When an electric **car** 9a is situated, for example, in an X spot of a main electric-**car** line 1b, each of breakers 8c and 8o is turned on, while each of breakers 8d and 8p is off, respectively. And, power is fed to the electric **car** 9a from a first substation **SS1**, and an induced current is absorbed by an autotransformer 10d. Next, when the electric **car** 9a advances into an intermediate electric-**car** line 6b, these breakers 8c and 8o are turned off, while other breakers 8d and 8p are on, respectively. With this constitution, power is fed to the **car** 9a from a second substation **SS2**, and the induced current is absorbed by another autotransformer 10V. In succession, if the **car** 9a has passed through a setup position of an autotransformer 10g, these breakers 8c and 8o are turned off, while other breakers 8d and 8p are turned on.

15/26 © EPODOC / EPO

PN - [JPS5959528](#) A 19840405
PNFP - JPH05257B B2 19930105
PR - JP19820170678 19820928
AP - JP19820170678 19820928



DT	- I
CT	- STSE (A) JPS5747225 A 19820318 [] (JAPAN NATIONAL RAILWAY)
CCI	- B60M3/02
FI	- B60M3/02&D; G05F1/66&A; H02J5/00
FT	- 5G066/CA07; 5G066/DA10; 5G066/KA12; 5H420/BB02; 5H420/BB12; 5H420/BB13; 5H420/BB17; 5H420/CC04; 5H420/CC06; 5H420/DD02; 5H420/EA03; 5H420/EB11; 5H420/EB15; 5H420/EB26; 5H420/EB40; 5H420/FF03; 5H420/FF04; 5H420/FF20; 5H420/FF25; 5H420/KK10
PA	- (A) HITACHI LTD
TI	- (A) METHOD FOR CONTROLLING ELECTRIC RAILWAY SUBSTATION
AB	- (A) PURPOSE:To reduce the total capacity of the power supplying equipment of substations which have a function of controlling the output voltage as the rectifying units for power supplying equipment consisting of several generating stations, by controlling the substation voltage, based on the current value and voltage value of the adjacent substations. CONSTITUTION:When an AC current from several substations SS1 to SS4 is converted into a DC current of certain voltage through transformers T1 to T4 and thyristors S1 to S4 and fed to up and down electric-car lines I1, I2, the thyristors S1 to S4 are controlled by controllers CTR1 to CTR4. Each controller CTR inputs the voltages 2, 6 and currents 3,

7 of the substations on the both sides of one power station and the voltage 4 and current 5 of its own substation, from current detectors A and a voltage detector V into an input unit 1. Then, the allowable range of the voltage of stringing, demands in the contract on the substations, the limited value of the effective value of currents, etc., stored in a memory 8 are read out, and each controlling quantity is operated at an arithmetic and logic unit 9, to control the delivering voltage of substations.

16/26 © EPODOC / EPO

PN - [JPH072000](#) A 19950106
 PR - JP19930146501 19930617
 AP - JP19930146501 19930617
 DT - I
 FI - B60M3/04&L
 PA - TOSHIBA CORP
 TI - DRIVING ELECTRIC POWER
 SUPPLY SYSTEM FOR LINEAR
 MOTOR **CAR**
 AB - PURPOSE:To enable a train of
 single composition to enter a
 single section by supplying
 emergency electric power to the
 feeder of an adjacent substation
 from an inverter device of one's
 own substation, and arranging a
 connecting means to receive
 emergency electric power to the
 feeder of one's own substation
 from inverter devices of both
 adjacent substations.
 CONSTITUTION:Feeder switches
 CBS24 and CBS25 are arranged
 in a substation SS2 so as to
 receive electric power to feeders
 A2-BUS and C2-BUS from A-
 phase and C-phase inverter
 devices INV11 AND INV33 of
 upstream and downstream side



adjacent substations **SS1** and SS3, and electric power is supplied to a propelling coil CO from the respective feeders through a switch SW for the propelling coil. The output end of an A-phase inverter device INV21 can be connected to a feeder A3-BUS through a switch CBS34 for a feeder in the downstream side substation SS3, and the output end of a C-phase inverter device INV23 is connected to a C-phase feeder C1-BUS through a switch CBS15 for a feeder in the upstream side substation **SS1**.

17/26 © EPODOC / EPO

- PN - [JPS61286659](#) A 19861217
- PNFP - JPH0621641B B2 19940323
- PR - JP19850128861 19850613
- AP - JP19850128861 19850613
- DT - I
- CCA - [B60W2550/142](#)
- FI - B60K20/00&D;
B60K41/00&301D; B60K41/12;
B60W10/00&112;
B60W10/10&201; B60W10/101;
F16H11/06; F16H11/06&C;
F16H59/24; F16H59/40;
F16H59/42; F16H59/66;
F16H61/02; F16H61/06;
F16H9/00; F16H9/00&F
- FT - 3D040/AB01; 3D040/AE02;
3D040/AE05; 3D040/AE06;
3D040/AF07; 3D041/AA21;
3D041/AA31; 3D041/AA66;
3D041/AB01; 3D041/AC19;
3D041/AC20; 3D041/AD02;
3D041/AD03; 3D041/AD04;
3D041/AD05; 3D041/AD10;
3D041/AD11; 3D041/AD31;
3D041/AD47; 3D041/AD51;
3D041/AE31; 3D041/AE36;
3D041/AE39; 3D041/AF09;
3D241/AA21; 3D241/AA31;
3D241/AA66; 3D241/AB01;



3D241/AC19; 3D241/AC20;
 3D241/AD02; 3D241/AD03;
 3D241/AD04; 3D241/AD05;
 3D241/AD10; 3D241/AD11;
 3D241/AD31; 3D241/AD47;
 3D241/AD51; 3D241/AE31;
 3D241/AE36; 3D241/AE39;
 3D241/AF09; 3J052/AA04;
 3J052/AA14; 3J052/BA30;
 3J052/CA22; 3J052/FA07;
 3J052/FB02; 3J052/FB34;
 3J052/GC23; 3J052/GC43;
 3J052/GC44; 3J052/GD05;
 3J052/HA11; 3J052/KA01;
 3J052/LA01; 3J552/MA07;
 3J552/MA13; 3J552/MA14;
 3J552/NA01; 3J552/NB01;
 3J552/PA00; 3J552/PA59;
 3J552/RB22; 3J552/RB23;
 3J552/SA36; 3J552/SB30;
 3J552/TB03; 3J552/TB07;
 3J552/TB20; 3J552/VA33W;
 3J552/VA39W; 3J552/VA74W;
 3J552/VA74Y; 3J552/VB04W;
 3J552/VC03W; 3J552/VC04W;
 3J552/VD02W; 3J552/VD07W;
 3J552/VD14Z; 3J552/VE04W

- | | |
|----|--|
| PA | - (A)
TOYOTA MOTOR CORP |
| TI | - (A)
CONTROLLER FOR STEPLESS
TRANSMISSION FOR VEHICLES |
| AB | - (A)
PURPOSE:To relieve operation on
an accelerator pedal, by
detecting a running road grade
with a road grade detecting
device, while regulating a
velocity ratio with the variation
speed conformed to the running
road grade by a velocity-ratio
variation speed controlling
device. CONSTITUTION:A velocity-
ratio control valve 38 consisting
of flow control servo valves 38A
and 38B is provided with a
tappet to be driven by a velocity-
ratio signal. A tilt signal SK |

showing a running road grade - or + is fed to a microcomputer 58 by a clinometer 60 of a car, while velocity-ratio signals SS1 and SS2 are outputted to these flow control servo valves 38A and 38B, and a pressure regulating signal Sp showing line hydraulic pressure is outputted to a line hydraulic pressure regulating valve 44. Accordingly, at a running road with a grade, a variation of the velocity ratio comes small and operation on an accelerator pedal is relieved.

18/26 © EPODOC / EPO

PN - [JP55747225](#) A 19820318
 PR - JP19800122938 19800906
 AP - JP19800122938 19800906
 DT - I
 FI - B60M3/02&D; B60M3/06&E
 PA - JAPAN NATIONAL RAILWAY
 TI - FEEDING METHOD OF DC CURRENT
 AB - PURPOSE: To enable the remote supply of regenerative power by connecting a thyristor hybrid bridge including a parallel flywheel diode in series to a 3-phase full-wave rectifier with a diode in a current feeding for a DC electric railway system. CONSTITUTION: At a DC feeding substation SS1, the secondary side of a transformer is connected to a diode 3-phase full-wave rectifier B and a thyristor 3-phase full-wave rectifier U combining a flywheel diode F in parallel which is energized with the thyristor off while both rectifiers are connected in series. When the feeding current is below a specified value, the rectifier B is operated, while the rectifier U is operated when it is thereabove.



This permits the feeding voltage to be set at such a low level free from trouble with an auxiliary device when light loaded, thereby facilitating the supply of regenerative power to an electric car existing at a remote location.

19/26 © EPODOC / EPO

PN - [JPS59144291](#) A 19840818

PNFP - JPH0256876B B2 19901203

PR - JP19830018690 19830207

AP - JP19830018690 19830207

DT - I

CCI - [H04N7/18](#)

FI - B60K41/00&610Z; B60R1/00&A;
B60R21/00&D;
B60R21/00&620C;
B60R21/00&620N;
B60R21/00&621C;
B60R21/00&621N;
B60R21/00&622C;
B60R21/00&622D;
B60R21/00&622G;
B60R21/00&622T;
B60R21/00&626D;
B60R21/00&626E;
B60R21/00&626G; H04N7/18&D;
H04N7/18&J

FT - 3D017/AA03; 3D021/AA05;
3D021/AC01; 3D021/AD03;
3D021/AD20; 3D021/AE31;
5C054/FC12; 5C054/FE13;
5C054/FE18; 5C054/HA30

PA - (A)
HONDA MOTOR CO LTD

TI - (A)
VISUAL RANGE MONITORING
SYSTEM FOR RUNNING BODY

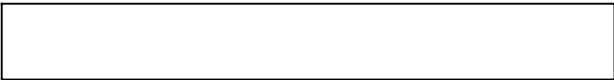
AB - (A)
PURPOSE:To allow a driver to
grasp the circumferential
condition of running body which
is difficult for the driver to
confirm at a look and to reduce



the burden of attention by detecting the circumferential condition of the running body and monitor displaying it on a screen at a time. CONSTITUTION: The running body mounts a camera 8 which shoots the rear behind the running body and is fitted with sideways sensors **SS1** and SS2 such as infrared or ultrasonic sensor which detects the presence or absence of an obstacle behind on both sides of the running body and corner sensors CS1-CS4 such as a contact or proximity sensor which detects an obstacle in front of and behind and at the left and right corner parts. Those sensors are controlled by a CPU2, and the condition of the presence or absence of an obstacle at the circumference of the **car** or not is modeled and displayed at one corner of a display device 7 incorporated in the panel of, for example, a driver's seat according to the outputs of the sensors **SS1**-CS4. Further, an image of the rear from the camera 8 is displayed at the remaining part. Thus, the circumferential condition which is difficult to confirm is grasped instantaneously to reduce the burden of attention on the driver effectively.

20/26 © EPODOC / EPO

PN	- JPS61175355 A 19860807
PNFP	- JPH0534552B B2 19930524
PR	- JP19850016299 19850130
AP	- JP19850016299 19850130
DT	- I
CT	- STSE (A) JPS60108849U U 19850724 []
FI	- B60K20/14; F16H5/28;

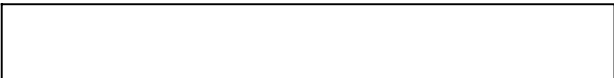


	F16H61/04; F16H61/08; F16H61/26; F16H61/28; F16H63/00; F16H63/12
FT	- 3J052/AA17; 3J052/CA14; 3J052/FB34; 3J052/GC44; 3J052/GC46; 3J052/GC71; 3J052/LA05; 3J067/AA01; 3J067/AA21; 3J067/AB13; 3J067/AC05; 3J067/BA51; 3J067/CA08; 3J067/CA09; 3J067/DB01; 3J067/DB35; 3J067/FB03; 3J067/FB85; 3J067/GA04; 3J552/MA01; 3J552/MA17; 3J552/NA04; 3J552/NB01; 3J552/PA20; 3J552/PA61; 3J552/PA70; 3J552/QA03B; 3J552/QA03C; 3J552/QB08; 3J552/RA03; 3J552/RA06; 3J552/RA12; 3J552/SA51; 3J552/SA59; 3J552/SB09; 3J552/SB10; 3J552/VA74Z; 3J552/VA76W; 3J552/VB01W; 3J552/VC01W
PA	- (A) HINO MOTORS LTD
TI	- (A) CONTROLLER FOR TRANSMISSION
AB	- (A) PURPOSE:To smooth operation by controlling the passing speed of fluid by a valve apparatus for the inflow and discharge of the fluidic pressure into a pressure cylinder and gently controlling the passing speed of the fluid which passes through the valve apparatus for a prescribed time in the switching transition state of a speed change gear. CONSTITUTION:Solenoid valves SL1 and SL2 are installed as valve apparatuses at the both edges of a pressure cylinder C, and an exhaust valve EL is con trolled by comparing, in a control circuit CP, each detected input of a gear- position sensor GS, revolution-speed sensor SS1 ,

and a **car**-speed sensor SS2 with the preset speed change characteristics of a **car**. Therefore, the operation of a synchromesh mechanism can be made smooth by controlling the exhaust circuit of the solenoid valve for driving the piston of a pressure cylinder according to the magnitude of the synchromesh load.

21/26 © EPODOC / EPO

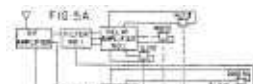
PN - [JPH08188115](#) A 19960723
 PR - JP19950001685 19950110
 AP - JP19950001685 19950110
 DT - I
 FI - B60R21/0136; B60R21/16; B60R21/32
 FT - 3D054/EE04; 3D054/EE39; 3D054/FF17
 PA - FUJITSU TEN LTD
 TI - SAFING SENSOR
 AB - PURPOSE: To improve the reliability of safing sensor in getting rid of any branching in an inner part of this sensor by installing a malfunction detector contact at the normal-close contact side of a transfer type reed switch, and an air bag igniter terminal at the normal-open contact, respectively.
 CONSTITUTION: At the time of a **car** crash, first of all, a safing sensor **SS1** detects the impact at low acceleration, and a switch contact S11 is closed. Next, a G sensor 12 further detects the impact at higher acceleration, and a microcomputer 11 performs its final judgement that it is a collision, emitting an ignition signal, and thereby a switching transistor Tr1 for ignition current control is turned to ON. In consequence, a loop of all circuits for those of power E1-



safening sensor SS1ignition
 element SC-ignition current
 controlling switching transistor
 Tr1-earth is completed, whereby
 a current flow therein and this
 ignition element SC is ignited. In
 this constitution, a detector is
 always monitored, and that any
 branching of wiring in the
 safening sensor becomes
 eliminated and thus the
 reliability is improved.

22/26 © EPODOC / EPO

- PN - [GB964974](#) A 19640729
- PR - US19590851896 19591109
- AP - GB19600038565 19601109
- DT - *
- CCI - [B6113/121](#)
- PA - GEN RAILWAY SIGNAL CO
- TI - Remote control system for
 railway locomotives or trains
- AB - 964,974. Remotely controlled
 locomotives. GENERAL RAILWAY
 SIGNAL CO. Nov. 9, 1960 [Nov. 9,
 1959], No. 38565/60. Heading
 B7N. [Also in Division G3] A
 remote control system for a
 locomotive comprises manually
 controlled means at a central
 office for radiating coded
 electric signals and receiving
 means on the locomotive for
 detecting the radiated signals
 and for effecting the appropriate
 controls. In the system described
 a locomotive and five " dump-
 oars " are remotely controlled.
 The dump-cars DC1- DC5, Fig. 1,
 are loaded at an excavation site
 and when full they are drawn,
 under remote control, to a
 hopper H, into which they
 individually discharge their
 contents. The control system, Fig.
 2, provides two speeds in .both
 forward and reverse directions.



It also provides for the selection, by a switch DC, of any one of the five dump-cars, which when selected, dumps its contents upon depression of a dump execute button DE. All controls are transmitted from the central office to the locomotive by means of six frequencies f1 to f6 modulated on a carrier frequency. Speed control of the locomotive is effected in two stages by frequencies f1 to f3, selection of a particular dump-car is effected by transmitting a combination of the three frequencies f4 to f6, and the dump execute control (effective only after a particular dumpcar has been selected) is effected by frequency f2. Central office, Figs. 4A, 4B.-Upon moving the train control switch TC, Figs. 2 and 4A, from its central " stop " position, at which position only the carrier frequency is transmitted, a relay CK1, Fig. 4B, is energized and a relay IS is de-energized which initiates a check operation, which comprises the transmission of all six frequencies simultaneously for a short period, followed by the transmission of nothing for a short period. The relays IS and CK1 together cause the transmission of all the frequencies, and the relay CK1, by de-energizing a relay CK2, which is slow to drop-out, also causes the transmission of nothing. One of relays R or F is then energized to effect reverse or forward control, which causes the transmission of frequency f3 or f1, respectively, and this is followed by the energization of a slowspeed relay SS, which adds frequency f2 to the frequency

already being transmitted, or the energization of a fast-speed relay FS which also causes relay SS to pick-up and which results in the transmission of all three frequencies f_1 to f_3 . Selection of a dump-car is effected, with the train control switch TC set to zero, by the dump-control switch DC, Fig. 4A, which transmits a different combination of the three frequencies f_4 to f_6 for each of its five positions, and the actual dumping is initiated by depression of the dump execute button DE which causes the transmission of frequency f_2 . Locomotive, Figs. 5A, 5B, 5C.- Each of the six frequencies f_1 to f_6 when received by the locomotive energizes a corresponding relay 1L, 1M, . . . 2H, Fig. 5A, via appropriate filters. When all six frequencies are received simultaneously, during the check operation, all six relays 1L, 1M, . . . 2H pick-up together with a relay CR which responds to the carrier signal. This causes a capacitor 43 to charge via seriesconnected contacts 44, 45, . . . 50. When this is followed by a brief interval of "silence" all these relays 1L, 1M, . . . 2H and CR drop-out whereupon a check relay CK is energized from the charged capacitor 43 via series connected contacts 52, 53, . . . 58. The check relay is sufficiently sluggish to stay up until the carrier signal is restored whereupon carrier relay CR picks-up and establishes a hold circuit for it. The interval of "silence" which concludes the test period, is followed by the reception of either frequency f_1 or f_3 which causes, via contacts

112, 113, 162, Fig. 5A, either a forward relay F1, Fig. 5B, or a reverse relay R1 to be energized. To the selected frequency (f1 or f3) is added either f2 by itself, which causes, via a contact 118, a slow speed relay **SS1** to be energized or f2 together with the unselected frequency-resulting in all three frequencies f1, f2 and f3-which causes the slow speed relay **SS1** to pick-up, as before, and also causes a fast speed relay FS1 to pick-up, via series connected contacts 44, 45, 46. This, in turn, causes the locomotive to be driven at the slow or fast speed (see below). Once the locomotive has been driven to the desired position and stopped, selection of one of the five dump-cars is effected by a combination of three frequencies f4, f5 and f6 which when received set up a route from a contact 206, Fig. 5A, to the appropriate one of five dumping valves 1CD, 2CD, . . . 5CD. The actual dumping is then initiated by the reception of frequency f2 (by depression of the dump execute button at the control station). Speed control, Figs. 5B, 5C.-The locomotive throttle control apparatus, Fig. 5C, is of known type and is controlled by four solenoids T1V, T2V, T3V, T4V. These solenoids in turn are controlled by a multi-position stepping switch SW, Fig. 5B, forward (or up) stepping of the switch energizing the solenoids in the correct sequence to open progressively the locomotive throttle, and backward (or down) stepping of the switch progressively closing the throttle. Up or down stepping of the switch is effected

respectively by relays US and DS which, when energized, oscillate continuously. These relays are so controlled that the switch is stepped up or down until the locomotive speed has the desired selected value. The selected speed can be either slow, that is in the range 4-5 m.p.h., or fast, that is in the range 10-12 m.p.h. If the slow speed is selected then the control circuit first compares the locomotive speed with 4 m.p.h. until 4 m.p.h. is exceeded, then it compares the locomotive speed alternately with 4 m.p.h. and 5 m.p.h., and if the locomotive speed continues to rise the control circuit compares it with 5 m.p.h. Thus when the locomotive speed is in the desired range it is compared alternately with 4 m.p.h. and 5 m.p.h., and when it is outside the desired range it is compared either with 4 m.p.h. or with 5 m.p.h. whichever is appropriate. This control is effected by a circuit comprising a frequency generator FG driven by the locomotive wheels, two filters which will respectively block frequencies below those which correspond to speeds of 4 or 5 m.p.h. and 10 or 12 m.p.h. depending upon whether or not two capacitors 23, 24 are shunted by a relay C, an oscillator generating a frequency higher than 12 m.p.h., an amplifier 27 and relay D1 which respond to the output from the filters, and a relay GR which selects the desired speed range by selecting one of the two filters. The operation, assuming for example that the slow speed is selected, is as follows. With the locomotive at rest the signal

from the oscillator passes through the 4-5 m.p.h. filter and picks up DP via D1. DP opens contacts 145a which turn off the oscillator. Thus with the locomotive at rest relay DP is continually oscillating. This causes a relay C to be held up, which, in turn, keeps CP up. When a " slow-speed " control signal is received by the locomotive it energizes a relay **SS1**, Fig. 5B, which, in turn, energizes selfinterrupting relay US and the multi-position switch starts stepping upwards thereby progressively opening the locomotive throttle. When the locomotive speed rises to above 4 m.p.h. but remains below 5 m.p.h. the basic oscillatory loop (osc., filter, relay DP) stops oscillating because the signal from the frequency generator FG passes through the filter continuously. However, once DP stops oscillating relay C falls out which removes the shunt across capacitor 23 and raises the setting of the filter to 5 m.p.h. Thus with the locomotive speed between 4 and 5 m.p.h. the basic oscillatory loop is blocked but a second loop including relay C becomes operative. While C is oscillating, CP, which is slow-to-release, stays up, and a further relay OS, also slow-to-release, picks-up. This causes the de-energization of US and no further stepping of the multi-position switch occurs. Providing the locomotive speed remains in the range 4-5 m.p.h. the condition, with relay C oscillating and relays CP and OS up, continues. If, however, the speed rises above 5 m.p.h. then relay C stops oscillating and falls out. This

causes both CP and OS to fall out, which, in turn, causes the energization of self-interrupting relay DS and the consequential down stepping of the multi-position switch, and hence the locomotive throttle is progressively closed. When the locomotive speed falls to 4-5 m.p. h. range relay C recommences oscillating as above.

23/26 © EPODOC / EPO

- PN - [GB440192](#) A 19351216
- PR - NLX440192 19330624
- AP - GB19340017687 19340614
- DT - **
- CCI - [H01K1/28](#)
- PA - PHILIPS NV
- TI - Improvements in or relating to electric incandescent lamps
- AB - 440,192. Electric incandescent lamp bulbs. NAAMLLOOZE VENNOOTSCHAP PHILIPS' GLOEILAMPENFABRIEKEN, Emmasingel, Eindhoven, Holland. June 14, 1934, No. 17687. Convention date, June 24, 1933. [Class 39 (ii)] An incandescent lamp, adapted for use in motor-car head lamps, has a spherical bulb and at least two filaments F1, F2, Fig. 2, one of which co-operates with a screen R arranged within the bulb. According to the invention ribs are formed on the larger part of the surface of the bulb, adjacent the screen opening and bounded by two planes V4 forming angles of 95 to 105 with V5, the plane of symmetry of the bulb normal to the road when the lamp is arranged in a reflector, the ribs extending along the lines of intersection of a group of planes having a common intersecting



line I-I which is located in the plane V5 and is tangential to the bulb at the intersection S of the lamp axis with the bulb. The ribs produce a laterally spreading beam without dazzling rays. As shown in Fig. 3, the bottom half of the bulb has two sets of similar ribs BL, BR, based respectively on lines SS11 and **SS1** which are inclined 5 to 15 from the line I-I, these ribs co-operating with the main unscreened filament. A blank space G is left between the upper and lower sets of ribs to facilitate centring of the filaments during manufacture. The Specification as open to inspection under Sect. 91 comprises also the use of ribs formed by the intersection of the bulb with a group of planes having any common intersecting line tangential to the bulb. This subject-matter does not appear in the Specification as accepted. Reference has been directed by the Comptroller to Specifications 404,223 and 429,424.

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- PN - [GB604455](#) A 19480705
- PR - USX604455 19440624
- AP - GB19450016214 19450625
- DT - *
- CCI - [B66B1/20](#)
- PA - WAYGOOD OTIS LTD
- TI - Improvements in electric control system for elevators
- AB - 604,455. Electric control systems for lifts. WAYGOOD-OTIS, Ltd.
June 25, 1945, No. 16214.
Convention date, June 24, 1944.
[Class 40 (i)] In a multicar-lift-system wherein an " up " or " down " call registered at one of a



plurality of landings is normally arranged to stop a **car** travelling in the corresponding direction, such a call if unanswered for a predetermined time is arranged to stop a **car** travelling in the opposite direction. The invention thus obviates undue waiting by intending passengers at landings during busy periods when cars filled to capacity are non-stopped past floors for which calls are registered. The invention is described for a system in which only down calls registered for a predetermined time are given preference. Where a plurality of such calls are registered, preference may be given to the lowest, the highest or the longest of such calls. In each case the preferential call stops an up-travelling **car** and sets it for downward travel. Preferably, however, only an available up- **car**, i.e. one which has no push-button within it depressed for a higher floor, is stopped. **Car** controls.' As shown, two or more elevator cars 1, 2, Fig. 1, are each hoisted by an electric motor 3 supplied from a Ward-Leonard generator 13, and each includes a start control switch,. **car** floor buttons C2 ... C7, Fig. 2a, for each floor other than the first, a safety switch and a non-stop button NSB. Associated with each **car** is a floor controller or selector machine 9, Fig. 1, which includes a cross-head 11, driven through a toothed tape 10, gearing and screw in accordance with the **car** movements. The cross-head 11 carries a carriage 12 which is movable from a neutral position relative to the cross-head. At rest, the carriage is in neutral. It

is advanced a predetermined amount relative to the cross-head as the **car** commences to move. Thereafter it moves rigid with the cross-head, which moves with the **car**, until upon the appropriate circuits being closed, the carriage is brought to rest. The cross-head continues to move until the carriage advance is taken up when the cross-head and the **car** are stopped. This relative motion of carriage and cross-head which is effected by a torque motor AM, Fig. 3, controls the acceleration and deceleration of the **car**. The carriage carries retractable pawls co-operating with stopping lugs provided for each floor. Travelling brushes 38, 48, 58, 68 for each **car** are carried by a panel on the corresponding-carriage 12 and co-operate with contacts 31, 32 ... 41, 42 ... 51, 52 ... 61, 62 ... &c. corresponding to the respective floors 1, 2 ... 7. Each carriage panel also carries an insulating cam 88 for operating hook switches 82, 83 ... 86 for the second to sixth floor, respectively, and of such a length that it opens a hook switch for any floor slightly in advance of the engagement of the travelling brushes 38, 48 ... with the corresponding floor contacts for both up and down travel. The cross-head of each **car** carries a brush 90, Fig. 3; which engages' respectively stationary contacts 91, 92 for the terminal floors (7th and 1st). An additional hook switch 122, Fig. 3, is arranged to be opened by cam 88 or a separate cam 123' only when the **car** is at the 1st floor. Fig: 2a shows the push-button control and' restoring circuits for two

cars and Fig. 3 the power and control circuits for one of them. **Car** starting. Assuming the cars are standing at the 1st floor when power is switched on, then for **car** No. 1, the non-stop relay NS(1), Fig. 2a, is energized over the non-stop button NSB(1). The up-direction switch operating coil PU and the reset coil of the down-direction switch PD, Fig. 3, are operated over travelling brush 90 and contact 92, the switch PU latching in its operative position. The highest down hall call relay XS(1), Fig. 2a, is energized over contacts PU1(1) and brush 68(1). The auxiliary direction relays PR, Fig. 3, is energized over contacts PU3 and the **car** button magnet CBM over PU4. Over contacts PU6 the field winding AM125 and armature AM126 of the torque advancer motor are connected in parallel. To start the **car**, the start control switch is thrown to " full running." Contacts 105, 106, 107, Fig. 3; are bridged thereby, contacts 106 operating slightly ahead of the others. The bridging of contacts' 106 closes circuits (not shown) to close the **car** gate and first' floor hatchway door and energizes over contacts OS1, EA4, the stop magnet operating coil SM which locks over contacts SM3. The auxiliary stopping. switch ASM, Fig: 3, is energized over-contacts SM2 in series with one coil EA of the auxiliary speed relay. EA does not yet operate, but ASM pulls up, and over contacts ASM4 the circuit to the advancer torque'motor AM is made as the start control switch bridges contacts 105. Contacts PU6 being operated, the fields AM125

and AM127 are respectively in parallel and in series with the armature which is therefore rotated to advance the carriage 12, Fig. 1, upwards. As the carriage advances relative to the crosshead, it closes selector switches **SS1**, SS2, Fig. 3. The second coil of the auxiliary speed relay EA is energized over SS2. This relay now operates and functions to prevent energization of the direction switches PU, PD and re-operation of the stopping magnet once a call has been picked up after the **car** has come to stop at the floor for which the call is registered. Upon closure of the hatchway door and **car** gate, the field and brake switch H is energized over **SS1**, PU7, up limit switch 108, gate contacts G, door contacts DL, contacts 107 and safety switch 110. Over contacts H3 an operating sequence switch relay OS is operated to lock ASM over contacts OS2. The contacts 105, 106, 107 are now all bypassed by contacts H2, H3, H4, so that the start control switch may be released. Contacts H8, H9 complete the circuit for the field 96 of the Ward-Leonard generator 95 and the brake 7, Fig. 1, on the hoist being released by energization of the brake release coil BR over contacts H6, H7 the **car** motor 98 whose field 100 is separately excited starts the **car** upwards. The brake, upon being released, operates a relay BK to insert a cooling resistance 103 in series with the coil BR and over contacts BK1 operates a speed switch E which at contacts E1 cuts resistance from the field 96 of the generator 95 to bring

the **car** motor up to full speed.

Floor button operation.

Assuming that the up third floor button U3 is depressed by an intending passenger prior to operation of the start control switch, the operating coil 3U of the self-latching up third floor relay, Fig. 2a, is energized. At contacts 3U1 the stationary contacts 53(1) are energized so that when engaged by the **car** brush 58(1) a circuit is completed for the restoring coil 3U of the third floor relay in series with the neutralizing coil SM(1) of the stopping magnet over contacts 3U1, 53(1), brush 58(1), PR2(1), NS1(1), EA(1), SM1 (1). The neutralizing coil SM(1) opposes the operating coil of the stopping magnet SM, releasing the retractable pawls on the carriage 12 and breaking the circuits of both coils of the stopping magnet SM at SM(1), SM3, the auxiliary stopping switch ASM and one coil of speed relay EA at SM2. Contacts ASM2(1) close to increase the current flow in the restoring coil 3U of the third floor relay which is now reset. The torque advancer motor AM is de-energized at ASM4. As the **car** continues its upward travel the up pawl engages the third floor stopping lug causing switches SS2, **SS1** to open in sequence. Relay E first drops out to reinsert resistance 101 in the generator field and slow down the hoist motor 98, and then, as the **car** reaches the third floor landing, **SS1** opens, de-energizes the field and brake switch H and brake release coil BR to stop the motor. The operating sequence switch relay OS is also de-

energized at contacts H3 provided that the start control switch has been returned to neutral. If this has not been done, the relay OS remains operated and prevents restarting of the **car** until the control switch has been returned to neutral. **Car** button operation. Should a passenger now enter the **car** desiring to go to, say, the fifth floor, the **car** attendant presses **car** button C5(1) which is held operated by the magnet CBM. This renders contact 35(1) alive and, operates, over hook switches 85(1) ... 87(1) the highest **car** call relay XC(1) which at contacts XC1(1) breaks the circuit of the highest hall call relay XS(1). The **car** is started as before by operating the start control switch. As the **car** approaches the fifth floor cam 88 (1) engages and opens the fifth floor hook switch 85(1) to de-energize relay XC(1). A little later brush 68(1) on the carriage panel engages stationary contact 65(1) to complete again the circuit for the highest hall call relay XS(1) which over contacts XS1 energizes automatic return relay XH, Fig. 3, which locks over contacts XH2, and over XM1(1), Fig. 2a, energizes the neutralizing winding SM(1) of the stopping magnet. This winding is also energized over the operated **car** button C5(1), contact 35(1) and brush 38(1). It functions to reset the stopping magnet, slow down and then stop the **car** as described above at the fifth floor. As the **car** stops, contacts H1, Fig. 3, close to reset the up direction switch PU and operate the self-latching- " down " direction switch PD. This

releases the depressed **car** button C5(1), renders the brushes for upward travel ineffective and those for downward travel effective switches over the circuits of the advancer torque motor AM and the generator field winding for downward travel, and switches the down limit switches 116, 117 in circuit so that when the start control switch is again operated the **car** moves downwardly. General control arrangements. With the arrangement shown in Figs. 2a, 3, the **car** when travelling upwards in answer to a call, will respond to intervening up calls made during ascent provided the corresponding floor contacts 51, 52 ...

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- PN - [GB976104](#) A 19641125
- PR - GB19620006801 19620221
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- DT - *; Rep
- CCI - [B63H21/22](#)
- CCA - [B63H23/30](#) ; [B63H23/08](#) ;
[B63H2021/216](#)
- PA - HINDMARCH THOMAS
- TI - Improved control system for power systems
- AB - 976,104. Reverse gear control. T. HINDMARCH. Feb. 8, 1963 [Feb. 21, 1962], No. 6801/62. Heading F2D. [Also in Division G1] In a reverse gear control for a ship, rail- **car** or rolling mill wherein hydraulically operated forward and reverse clutches C2, C1 are controlled by a selector valve MCV in response to signals from a manual control CH which also controls engine speed, switches f, g, h, i controlled by input and



output speed responsive devices **SS1**, **SS2** prevents establishment of a ratio if the gear input or output speed exceeds a predetermined value and triple switches a, b, c; j, k, l respectively responsive to engagement of the clutches C1, C2 prevent engagement of one clutch while the other is engaged and prevent increase of engine speed until one of the clutches is fully engaged. Ratio shift may be facilitated by providing a brake B on the output shaft which brake is engaged when the selector valve MCV is in its neutral position, or by providing switches d, e which hold the clutch for the previous ratio engaged, after the manual control has been moved to the neutral position, until the output speed falls below a predetermined value. Movement of the manual control CH from the neutral position shown to the ahead position closes a switch n and completes a circuit through switches h, f, a to a solenoid valve SV1 which supplies pressure liquid to a servomotor VO1 that operates the selector control valve MCV. When the forward clutch C2 is fully engaged a pressure sensitive element PS2 changes switches j, k, l. The switch j completes a holding circuit to the solenoid valve SV1 which bypasses the switches f, h so that when the input and output speeds increase and the switches f, h open the solenoid valve SV1 remains energized. The opened switch k ensures that the reverse solenoid valve SV2 cannot be energized whilst the forward clutch C2 is engaged and the

switch h completes a circuit in the engine speed control SC that permits increase of engine speed. On movement of the manual control CH from the ahead position to the astern position the energization of reverse solenoid valve SV2 and engagement of the reverse clutch C1 is delayed until the forward clutch C2 is disengaged and the switch K is closed and until the input and output speeds fall below a predetermined speed to close switches g, i. An engine speed follow-up control, Fig. 2 (not shown) is unbalanced and returns engine speed to idling when both switches c, h are open during ratio shift. An emergency control which overrides the delay mechanism may be provided.

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- DT - **
- CT - (A1)
[DE3447560](#) C2 []
- CCI - [G06K7/10336](#) ; [G06K7/0008](#)
- PA - (A1)
ANGEWANDTE DIGITAL
ELEKTRONIK [DE]
- TI - (A1)
Contactless interface circuitry
for chip=card e.g. for **car**-lock -
has both currents, rectified from
secondary coil voltages,
electronically linked in current
control circuit
- AB - (A1)
The two currents are derived
from rectifiers (G1, 2) supplied
by secondary coils (**SS1**, 2) and



are linked together electronically in a current control circuit such that the total current used by a capacitor (C_1) is additively coupled to the two currents (I_1 , I_2). The linking forcibly realises an increase of the current (I_2) on the secondary side reduction of the other current (I_1), and vice versa. Thus the total current consumption is kept constant. The transformer-like transmission path provides a contactless voltage changes on the primary of two coils from the secondary side current changes, due to the impedance changes in the transmission path. USE/ADVANTAGE - For telephone cards, car keys etc. with reduced energy losses and improved data transmission.

[SS 3]