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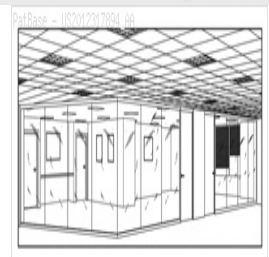
1) Family number: 49900149 (US2012317894A)

MODULAR WALL SYSTEM

Abstract: Source: US2012317894A A moveable and demountable wall panel system for defining an office space with a plurality of wall panels disposable in a substantially upright manner between a floor and a ceiling each having respectively a series of uppermost and lowermost deviations. The system includes at least one prefabricated frameless panel, the top edge of each panel being provided with a ceiling track configured for being removably insertable into a corresponding ceiling **rail**. The system also includes a bottom floor channel associated with each corresponding panel and being configured for operatively resting against the floor opposite to the ceiling **rail**. The system also includes first and second height adjustment assemblies associated with each panel and insertable into a corresponding bottom floor channel.

Probable Assignee: ALLSTEEL INC

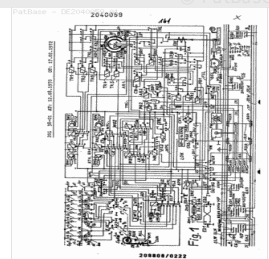
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2) Family number: 511443 (DE2040059A1)

BETRIEBSSYSTEM ZUM TRANSPORT VON PERSONEN UND GÜTERN MITTELS AUF EINSCHIENIG ISOLIERTE GLEISABSCHNITTEN VERKEHRENDEN SCHIENENFAHRZEUGEN OPERATING SYSTEM TRANSPORT OF PEOPLE AND GOODS AGENT ON EINSCHIENIG TRACK SECTIONS TRAFFIC END **RAIL** VEHICLES (MACHINE TRANSLATION)

Abstract: Source: DE2040059A1 [Source: Claim 1] Patentansprüche I)Betriebssystem zum Transport für Personen und Güter mittels Schienenfahrzeuge, die auf Gleisen mit mindestens zwei metal lischen Fahrschienen fahren, von denen eine in Abschnitten unterteilt und gleichzeitig von der anderen Fahrschiene elek trisch isoliert ist, und bei dem über Fahrzeugkontaktschuhe und kurze, ortsfeste Kontaktstücke während der Dauer ihrer Be rührung beim Überfahren direkte elektrische Verbindungen von den Fahrzeugen zur Gleisanlage oder umgekehrt für Bahrzeug-beeinflussungen, Weichenstellungen und Meldungen hergestellt werden, dadurch gekennzeichnet, dass innerhalb Jedes Gleisab schnittes (GA1,GA2, GA3, GA4, GA...) ein elektrischer Kondensator (CG, CG/2, CG/3,CG/4) die durchlaufende Masse-Fahrschiene (MF) mit der Jeweils zugehörigen Isolier-Fahrschiene (IF) überbrückt, und die in mehrere gedachte, parallel e Kontakt spuren (W,R,S,V,P,V',S',R',W') aufgeteilten Gleise mit für je de der beiden Fahrtrichtungen auf Je einer Kontaktspur liegen den Kontaktschienenstücken für die Sicherung des Nah-,Weit und Flanken-Bereiches (SKSN,SKSW,SKSF;S'KSN,S'KSW,S'KSF) co diert sind, sowie ebenfalls codiert sind mit auf den anderen Kontaktspur liegenden Geschwindigkeits-Kontaktschienenstücken (V1KS, V2KS, V3KS;;V'1KS,V'2KS,V'3KS)für die entsprechende Ge schwindigkeits-Beeinflussung im Fahrzeug (LOK), mit Pilot Kontaktschienenstücken (PKS, PKSW, PKSÜ, PKSZ) für das Zusam einwirken mit den Sicherheits- und Geschwindigkeits-Kontakt- schienenstücken, für Weichen-Fernstellungen beeStumpffa.hrtten, für Schranken- und Warnlicht-Betätigung an Strassenübergängen und zur Ausführung von Zwangs-Zughalten an besonderen Gleis stellen, mit Rückmelde-Kontaktschienenstücken (X1-2LS,X3E; R'1-2KS,R'3KS) für Weichenstellungs-Rückmeldungen, Positionsmeldungen und für Wirkverbindungen beim automatischen Wieder anfahren der Triebfahrzeuge bei "Frei"-gewordenen Gleisab schnitten, und mit Weichenstell-Kontaktschienenstücken (WKS;; W'KS) zum Fernstellen sämtlicher spitzbefahrerener Weichenarten sowie mit Ortsfest-Teilen (SM) magnetischer Annäherungsschal- ter (ANS) in Glei dreiecken und Kehrschleifen für Positionsmeldungen, und dass im Triebfahrzeug (LOK) das Zusammenwirken mit den verschiedenen Kontaktschienenstücken der Gleis-Codier- und über die fahrtrichtungsabhängig einschaltbaren Auflaufkontaktschuhe (ASW,ASR,ASS,ASV,ASP,ASV',ASS',ASR',ASW') erfolgt, die in Bezug auf die Sicherheits-Kontaktschienenstücke (SKSN, SKSW,SKSF,S'KSN,S'KSW,S'KSF)im wesentlichen mit zwei Sicherheits-Relais (SR1,SR2) verbunden sind,von denen eines an die Bordbatterie (Bt1/Bt2) und das andere an einen Niederfrequenz- Generator (NF-G) angeschlossen ist und mit Brems-Relais (3R1, BR2) in Verbindung stehen, und die in Bezug auf die Geschwindigkeits-Kontaktschienenstücke (V1KS, V2KS, V3KS;;V1KS,V'2KS, V'3KS) mit mehreren Geschwindigkeits-Relais (VR1, VR2) verbunden sind, denen mehrere mit dem Fahrzeug-Tachometer (T) zusam- menwirkende Tacho-Relais (TR1, TR2, TR3,TR4, TR5) für die Geschwindigkeits-Programmierung nachgeschaltet sind und ebenfalls mit den Brems-Relais (BR1, BR2) sowie mit einem Elektro-Brems Ventil (EBV)zusammenwirken, und bei denen die Auflaufkontaktschuhe in Bezug auf die Pilot-Kontaktschienenstücke (PKS,PKSW, PKSÜ, PKSZ) mit zwei Pilot-Relais (PR1,PR2) verbunden sind, von denen das eine (PR1) mit den Brems-Relais (BR1,BR2) und dem Elektro-Brems-Ventil (EBV) in Wirkverbindung steht, und bei denen die Auflaufkontaktschuhe in Bezug auf die Rückmelde Kontaktschienenstücke (R1-2KS,R3KS;;R'1-2KS,R'3KS) mit zwei Rückmelde-Relais (RR1,RR2) verbunden sind, denen ein Hilfs Relais (S) für daa Wiederanfahren des Zuges bei "Frei"-gewor- denen Gleisabschnitten und für die Abgabe von Positionsmeldun- gen nachgeschaltet ist und mit einem Pilot-Relais (PR1)sowi. mit den Brems-Relais (BR1,BR2) in Wirkvrbindung stehen und die bezüglich Weichenstellungs-Rückmeldungen mit den Weichen stell-Schützen (WS1,WS2) zusammenarbeiten, und bei denen die Auflaufkontaktschuhe in Bezug auf die Weichenstell-Kontakt schienenstücke (WKS;;W'KS) über ein Weichen-Relais (wR)mit den Weichenstell-Schützen (WS1,WS2) in Verbindung stehen, die mit Hilfe der Rückmelde-Relais (RR1,RR2) über Schaltmittel (AHR) entweder an zwei handbetätigte Weichenstell-Tasten (WT1,WT2) oder an entsprechend programmierte Speicher (Sp1,Sp2) über ein schrittweise arbeitendes Speicher-Abfragewerk (SpAW)angeschlos- sen sind, und wobei bezüglich der Ortsfest-Teile (SM) der mag netischen .Annäherungsschalter (ANS), dessen Kontakt-Teil (KT) am Triebfahrzeug (LOK) die richtige Folge der Positionsmeldun gen bei Durchfahr-t von Gleisdreiecken (GD) und Kehrschleifen (KSE) herstellt. 2)Betriebssystem nach Anspruch 1, dadurch gekennzeichnet, dass die Kontakt spuren (W,R,S,V) für die eine Fahrtrichtung im Be reich der Masse-Fahrschiene (MF) und die Kontaktspur (W',R', S',V1) für die andere Fahrtrichtung im Bereich der Isolier Fahrschienen (IF) verschieden weit von der Gleismitte entfernt sind und



symmetrisch zu ihr liegen, und eine für beide Fahrtrichtungen gemeinsame, entweder mit der Gleismittellinie zusammenfallende oder, bei anderweitig belegter Gleismittellinie, beiderseits von ihr räumlich aufgeteilte Kontaktspur (P) vorhanden ist. 3)Betriebssystem nach Anspruch 1 und a, dadurch gekennzeichnet, dass die Isolier-Fahrschiene (1F) jedes Gleisabschnittes (GA1, GA2,GA3...) in der einen Fahrt @h@ng mi@ inn@@@ @b des ersten und des zweiten benachbarten Gleis@@ @hni @es auf eine Kontakt- spur (S) im Bereich der Masse-Fahrschiene (MF) angeordneten, isoliert befestigten Sicherheits-Kontaktschienenstücken (SKSN, SKSW) elektrisch leitend verbunden ist, und in der anderen Fahrtrichtung mit innerhalb des ersten und des zweiten anderen benachbarten Gleisabschnittes auf der anderen, zur Gleismittel- linie symmetrischen Kontaktspur (S') im Bereich der Isolier Fahrschienen (IF) angeordneten, isoliert befestigten Sicherheits-Kontaktschienenstücken (S'KSN,S'KSW) ebenfalls elektrisch leitend verbunden ist, 4)Betriebssystem nach Anspruch 1 bis 3, dadurch gekennzeichnet, dass parallel zu den Sicherheits-Kontaktschienenstücken (SKSN, SKSW;;S'KSN,S'KSW) auf der für beide Fahrtrichtungen gemeinsamen Kontaktspur (P)Pilot-Kontaktschienenstücke (PKS,PKSW,PKSU, PKSZ) angebracht sind,welche bei weichenlosen Gleisabschnitten mit der Masse-Fahrschiene (1IF) metallisch direkt und vor stumpf befahrenen Weichen sowie vor Schranken (SCHR) und Warnkreuzlam pen (WKls) bei Strassenübergängen mit deren entsprechenden Antrieben (ABR,AUFR; EINR,AUSR) und bei Zwangs-Haltstellen (ZHS,ZHS') mit deren entsprechenden Gleis-Relais (GR) elektrisch leitend verbunden sind. 5)Betriebssystem nach Anspruch 1 bis 4, dadurch gekennzeichnet, dass sowohl parallel zu den Sicherheits-Kontaktschienenstücken (SKSN,SKSW;S'KSN,S'KSW) als auch für sich allein auf einer weiteren Kontaktspur (V) im Bereich der Masse-Fahrschiene (MF) bzw. einer hierzu symmetrischen Kontaktspur (V') im Bereich der Isolier-Fahrschienen (IF) Geschwindigkeits-Kontaktschienen stücke (V1KS, V2KS,V2KS;;V'1KS,V'2KS,V'3KS) angeordnet sind,von denen das jeweils eine sich auf eine höhere Geschwindigkeit (z .3.120 km/h) beziehende Geschwindigkeits-Kontaktschienenstück (V1KS,V'1KS) über eine Diode (VD1,V'D1) mit der Masse-Fahr schiene (MF) elektrisch v'erbunden ist, während das jeweils andere sich auf eine mittlere Geschwindigkeit (z.B.80 km/h) beziehende Geschwindigkeits-Kontaktschienenstück (V2KS,V'2KS) über eine gegenüber der vorstehend genannten in entgegen,gesetz- ter Richtung liegenden Diode (VD2,V'D2) mit der Masse-Fahrschiene (MF)elektrisch verbunden ist, und das jeweils andere sich auf eine niedrigere Geschwindigkeit (z.B.40 km/h) beziehende Ge schwindigkeits-Kontaktschienenstück (V3KS,V'3KS) metallisch direkt mit der b(asse-Fahrschiene (MF) verbunden ist. 6)Betriebssystem nach Anspruch 1 bis 5, dadurch gekennzeichnet, dass auf einer weiteren Kontaktspur (R) im Bereich der Masse Fahrschiene (bzw. auf einer hierzu symmetrischen Kontakt spur (R') im bereich der Isolier-Fahrschienen Rückmelde-Kon- taktschienenstücke (R1-2KS,R3KS;;R'1-2KS, R'3KS) angebracht sind, die für die Weichenzustands-Rückmeldunggeisoliert befestigt und über von den Weichenstell-Antrieben (WA1,WA2@,WA2, WA3,WA4) betätigten Umschaltkontakten (WAU1) je nach Weichen zungenlage entweder über je eine in Sperr-Richtung oder über je eine in Durchlass-Richtung liegende Diode (RD1,RD2) mit der Masse-Fahrschiene (MF) verbunden sind, während sowohl die für die Positionsmeldungen verwendeten, für sich allein stehenden Rückmelde-Kontaktschienenstücke (R3KS,R'3KS) am jeweiligen An fang eines Gleisabschnittes als auch die für das automatische Wiederanfahren eines vorher automatisch abgebremsten Zuges bei "Frei"- gewordenen Gleisabschnitten parallel zu den betreffenden Sicherheits-,Pilot- und Geschwindigkeits-Kontaktschienenstücke angeordneten Rückmelde-Kontaktschienenstücke (R3KS,R'3KS) me tallisch direkt mit der Masse-Fahrschiene (KF) verbunden sind. 7)Betriebssystem nach Anspruch 1 bis 6, dadurch gekennzeichnet, dass auf einer weiteren Kontaktspur (W) im Bereich der Masse Fahrschiene (MF) für die eine Fahrtrichtung und auf der hierzu symmetrischen Kontaktspur (W') im Bereich der Isolier-Fahrschie- nen (IF) für die andere Fahrtrichtung Weichenstell-Kontakt schienenstücke (WKS,W'KS) isoliert befestigt sind, die mit den Weichenstell-Antrieben (WA1,WL2u,WA2,WA3,WA4,WA5), der spit befahrenen Weichen (WG1,WG2,WG3,WG4 ,KWG) über Weichenstell Leitungen(WL,W'L) verbunden sind, wobei jede dieser Weichen stell.-Leitungen am Eingang für die eine Abzweigung, wie entsprechendes Relais ER1 oder entsprechende Wicklungshälfte (WH1) des Stellmotors(WSM), über eine Diode (WD1) und am Ein gang (ER2,WH2) für die andere Abzweigung über eine in Gegenrichtung liegende Diode(WD2) geführt und die gemeinsame Rückleitung (WIR) aus den Eingängen des jeweiligen Weichenstell Antriebes mit der Masse-Fahrschiene (MF) elektrisch leitend verbunden ist. 8)Betriebssystem nach Anspruch 1 bis 7, dadurch gekennzeichnet, dass die Verbindungen Jeder Isolier-Fahrschiene (IF) in beiden Fahrtrichtungen mit den innerhalb des jeweils ersten benach barten Gleisabschnittes (GA..) angeordneten Sicherheits-Kon- taktschienenstücken für den Nah-Bereich (SKSN,S'KSN) als Nah Sicherheits-Leitung (SLN,S'LN) und mit den innerhalb des Je weils zweiten benachbarten Gleisabschnittes (GA1,GA2,GA ...) angeordneten Sicherheitskontaktschienenstücken für den Weit Bereich (SKSW,S'KSW) als Weit-Sicherheits-Leitung (SLW,S'LW) fungieren, die in der Art von an kurzen Pfählen (LP) zu beiden Seiten jedes Gleises geführten Zaunleitungen mit Soll-Riss Stellen (SORP,SORS), vorzugsweise in Form von Stecker und Buch se, ausgebildet sind, bei denen die jeweils zu einer Fahrt richtung gehörigen und an Weichen (WG1,WG2,WG3,WG4),Kreuzungs- weichen (KWG) und Kreuzungen (KG) einmündenden Nah-Sicherheits- Leitungen (SLN,S'LN) elektrisch miteinander verbunden sind, während die zu jeweils einer Fahrtrichtung gehörigen und an Weichen und Kreuzungsweichen entstehenden Weit-Sicherheits Leitungen (SLW,S'LW) sowie die aus Weichen in die Abzweige heraustretenden Nah-Sicherheits-Leitungen (SLN,S'LN) über vom jeweiligen Weichenstell-Antrieb (WA1,WA2a,WA2,WA3,WA4,WA5)betätigte Umschaltkontakte (WAU3,WAU4,WAU3'WAU4') geschleift sind,wobei in der Weichenzungen-Endlage jeweils höchstens je eine dieser Leitungen und bei nicht in der Endlage anliegenden Weichen- zungen alle diese Weit- und Nah-Sicherheits-Leitungen (SLW, S'LW; SLN,S'LN) unterbrochen sind. 9)Betriebssystem nach Anspruch 1 bis 8, dadurch gekennzeichnet, dass zur Sicherung gegen Flankenfahrten bei Weichen (WG2,WG3, WG4),Kreuzungsweichen (KWG) und Kreuzungen (KG) die zum -vor der jeweiligen Einmündungs- oder Kreuzungsstelle liegenden Vorfahrt-Gleisabschnitt (VGA) gehörige Isolier-Fahrschiene (IF) durch eine Flanken-Sicherheits-Leitung (SLF,S'LF;;SLF1,SLF2, SLF2') mit einem innerhalb des jeweiligen anderen, ebenfalls vor dieser Steile befindlichen War@e-Gleisabschnittes (WGA, 1WGA,2WGA) angeordneten Sicherheits-Kontaktschienenstück für den Flanken-bereich (SKSF,S'KSF) verbunden ist, welches auf der gleichen Kontaktspur (S,S'), in Fahrtrichtung zu dieser Stelle, vor den anderen Sicherheits-Kontaktschienenstücken für den Nah- und Weit-Bereich angebracht ist, während bei Parallel Gleisverbindungen die vom jeweiligen Sicherheits-Kontaktschie- nenstück für den Flanken-Bereich des bei Verbindungsfahrt als \Narte-Gleisabschnitt fungierenden entsprechenden Gleisabschnittes ausgehende lRanken- @icherheits-Leitung zu einem vom Wei chenstell-Antrieb betätigbaren Umschaltkontakt geführt ist, der diese Flanken-Sichelheits-Leitung bei Weichenstellung auf Verbindungsfahrt ins Parallelgleis mit der Isolier-Fahrschiene von dessen Vorfahrt-Gleisabschnitt verbindet und bei Weichen stellung auf Parallelfahrt diese Flanken-Sicherheits-Leitung an die Nah-Sicherheits-Leitung des vorherigen Warte-Gleisab schnittes anschliesst. 10)Betriebssystem nach Anspruch 1 bis 9, dadurch gekennzeichnet, dass die al Triebfahrzeug (LOK) räumlich über den entsprechen de Kontaktspuren (W,R,S,V,P,V',S',R',W') angeordneten, die Stromübertragung zu den einzelnen entsprechenden Kontakt schienenstücken bewerkstelligenden Auflaufkontaktschuhe (ASW, ASR,ASS,ASV,ASP,ASV;ASS'::ASR',ASW') in zwei seitliche Gruppen (mit ASW,ASR,ASS,ASV und ASV',ASS',ASR',ASW') und eine mittlere Gruppe (ASP) aufgeteilt sind, von denen die eine seitliche Gruppe für die im Bereich der Masse-Fahrschiene (MF) liegenden Kontaktspuren (W,R,ss,V) der einen Fahrtrichtung, die andere seitliche Gruppe für die im Bereich der Isolier Fahrschienen (IF) liegenden Kontaktspuren (W',R',S',V') der anderen, entgegengesetzten Fahrtrichtung und die mittlere Gruppe für die den beiden Fahrtrichtungen gemeinsame,entweder auf der Gleismittellinie oder beiderseits davon räumlich auf geteilt liegende Kontakt;;pur (P) zugeordnet ist, wobei Je nach Fahrtrichtung des iriebfahrzeuges entweder die zur einen seit lichen Gruppe gehörigen Auflaufkontaktschuhe (ASW,ASR,ASS, ASV) oder die zur anderen seitlichen Gruppe gehörigen flauf- kontaktschuhe (ASW;;ASR',ASS',ASV') über mit dem Fahrtrichtungs schalter (FR) gekuppelte Umschaltkontakte (U1,U2,U3,U4) mit den entsprechenden Schaltelementen im Triebfahrzeug verbunden sind, und bei denen die mittlere, einen Auflaufkontaktschuh (ASP) oder zwei elektrisch verbundene suflaufkontaktschuhe beinhaltende Gruppe in der Regel direkt, jedoch bei Wendezug- einrichtung ebenfalls über einen zusätzlichen Umschaltkontakt (U5) am Fahrtrichtungsschalter (FR), an die zugehörigen Schult- elemente des Triebfahrzeuges angeschlossen ist. 11)Betriebssystem nach Anspruch 1 bis 10, dadurch gekennzeichnet, dass der die Fahrtrichtungsgemässe AnSchaltung des jeweiligen Aufl aufkontaktschuhes (ASS,ASS') für die Sicherheits-Kontaktschienenstücke (SKSN,SKSW,SKSF;;S'KSN, S'KSW,S'KSF)bewir .ende Umschaltkontakt (U4) mit dem Spulenanfang eines ersten und eines zweiten Sicherheits-Relais (SR1,SR2) verbunden ist, von denen das erste in Reihe mit einer Drosselspule (Dr) liegende Sicherheits-Relais (SRI) mit seinem Spulenende an einen isolierten Aussenpol (+) der mit einer an Fahrzeug-Masse und damit an der Masse-Fahrschiene (MF) liegenden Mittelanzapfung (MAZ) versehenen Bordbatterie (BT1/BT2) und das zweite in Reihe mit einem Kopplungs-Kondensator (CK1) liegende Sicher heits-Relais (SR2) mit seinem Spulenende an einen Ausgang (AG1) eines Niederfrequenz-Generators (NF-G) angeschlossen ist, der mit seinem anderen Ausgang (AG2), vorzugsweise über einen Kopplungs-Kondensator (CK2), an der Mittelanzapfung (MAZ) bzw. Fahrzeug-Masse und damit auch an der Masse-Fahrschiene (IF) anliegt wobei der

Mittelanzug (M12) bzw. am Fahrzeug-Masse und damit auch an der Masse-Erdschiene (n) anliegt, wobei der
 Aufaufkontaktschuh (ASP) für die Pilot Kontaktschienenstücke (PKS,PKSW,PKSÜ,PKSZ) mit dem Spulenfang
 eines ersten niederohmigeren Pilot-Relais (PR1) und eines zweiten hochohmigeren Pilot-Relais (PR2) verbunden ist,
 von denen das Spulenende des zweiten Pilot-Relais (PR2) direkt und das des ersten Pilot-Relais (PR1) über einen
 Schutzwiderstand (SW) an einen isolierten Aussenpol (-) der Bordbatterie (Bt1/Bt2) angeschlossen und dem
 Schutzwiderstand ein Ruhekontakt des zweiten Pilot-Relais (PR2) parallel geschaltet ist. 12)Betriebssystem nach
 Anspruch 1 bis 11, dadurch gekennzeichnet, dass der die fahrtrichtungsgemässe Anschaltung des Jeweiligen
 Aufaufkontaktschuhs (ASV,ASV') für die Geschwindigkeits Kontaktschienenstücke
 (V1KS,V2KS,V3KS;V'1KS,V'2KS,V'3KS) bewirkende Umschaltkontakt (UI) am Fahrtrichtungsschalter (FR) mit dem
 jeweiligen Spulenfang eines ersten Geschwindigkeits-Relais (VR1) und eines zweiten Geschwindigkeits-Relais
 (VR2) sowie über einen ersten Basis-Widerstand (BW1) mit der Basis eines ersten Komplementär-Transistors (VT1)
 vom npn-Typ und über einen zweiten Basis-Widerstand (BW2) mit der Basis eines zweiten Komplementär-
 Transistors(VT2) vom pnp-Typ verbunden ist, wobei das Spulenende des ersten Geschwindigkeits- Relais (VRi) über
 die Emitter-Collector-Strecke des ersten Komplementär-Transistors (VT1) am isolierten negativen Aussenpol (-) und
 das Spulenende des zweiten Geschwindigkeits-Itelais (VR2) über die Emitter-Collector-Strecte des zweiten
 Kamplemen tär-Transistors (VT2) am isolierten positiven Aussenpol (+) der Bordbatterie (Bt1/Bt2) angeschlossen
 und dem ersten Geschwindigkeits-Relais (VR1) eine Diode (D1) in Sperr-Richtung gegen seinen Spulenfang und
 dem zweiten Geschwindigkeits Relais (VR2) eine Diode (D2) in Durchlass'-Richtung von seinem Spulenfang
 parallel geschaltet ist. 13)Betriebssystem nach Anspruch 1 bis 12, dadurch gekennzeichnet, dass der die
 fahrtrichtungsgemässe Anschaltung des jeweiligen Aufauf-Kontaktschuhs (ASR,ASR') für die Rückmelde-Kontakt
 schienenstücke (R1-2KS,R3KS;R'1-2KS,R'3KS) bewerkstelligende Umschaltkontakt (U2) am Fahrtrichtungsschalter
 (FR) mit dem jeweiligen Spulenfang eines ersten Rückmelde-Relais (RR1) und eines zweiten Rückmelde-Relais
 (RR2) sowie über einen ersten Basis-Widerstand (BW3) mit der Basis eines ersten Kom plementär-Transistors (RT1)
 vom npn-Typ und über einen zweiten Basis-Widerstand (BW4) mit der Basis eines zweiten Komplemen- tär-
 Transistors (RT2) vom pnp-gyp verbunden ist, wobei das Spulenende des ersten Rückmelde-Relais (RR1) über die
 Emitter Oollector-Strecke des ersten Komplementär-Transistors (RT1) am isolierten negativen Aussenpol (-) und
 das Spulenende des zweiten Rückmelde-Relais (RR2) über die Emitter-Collector Strecke des zweiten
 Komplementär-Transistors (RT2) am isolier ten positiven Aussenpol (+) der Bordbatterie (Bt1/Bt2) ange schlossen
 und dem ersten Rückmelde-Relais (RR1) eine Diode (D3) in Sperr-Richtung gegen seinen Spulenfang und dem
 zweiten Rückmelde-Relais (RR2) eine Diode (D4) in Durchlass-Richtung von seinem Spulenfang parallel
 geschaltet ist. 14)Betriebssystem nach Anspruch 1 bis 13, dadurch gekennzeichnet, dass eine Gruppe von mit dem
 Fahrzeug-Tachometer (ist) zusammen wirkenden Tacho-Relais (TR1,TR2,TR3) mit ih ten Spulenenden am isolierten
 Aussenpol (+) der Bordbatterie (Bt1/Bt2) angeschlos- sen ist, bei denen der zeitweilige anschluss an den anderen
 Aussenpol (-) der bordbatterie für das höheren Geschwindigkei- ten zugeordnete Tacho-Relais (TR1) über die
 Ser@enschaltung eines Arbeitskontaktes vom ersten Geschwindigkeits-Relais (VR1) mit einem Ruhekontakt des
 zweiten Geschwindigkeits-Relais (VR2), für das mittleren Geschwindigkeiten zugeordnete Tacho-Relais (TR2) über
 die Serienschaltung eines Ruhekontaktes vom ersten GeschwindipDkei ts-elais (VR1) mit einem hroeits- kontakt des
 zweiten Geschwindigkeits-Relais (VR2) und für das niedrigeren Geschwindigkeiten zugeordnete Tacho-Sielais3 (TR3)
 über die Serienschaltung eines Arbeitskontaktes vom ersten Geschwindigkeits-Relais (VR1) mit ebenfalls einem
 Arbeitskontakt des zweiten Geschwindigkeits-Relais (VR2) erfolgt, wobei das Fahrzeug-Tachometer (T) auf einer
 ersten (KB1) seiner beiden Kontaktbahnen (KB1,KB2), die von einem mit zwei Kontaktschlei- fern versehenen, mit
 dem der Spulenverbindungen der Tacho-Relais (TR1,TR2,TR3) entsprechenden isolierten Aussenpol (+) der
 Bordbatterie (Bt1/Bt2) verbundenen Zeiger (TZ) bestrichen werden, u.a. ein Kontaktsegment für hothere
 Geschwindigkeiten (Kbil'; z.B. 125 bis 160 km/h),ein Kontaktsegment für mittlere Geschwindigkeiten (KSM; z.B. 85
 bis 120 km/h) und ein Kontaktsegment für niedrigere Geschwindigkeiten (KSN; z.B. 45 bis 80 km/h) beinhaltet, bei
 denen das Kontaktsegment für höhere Geschwindigkeiten (KSH) mit dem Kontaktsesaent für mittlere
 Geschwindigkeiten (KSI) über je einen, unter sich parallel liegenden Arbeitskontakt des den mittleren
 Geschwindigkeiten sowie des den niedrigeren Geschwindigkeiten zugeordneten Tacho-Relais (TR2,TR3) verbunden
 ist, während das Kontaktsegment für niedrigere Geschwindigkeiten (KSN) mit dem Kontaktsegment für höhere
 Geschwindigkeiten (La;H) über einen weiteren Arbeits kontakt des Tacho-Relais für niedrigere Geschwindigkeiten
 (TR3) verbunden ist und das Kontaktsegment für höhere Geschwin- digkeiten (KSH) über je einen, unter sich
 parallel liegenden Arbeitskontakt der Tscho-Relais für höhere, mittlere und nied- rigere Geschwindigkeiten
 (TR1,TR2,TR3) einmal mit einem an sich bekannten Elektro-Brems-Ventil (EBV) über einen Ruhekontakt des zweiten
 Sicherheits-Relais (SR2) verbunden ist, und zum anderen über eine Reihenschaltung des Arbeitskontaktes des
 ersten Pilot-Relais (PR1) und eines weiteren Ruhekontaktes des zweiten Sicherheits-Relais (SR2) sowie einem zu
 dieser Reihenschaltung parallel liegenden Arbeitskontakt des ersten Sicher heits-Relais (SRI) mit dem Spulenfang
 eines ersten, mit Ab fallverzögerung versehenen Auslöse-Relais (AR1), dessen Spu lenende an einem isolierten
 Aussenpol (-) der Bordbatterie (Bt1/Bt2) liegt, verbunden ist. 15)Betriebssystem nach Anspruch 1 bis 14, dadurch
 gekennzeichnet, dass das Fabrzeug-Tachometer (T) auf seiner ersten Kontaktbahn (KBI) im Anschluss an das
 Kontaktsegment für niedrigere Geschwin digkeiten (ESN) mit einem weiteren Kontaktsegment für allein
 Geschwindigkeiten (KSK; 3.B. 15 bis 40 km/h) und einen daran anschliessenden Kont aktsegme nt für Kleinst-Ge
 schwindigke iten (KSO; z.B. 0 bis 10 ki/h) ausgestattet ist, bei denen das für Klein-Geschwindigkeiten bestimmte
 Kontaktsegment (KSK) mit dem Spulenfang eines diesen Klein-Geschwindigkeiten zugeordneten Tacho-Relais
 (TR4) und das für Kleinst-Geschwindigkeiten be stimmte Kontaktsegment (KSO) mit dem Spulenfang eines diesen
 Kleinst-Geschwindigkeiten zugeordneten Tacho-Relais (TR5) ver bunden ist, wobei die Spulenenden dieser Tacho-
 Relais (TR4, TR5) am entsprechenden isolierten Aussenpol (-) der Bordbatterie (Bt1/Bt2) liegen und das
 Kontaktsegment für niedrigere Geschwin digkeiten (KSN) Je nach Stellung des Tacho-Zeigers (TZ) mit dem
 Kontaktsegment für Klein-Geschwindigkeiten (KSK) und/oder mit dem Kontaktsegment für Kleinst-
 Geschwindigkeiten (KSO) über einen Arbeitskontakt des ersten Pilot-Relais (PR1) mit den in Reihe dazu
 angeordneten Arbeitskontakten dieser Tacho-Re lais (TR4,TR5) verbunden ist. 16)Betriebssystem nach anspruch 1
 bis 15, dadurch gekennzeichnet, dass der Ruhekontakt des die Halt-Bremsung des Zuges einleiten den ersten
 Auslöse-Relais (AR1) mit der Erl egerspule eines sich selbsthaltenden, ersten Brems-Relais (BRi) in Reihe liegt,
 welches bei ungehinderter oder nur vorübergehend geschwindig- keitsbegrenzter Fahrt angezogen ist, wobei nach
 seinem Abfall über seinen Ruhekontakt das Elektro-Brems-Ventil (EBV) mit einem auf einer zweiten Kontaktbahn
 (KB2) des Fahrzeug-Tacho meters (T) angeordneten, den Geschwindigkeitsbereich vom An fang der Klein- bis zur
 höchsten Geschwindigkeit umfassenden langen Kontaktsegment (KF) verbunden ist, während ein weiteres, suf der
 zweiten Kontaktbahn (KB2) im Bereich der Kleinst-Ge- schwindigkeiten angeordnetes kurzes Kontaktsegment (KO)
 über eine Serienschaltung eines Arbeitskontaktes vom ersten Geschwin digkeits-Relais (VR1) und eines
 Arbeitskontaktes vom zweiten Geschwindigkeits-Relais (VR2) eine Verbindung mit der Erreger spule eines zweiten
 Auslöse-Relais (AR2) herstellt, dessen Ruhekontakt mit der Erregerspule eines die Halt-Bremsung des Zuges bis zu
 seinem Stillstand bewirkenden, selbsthaltenden zweiten brems-Relais (BR2) in Reihe liegt, wobei nach seinem Abfall
 über seinen Ruhekontakt das Elektro-Brems-Ventil (EBV) mit dem kurzen Kontaktsegment (KO) der zweiten
 Kontaktbahn (KB2) verbunden ist. 17) Betriebssystem nach Anspruch 1 bis 16, dadurch gekennzeichnet, dass die
 höheren, mittleren und niedrigeren Geschwindigkeiten zugeordneten Tacho-Relais (TR1,TR2,TR3) mit im Abgang
 unter einander verbundenen Selbsthaltekontakten ausgestattet sind, die über die Reihenschaltung eines
 Arbeitskontaktes des ersten Brems-Relais (BR1) eines Arbeitskontaktes des zweiten Brems Relais (BR2) und dem
 Ruhekontakt eines Hilfs-Relais (HR) mit dem entsprechenden Aussenpol (-) der Bordbatterie (Bt1/Bt2) verDunden
 sind, wobei das mit der Spannung der Bordbatterie betriebene Hilfs-Relais (HR) innerhalb einer Reihenschaltung aus
 einem Arbeitskontakt des ersten Rückmelde-Relais (RR1) einem Arbeitskontakt des zweiten Rückmelde-Relais
 (RR2) und einem Ruhekontakt eines Weichen-Relais (WR) liegt, und die automatische Wiedereinschaltung des ersten
 und zweiten Brems- Relais (BR1,BR2) über die Reihenschaltung aus dem bbeits- kontakt eines Umschaltkontaktes
 des Hilfs-Relais (HR), dem Arbeitskontakt eines Umschaltkontaktes des ersten Pilot-Relais (PRi), dem Ruhekontakt
 des ersten Sicherheits-Relais (SR1) und je einem sich zu den einzelnen Brems-Relais (BR2,BR1) verzwei- genden
 Arbeitskontakten des zweiten Sicherheits-Relais (SR2) vom entsprechenden Pol (MAz) der Bordbatterie (BT1/Bt2)
 aus erfolgt, wobei das Elektro-Brems-Ventil (EBV) mit einem Um schaltkontakt gekuppelt ist, der in Bremsstellung
 von eines Pol (+) der Bordbatterie aus die Bremssteuerleitung (BSL) für die Motor- bzw. Getriebebremse unter
 Spannung setzt, und in der Brems-Lösestellung je nach Lage des Fahrtrichtungsschalters (FR) über dessen
 Umschaltkontakt (U6) die entsprechende Vor wärts- bzw. Rückwärts-Fahrsteuerleitung (FSL) für den Fabr- antrieb
 einschaltet. 18)Betriebssystem nach Anspruch b bis 17, dadurch gekennzeichnet, dass für die richtige ermittlung der
 von den Rückmelde-Kontakt- schienen(R3KS) gesteuerten Positionsmeldungen, die den nach einander folgenden
 Gleisabschnitten (GA1,GA2, GA2,GA...)unter Einschluss von Gleisdreiecken und Kehrschleifen als steigende oder

fallende Zahlen zugeordnet sind, der Arbeitskontakt des mit der Mittelanzapfung (MA@) der Bordbatterie (Bt1/Bt2) bzw. mit der Fahrzeugmasse verbundenen Umschaltkontaktes am Hilfs Relais über den Ruhekontakt des Umschaltkontaktes am ersten Pilot-Relais (PR1) und über je eine, sperr- richtungsbezogen entg; egengesetzt liegende Diode (D5,D6) mit dem addierenden Zahlmagneten (ZM1) und dem subtrahierenden Zählmagneten (Zc) eines an sich bekannten Vorwärts-Eückwärts-Zählers als Positi ons-Anzeiger (PA) verbunden ist, bei dem die gemeinsame dück leitung (ZRL) der Zählmagnete (ZM1,ZM2) zu einem mit dem Fahrt richtungsschalter (FR) gekuppelten Umschaltkontakt (U7) geführt ist, dessen beide Ausgänge über die nachgeschalteten Polwechsel- kontakte eines bistabilen Anpassungs-Relais (APR) mit dem po sitiven (+) und negativen (-) Aussenpol der Bord-Batterie (Bt1/ Bt2) verbunden sind, so dass diese gemeinsame Rückleitung (ZRL) je nach Stellung des Fahrtrichtungsschalters und des bistabilen Anpassungs-Relais entweder mit dem positiven (+) oder mit dem negativen Aussenpol (-) der Bord-Batterie (Bt1/Bt2) Verbindung hat, und wobei das bistabile Anpassungs-Relais (APR) über einen an sich bekannten, magnetischen Annäherungsschalter (ANS) mittels eines Stromimpulses in die entgegengesetzte Lage umschaltbar ist, wobei dessen Kontakt-Teil (KT) am Triebfahrzeug (LOK) und dessen Schalt-Magnet (SM) bzw. dessen betreffendes Kraft linienstück ortsfest innerhalb des Gleisverlaufes jeder Kehrschleife (KSE) und innerhalb von einen der drei Gleis Stränge jedes Gleisdreieckes (GD) an der Umkehrstelle der Steige bzw. Fall-Tendenz für die Gleisabschnitts-Zahlen (GA1,GA2,GA...), vorzugsweise in der Gleismitte befestigt ist.

19)Betriebsaysstem nach Anspruch 1 bis 18,dadurch gekennzeichnet, dass der die fahrtrichtungsgemässe Anschaltung des jeweiligen Auflaufkontaktschuhes (ASW,ASW') für die Weichenstell-Kontakt schienenstücke (WKS,W'KS) bewerkstelligende Umschaltkontakt (U3) am Fahrtrichtungsschalter (FR) mit dem Spulenanfang eines Weichen-Relais (WR) verbunden ist, dessen Spulenende aa je ei nen Arbeitskontakt eines der beiden für die Umstellung der Weichenzungen in ihre beiden Endlagen vorgesehenen Weichenstell- Schütze (WS1,WS2) angeschlossen ist und in Abhängigkeit von deren Jeweiligen Lage entweder mit dem positiven Aussenpol (+) oder mit dem negativen Aussenpol (-) der Bordbatterie (Bt1/Bt2) oder mit keinem der beiden in Verbindung steht, wobei für die jeweilig vorgesehene Weichenstellung Jeweils eines der beiden mit Selbsthaltekontakten (SHK)ausgestatteten Weichenstell-Schüt ze(WS1,WS2) in Abhängigkeit von der Lage eines Schaltgliedes für Hand- oder Automatik-betrieb, wie Automatik-Hand-Relais (AHR), entweder mittels zweier, einzeln von Hand betätigbarer Weichenstell-Tasten (WT1,WT2) oder mittels eines entsprechend programmi.erten Speichers (Sp1,Sp2) und dessen Speicher-hbfrage- werk (SpAw) einschaltbar ist, und wobei der Abfall des jeweils angezogenen Weichenstell-Schützes nach ausgeführter Weichen stellung durch die Unterbrechung seiner beiden parallel liegenden den Einspeisungen (ES1,ES2) zu den Selbststthaltekontakten (SHK) erfolgt, indem durch den einzig des betreffenden Rückmelde-Re- lais (RR1,RR2) beim Befahren des Rückmelde-Kontaktschienenstückes (R1-2KS;R'1-2KS) mit Öffnung seines Ruhekontaktes die Unterbrechung einer der beiden Einspeisungen (ES1) und infolge Anzu0,es des Weichen-Relais (WR) beim Befahren des Weichenstell- Kontaktschienenstückes (WKS,W'KS) mit Öffnung seiner beiden Ruhekontakte die Unterbrechung auch der anderen Einspeisungen (ES2) sichergestellt ist. 20) Betriebssystem nach Anspruch 1,dadurch gekennzeichnet, dass der die Masse-Fahrschiene (MF) mit der Isolier-Fahrschiene (IF) überbrückende Kondensator (CG) bzw. dessen Kapazität innerhalb eines Gleisabschnittes (GA...) in zwei gleiche Kondensatoren (CG/2) mit je halber Kapazität aufgeteilt ist, von denen Je einer an jedem der beiden Gleis-Enden des Gleisabschnittes an geordnet ist, während bei an Weichen (WG2) gebildeten Gleis abschnitten mit drei Gleis-Enden die Kapazität in drei gleiche Kondensatoren (CG/3) mit je einem Drittel der Kapazität aufbe- teilt ist, von denen je einer an einem dieser drei Gleises Enden angebracht ist und bei an Weichenverbindungen (WG2,WG3), Kreuzungs-Weichen (KWG) und Kreuzungen (KG) gebildeten Gleis abschnitten mit vier Gleis-Enden die Kapazität in vier gleiche Kondensatoren (CG/4) mit je einem Viertel der Kapazität auf geteilt ist, von denen je einer an jedem der vier tileis-nden angeordnet ist. 21)Betriebsystem nach Anspruch 1 bis 6 und 9,dadurch gekennzeichnet dass die Jeweiligen, Je nach Fahrgeschwindigkeits-Bereich, (z.ss.über 125 bis 160 km/h, über 85 bis 120 km/h,über 45 bis 80 km/h bzw. über 15 bis 40 km/h) entsprechend weit vor der zugehörigen Nur-bei-Gefahr"- Haltstelle (HS,HS') angeordneten "Nur-bei-Gefahr"-Bremsbeginnstellen (z.B.BS 125/160,BS 85/120, BS 45/80,BS 15/40) aus je einem Pilot-Kontaktschienenstück (PKS), einem dazu parallel angeordneten, dem jeweiligen Fahr geschwindigkeits-Bereich entsprechenden Geschwindigkeits-Kon taktschienenstück (V1KS,V'1KS; V2KS,V'2KS;V3KS,V'3KS), einem dazu ebenfalls parallel angeordneten Sicherheits-Kontaktschie- nenstück für den Weit-Bereich (SESW,S'KSW) mit einem im gerin gen Abstand hierzu auf der selben Kontakt spur liegenden Sicher heits-Kontaktschienenstück für den Nah-Bereich (SESN,S'KSN) und gegebenenfalls einem oder mehreren hierzu in geringem hb- stand auf dieser gleichen Kontaktspur liegenden ,Sicherheits Kontaktschienenstücken für den Flankenbereich (SKSF,S'KSF) sowie einem zu diesen wiederum parallel angeordneten Rückmelde- Kontaktschienenstück (R3KS,R'3ES) für die automatische Wieder einschaltung der Brems-Relais (BR1,BR2) bei "Frei"-gewordenem, voraus- bzw. in der Flanke liegenden Gleisabschnitt bestehen, bei denen das jeweilige Geschwindigkeits- und Rückmelde-Kon taktschienenstück kürzer ist als die übrigen Kontaktschienen stücke einschliesslich der aneinander gereihten Sicherheits Kontaktschienenstücke, und in Fahrtrichtung gesehen,gegenüber deren Anfängen zurückversetzt sind. 22)Betriebsystem nach Anspruch 1 bis 6, dadurch gekennzeichnet, dass die Jeweiligen, Je nach Fahrgeschwindigkeits-Bereich ent sprechend weit vor der zugehörigen Zwangs-Haltstelle (ZHS,ZHS') angeordneten Zwangs-3remsbeginnstellen (z.B.ZBS 125/160, ZBS 85/120, ZBS 45/80) aus je einem Pilot-Kontaktschienenstück (pKS), einem dazu parallel angeordneten, dem jeweiligen Fahr geschwindigkeits-Bereich entsprechenden Geschwindigkeits-Kon taktschienenstück (V1KS,V'1KS, V2KS, V'2KS, V3KS,V'3KS) und den dazu ebenfalls parallel und auf der gleichen Kontaktspur angeordneten Sicherheits- Kontaktschienenstücken für den Weit und Nah-Bereich (SKSW,S'KSW;SKSN,S'KSN) bestehen, bei denen das jeweilige Geschwindigkeits-Kontaktschienenstück kürzer ist als das Pilot-Kontaktschienenstück bzw. die beiden Sicherheits Kontaktschienenstücke, und in Fahrtrichtung gesehen, gegenüber deren Anfängen zurückversetzt ist. 25)Betriebsystem nach Anspruch 1 bis 6 und 9,dadurch kennzeich net, dass die "Nur-bei-Gefahr"-Haltstelle (HS,HS') aus je ei nea Pilot-Kontaktschienenstück (PKS),einem dazu parallel ange ordneten Geschwindigkeits-Kontaktschienenstück (V3KS,V'3KS), den beiden dazu ebenfalls parallel auf der gleichen Kontakt spur angeordneten Sicherheits-Kontaktschienenstücken für den Weit- und den Nah-Bereich (SKSW,SKSN;;S'KSW,S'KSN) und gegebe nenfalls einem, oder mehreren hierzu in geringen Abstand auf der gleichen Kontaktspur liegenden Sicherheits- Kontaktschienen stücken für den Flankenbereich (SKSF,D'KSF) sowie einem zu dis sen wiederum parallel angeordneten Rückmelde-Kontaktschienen stück (R3KS,R'3KS) für die automatische Wiedereinschaltung der Brems- Relais (BR1,BR2) bei "Frei"-gewordenen voraus- bzw. in der Flanke liegenden Gleisabschnitt bestehen, bei denen das jeweilige Geschwindigkeits- und Rückme@de@Kontaktschienenstück kürzer ist als die übrigen Kontaktschienenstücke einschliesslich der aneinander gereihten Sicherheits-Kontaktschienenstücke, und in Fahrtrichtung gesehen, gegenüber deren Anfängen zurück versetzt sind. 24)Betrieossystem nach Anspruch 1 bis 6, dadurch gekennzeichnet, dass die Zwangs-Haltstellen (ZHS,ZHS') aus je einem Pilot-Kon taktschienenstück (PKSZ),welches mit dem Spulenanfang eines mit seinem Spulenende an der Masse-Fahrschiene angeschlossen, eine der hier unterbrochenen Sicherheitsleitungen (z.B.SLW) mittels seines Aroeitskontaktes überbrückenden Gleis- Relais (GR) verbunden ist, sowie einem parallel zum Pilot-Kontakt- schienenstück angeordneten Geschwindigkeits-Kontaktschienen stück (V3KS,V'3KS) und den dazu ebenfalls parallel und auf der gleichen Kontaktspur angeordneten Sicherheits-Kontakt schtuenstücken für den lleit- und den Nahbereich (SKSW,S'KSW;; SKSN,S'KSN) bestehen, bei denen das jeweilige Geschwindigkeits Kontaktschienenstück kürzer ist als das Pilot-Kontaktschienen stück bzw. die Weiden aneinander gereihten Sicherheits-Kon- taktschienenstücke, und in Fahrtrichtung gesehen, gegenüber deren Anfängen zurückversetzt ist. 25)Betriebsystem nach Anspruch 1,2,5 und 6, dadurch kennzeich net, dass für Geschwindigkei ts-Begrenzungen Je ein einzeln angeordnetes Geschwindigkeits-Kontaktschienenstück (ViKS bzw. V'1KS für 120 km/h, V2KS bzw. V'2KS für 80 km/h, V3KS bzw. V'3KS für 40 km/h)und für die jeweilige Aufhebung einer Ge schwindigkeits-Begrenzung ein einzeln oder im Verband einer "Nur-bei-Gefahr"- oder Zwangs-Brem@beginn- bzw. Haltstelle (z.B. BS 85/120;HS,ZHS) angeordnetes, direkt mit der Masse-Fahrschiene (MF) verbundenes Rückmelde-Kontaktschienen stück (R3KS,R'3KS) vorgesehen ist. 26)Betriebsystem nach Anspruch 1 bis 10, dadurch gekennzeichnet, dass die einzeln oder im Verband angeordneten, zwischen den Fahrschienen (FS) auf den Jeweils entsprechenden Kontaktpuren (W,R,S,V,P,V',S',R', W1)angebrachten Pilot-, Geschwindigkeits-, Sicherheits-, Rückmelde- und Weichenstell-Kontaktschienenstücke (z. b. PKS,ViKS,V2KS,V3KS,' SKSN,SKSW,SKSF,R1-2KS,R3KS, WKS) aus hochkant gestellten, an ihren Enden mit Auflauf- schrägkanten (AK) versehenen Flacheisenbändern bestehen, die an aus den Betonschwellen (SCH) herausragenden und in ihnen verankerten, aus Rund- oder Vierkanteseisen geformten Kontakt- schienenstück-Haltern (KSSH) mit ihrer Oberkante in entsprechen der Höhe über Fahrschienen-Oberkante, jedoch höher als Spur zwangsschienen oder Radlenker, angeschlossen sind, und gegegebenenfalls über die rückwärtig in den Betonschwellen verlaufen den ICont akt schienenstück-Halter und deren angeschweissten,kabel- artigen Masseverbindungen (MVB),fallweis unter Zwischenfügung ie einer entsprechend eingelöteten Diode (VD1.VD2). kontakt sicher mit der Masse-Fahrschiene

(MF) neben den Betonschwellen verschweisst sind. 27)Betriebssystem nach Anspruch 1 bis 10 und 26, dadurch gekennzeichnet, dass durch Gleisverformungen besonders gefährdete Gleisabschnitte mit zusätzlichen, an den Isolierstoss-Schwellen oder in deren Nähe beidseitig angebrachten, mit Steckern und Buchsen versehenen Soll-Rissstellen (SORS) für die fallweise Unterbrechung der Nah- und Weit-Sicherheitsleitungen (SLN,SLW; ; S'IN,S'LV) ausgeüstet sind, bei denen die trennfähigen Stecker jeder Soll-Rissstelle über ein Isolier-Zwischenstück (IZS) mit einem längs der jeweiligen Masse- und Isolier-Fahrschiene (MF, IF) an deren Aussenseite, in kurzem Querabstand, von ihr, straff gespannt, aus Invarstahlendraht bestehenden Auslösedraht (ADR) verbunden ist, der innerhalb von in entsprechenden Längsabständen an der Aussenseite der betreffenden Fahrschiene (FS) ange schweissten Auslösedraht-Haltern (ADH) geführt und am Ende des betreffenden Gleisabschnittes an einem ebenfalls an der Aussenseite der jeweiligen Fahrschiene angeschweissten Endblock (AL)B befestigt ist, wobei zwischen Auslösedraht und Isolier-Zwischenstück ein zu den Steckern der Soll-Rissstelle wegübersetzendes Hebelgetriebe (HGT) eingefügt ist. 28)Betriebssystem nach Anspruch 1 bis 13,18 und 19, dadurch gekennzeichnet, dass die die Kontaktschienenstücke (z.B.PKS,V1KS,SKSW, R3KS,WKS)bestreichenden, über den entsprechenden Kontaktschienen (W,R,S,V,P,V',S',R',W') des Gleises am Trieb-Fahrzeug (LOK,STW) an einer Drehachse (ASD) auf- und ab schwenkbar gelagerten und je unter der Federwirkung eines gleichzeitig als Schwingungs dämpfer fungierenden Federbeines (FB) stehenden Auflaufkontakt- schuhe (ASW,ASR,ASS,ASV,ASP,ASV',ASS',ASR',ASW') als einarmige, vorzugsweise aus Leichtmetallguss bestehende, von einander elektrisch isolierte Hebel ausgebildet sind, von denen jeder an seinem freien Hebelende mit einer nach unten gerichteten, in Längsrichtung verrundeten, einen Hohlraum mit einem Frostschutz mittel enthaltenden Ölgemisch (ÖG) einschliessenden Ausbuchtung (ASB) ausgestattet ist, in deren Mitte innerhalb einer mit Querbohrungen (QB)versehene, den Hohlraum von oben nach unten durchsetzenden Verbindung (veb) ein nach unten aus der Ausbuchtung ein wenig heraustretendes, büstenartiges Drahtbündel (BDB) als eigentlicher Schleifkontakt angeordnet ist, dessen Drähte vorzugsweise aus einer praktisch verschleissfesten Beryllium-Bronze-Legierung bestehen, während der Hohlraum Jedes auf laufkontaktschuhes über eine in die Nähe der Drehachse (ASD) führende Bohrung (BO) und einen hier angeschlossenen Ölschlauch (ÖS) mit einem gemeinsamen Öltank (ÖT) in Verbindung steht und das jeweilige, zu den Umschaltkontakten (U1,U2,U3,U4) des Fahrt richtungsschalters (FR) bzw. zu den Pilot-Relais (PR1,PR2) führende Leitungskabel (ASK) ebenfalls in der Nähe der Drehachse angeschlossen ist. 29)Betriebssystem nach Anspruch 1 und 14 bis 17, dadurch gekennzeichnet, dass die von einem Aussenpol (+) der Bord-Batterie Bt1/Bt2 aus über den mit Kontaktschleifern ausgestatteten Zeiger (TZ) des Fahrzeug-Tachometers (T) und deren Kontakt- segmente (KSH, KSM, KSN, KSK,KSO,KF,KO) angesteuerten Relais (TR4,TR5,AR1,AR2) und Kontroll-Lampen (Li,L2,L3) sowie das Elektro-Brems-Ventil (EBV) in den Emitter-Collector-Strecken zugeordneter npn-Schalt-Transistoren (TR4T,TR5T,AR1T,AR2T,L1T, L2T,L3T,EBVT) liegen, deren Basisanschlüsse über die Basis Widerstände (BW5,BW6,BW8,BW7,BW10,BW11,BW9,BW12) mit den Kontaktsegmenten des Fahrzeug-Tachometers (T) direkt bzw. unter Zwischenschaltung der zugeordneten Kontakte der Geschwindig keits-Relais (VR1,VR2), der Sicherheits-Relais (SR1,SR2), der Brems-Relais (BRi,BR2), des Pilot-Relais (PRI) sowie der Tacho Relais (TR1,TR2,TR3) verbunden sind, während den Spulen der Relais und der Spule des Elektro-Brems-Ventils je eine in Sperr-Richtung zum anderen Aussenpol (-) liegende Diode (D30, D31,D33,D32,D7) parallel geschaltet ist. 30)Betriebssystem nach Anspruch 1 und 19, dadurch gekennzeichnet, dass die beiden parallel liegenden Einspeisungen (ES1, ES2) zu den Selbsthaltekontakten (SHK) der fest an Fahrzeugmasse bzw. an der Mittelanzapfung (MAZ) der Bord-Batterie (Bt1/Bt2) angeschlossenen Weichenstell-Schütze (WS1,WS2) von einer gemeinsamen Einspeiseleitung (ESL) ausgehen, die über einen Ruhe kontakt der Hand-Drucktaste (HD) und einen in Reihe hierzu liegenden Ruhekontakt der Automatik-Drucktaste (AD) mit einer -in Abhängigkeit von der Stellung eines zwei in entgegengesetz- ter Fahrtrichtung liegender Ziel-Orte (A-B) einstellbaren Ziel-Schalters (ZS)- wechselbare Polarität der Aussenpole (-,+) der Bord-Batterie führende Wechsel-Pol-Leitung (WPL) verbunden ist, indem diese an den gemeinsamen Kontakt eines zum Ziel-Schalter (ZS) gehörigen Umschaltkontaktes mit drei Schalt stellungen geführt ist und die beiden äusseren Kontakte der Schaltstellungen an je einen Aussenpol der bord-batterie angeschlossen sind, wobei der gemeinsame Kontakt eines weiteren, zum Ziel-Schalter gehörigen Umschaltkontaktes mit drei Schalt stellungen über je einen in Reihe zueinander liegenden Ruhe kontakt des ersten und zweiten Weichenstell-Schützes (WS1,WS2) mit einem Aussenpol (-) der Bord-Batterie verbunden ist und die beiden untereinander verbundenen äusseren Kontakte dieser Schalt stellungen über einen Arbeitskontakt des Automatik-Hand-Relais (MiR) an den Klinken-Magneten (KM) eines als Speicher-Abfrage- werkes (opAW) ausgebildeten, an sich erkannten Schrittschalt- werkes angeschlossen sind, während der mittlere Kontakt die drei Schaltstellungen über eine vom Schaltrad-Nocken (SNO) in der Anfangsstellung des Speicher-Abfragewerkes durch einen Ruhekontakt (RUK) unterbrechbare Rücklaufleitung (PLL) mit dem Selbstunterbrecherkontakt (SUK) des Klinken-Magneten verbunden ist. 31)Betriebssystem nach Anspruch 1, 19 und 30, dadurch gekennzeichnet, dass eine erste Abzweigung der Wechsel-Pol-Leitung (WPL) über einen Ruhekontakt des/Rückmelde-Relais (RR1), den Ruhekontakt der/Weichenstell-Taste(WT2),den Arbeitskontakt der /Weichenstell-Taste (WT1) sowie über die in Reihe miteinander liegenden Ruhekontakte des Automatik-Hand-Relais (AHR), der Automatik-Drucktaste (AD) und des/Weichenstell-Schützes (WS2) als Erregerleitung (EL1) am/Weichenstell-Schütz (WS1) angeschlossen ist, während ein zwei Abzweig der Wechsel-Pol Leitung über einen Ruhekontakt des anderen,/Rückmelde-Relais (RR2), den Ruhekontakt der/Weichenstell-Taste (WT1), den Arbeitskontakt der/Weichen@tell-Taste (WT2) sowie über die in Reihe miteinander liegenden anderen Ruhekontakte des Automatik-Hand Relais (AHR), der Automatik-Drucktaste (AD) und des/Weichenstell Schützes (WS1) als Erregerleitung (EL2) mit dem/Weichenstell Schütz (WS2) verbunden ist, wobei das Automatik-Hand-Relais (AHR) vom unerregten Hand-Betrieb mittels des Arbeitskontaktes der Automatik-Drucktaste (AD) von einem Aussenpol (-) der Bord-Batterie (Bt1/Bt2) aus über Buchsenkontakte (bu) und Steck kontakte (st) mit einer Kurzschlussverbindung (kv) des jeweiligen angeschlossenen Speichers (Sp1,Sp2) sowie über einen Ruhe kontakt der Hand-Drucktaste (HD) zum Automatik-Betrieb auf Selbst haltung einschaltbar ist. 32)BetrieDssystem nach Anspruch 1,19,30 und 31, dadurch gekennzeichnet, dass ein dritter abzweig der Wechsel-Pol-Leitung (WPL) über eine Reihenschaltung je eines Ruhekontaktes der Rückmelde- Relais (RRI,RR2) mit einem weiteren Buchsenkontakt (bu) für einen Steckkontakt (st) bzw. den Stromlauf durch den jeweils angeschlossenen Speicher (Sp1,Sp2) verbunden ist, dessen aus weiteren Steckkontakten (st) für die Stellungsarten der Weichen je paarweise herauskommenden Abgänge über weitere Buchsenkon takte (bu,) an die Kontakte (1,2,3...) der beiden Kontakt-Ebenen (E1,E2) des Speicher-Abfragewerkes (SpAW) angeschlossen sind, bei denen die Abgang (lb) für "Linksabzweig" an Weichen bzw. "Bogenfahrt" an Kreuzungsweichen vom jeweiligen Kontakt der ersten Kontakts-Ebene (E1) mittels ihres Kontaktarmes über einen Arbeitskontakt des Automatik-Hand-Relais (AHR) sowie über die erste Erregerleitung (EL1) jeweils mit dem ersten Weichenstell- Schütz (WS1) verbindbar und die Abgänge (rk) für "Rechtsabzweig" an Weichen bzw. "Kreuzungsfahrt" an Kreuzungsweichen vom je- weiligen Kontakt der zweiten Kontakt-Ebenen (E2) mittels ihres -synchron zum ersten laufenden- Kontaktarmes über einen weiteren Arbeitskontakt des Automatik-Hand-Relais sowie über die zweite Erregerleitung (EL2) jeweils mit dem zweiten Weichenstell Schütz (WS2) verbindbar sind. 33)Betriebssystem nach Anspruch 1,19,30 bis 32, dadurch gekennzeichnet, dass der jederzeit von Hand umprogrammierbare,vorzugs weise mittels Steckkontakten (st) eines mehrpoligen Steckers in die mit Buchsenkontakten (bu) versehene mehrpolige Buchsen leiste des Speicher-Abfragewerkes (SpAW) steckbare Speicher (Sp1) ausser seiner Kurzschlussverbindung (kv) aus einer Reihe eng aneinander liegender, einpoliger Umschalter besteht, bei denen jeder der gemeinsamen Eingänge mit einander verbunden und zu einem der Steckkontakte (st) geführt ist, der über den betref fenden Buchsenkontakt mit der von den Ruhekontakten der Rück melde-Relais (RR1,RR2)kommenden Wechsel-Pol-Leitung (WPL) ver bindbar ist, und bei denen jeweils einer der beiden Abgänge jedes zu beiden Stellungsarten einer Weiche gehörigen Umschal- ters für "Rechtsabzweig" bzw. "Kreuzungsfahrt"(rk) und jeweils der andere der beiden Abgänge für "Linksabzweig" bzw. "Bogen- fahrt" (lb) an je einen der vorzugsweise paarweise angeordneten Steckkontakte (st) des Speichers (Sp1) angeschlossen ist. 34)Betriebssystem nach Anspruch 1,19,30 bis 33, dadurch gekennzeichnet, dass der fest programmierte, für zwei verschiedene Fahrstrecken bzw. für eine Fahrstrecke in beiden Richtungen zwischen zwei Ziel-Orten bestimmte, vorzugsweise mittels Steck kontakten (st) eines mehrpoligen Steckers in die mit Buchsen- kontakten (bu) versehene mehrpolige Buchsenleiste des Speicher Abfragewerkes (SpA) steckbare Speicher *(Bp2) ausser seiner Kurzschlussverbindung (kv) mit einer Verzweigungsleitung (vzl) versehen ist, die zu den über den betreffenden Buchsenkontakt mit der von den Ruhekontakten der Rückliele-Relais (RRi ,RR2) kommenden Wechsel-Pol-Leitung (WPL) verbindbarem Steckkontakt (st) geführt ist, wobei von dieser Verzweigungsleitung (vzl) aus für auf gleichen Kontakten (1,2,3...) der beiden Kontakt- Ebenen (E1,E2) des Abfrage-Speicherwerkes (SpAW) herbeizuführenden gleichartigen Weichenstellungen Jeweils bei "Linksab- zweig" bzw. "Bogenfahrt" (lb) eine durchgehende Verbindung zu dem an einen Kontakt (7) der ersten Kontakt-Ebene (E1) führenden abgang (lb) des Steckkontaktes (st) gelegt ist und der zu dem an einen gleichen Kontakt (7) der zweiten Kontakt Ebene (E2)

runnende Abgang (rk) des Steckkontaktes ohne Verbindung verbleibt, und jeweils bei "Rechtsabzweig" bzw. "Kreuzungsfahrt" (rk) eine durchgehende Verbindung zu dem an einen Kontakt (5) der zweiten Kontakt-Ebene (E2) führenden Abgang (rk) des Steckkontaktes gelegt ist und der zu dem an einen gleichen Kontakt (5) der ersten Kontakt-Ebene (E1) führenden Abgang (lb) des Steckkontaktes ohne Verbindung verbleibt, während für auf gleichen Kontakten (1,2,3...) der beiden Kontakt- Ebenen (E1,E2) hervorzurufenden verschiedenartigen Weichenstellungen in der einen Fahrt- bzw. Ziel-Orts-Richtung (A) jeweils bei "Linksabzweig" bzw. "Bogenfahrt" (lb) die Verzweigungsleitung (vzl) über eine in Durchlass-Richtung zu ihr liegende Diode (D23) mit dem zu einem Kontakt (6) der ersten Kontakt-Ebene (E1) führenden Abgang (lb) des Steckkontaktes (st) verbunden und der zu dem an einen gleichen Kontakt (6) der zweiten Kontakt-Ebene (E2) führende abgang (rk) des Steckkontaktes für "Rechtsabzweig" bzw. "Kreuzungsfahrt" (rk) gemäss der anderen Fahrt- bzw. Ziel-Orts-Richtung (B) über eine in Sperr-Richtung angeordnete Diode (D22) mit der Verzweigungs- leit-ung verbunden ist, und bei denen in der einen Fahrt- bzw. Ziel-Orts-Richtung (A) jeweils bei "Rechtsabzweig" bzw. Kreuzungsfahrt (rk) die Verzweigungsleitung über eine in Durchlass Richtung zu ihr liegende Diode (D20) mit dem zu einen Kontakt (4) der zweiten Kontakt-Ebene (E2) führenden Abgang (rk) des Steckkontaktes verbunden und der zu dem an einen gleichen Kontakt (4) der ersten Kontakt-Ebene (E1) führenden Abgang (lb) des Steckkontaktes für "Linksabzweigung" bzw. "Bogenfahrt" (lb) gemäss der anderen Fahrt- bzw. Ziel-Orts-Richtung (B) über eine in Sperr-Richtung angeordnete Diode (D21) mit der Verzweigungs- leit-ung verbunden ist. [Source: Claim 1] Claims I) Betriebssystem for transporting goods and people by means of **rail** vehicles traveling on tracks having at least two metallic **rails**, one of which is divided into sections and simultaneously elec electrically insulated from the other running **rail**, and the emotion on vehicle contact shoes and short, fixed contacts throughout the period of loading the driving over direct electrical connections of the vehicles to the track system or vice versa influences for Fahrzeug-, decisions and reports are produced, characterized in that within each Gleisab-section (GA1, GA2, GA3, GA4, GA...) capacitor, an electrical condensate (CG, CG / 2, CG / 3, CG / 4) the continuous mass-running **rail** (MF) associated with each insulating running **rail** (IF) bypassed, and the imaginary in multiple, parallel e contact tracks (W, R, S, V, P, V', S', R', W') split tracks with each for de of both directions are on the a contact trace the contact **rail** sections for securing the local, wide and flank area (SKSN, SKSW, SKSF; S'KSN, S'KSW, S'KSF) co diert are, and are also encoded with the other Contact tracks lying speed contact **rail** sections (V1KS, V2KS, V3KS;; V'1KS, V'2KS, V'3KS) for the corresponding Ge-velocity impact on the vehicle (LOK), with pilot Contact **rail** pieces (PKS PKSW, PKSUE, PKSZ) for the co act with safety and speed contact - ski enes pieces, for switches remote positions beeStumpfpa.hrten, ask for for barriers and warning lights operating at road junctions and the implementation of forced train stops at special track, with feedback contact **rail** sections (X1-2LS, X3E; R'1 -2KS, R'3KS) for switch position feedback, position reports and for the active compounds in the automatic re-approach the traction units in "free" -gewordenen Gleisab cut, and with point-setting contact **rail** sections (WKS;; W'KS) to remote locations all pointed trafficked turnout species and with Stationary parts (SM) magnetic Annaeherungsschal- ter (ANS) in track triangles and reverse loops for position reports, and that the motor vehicle (LOK) the interaction with the different contact **rail** sections of track encoding and on the direction of travel switchable running on contact shoes (ASW, ASR, ASS, ASV, ASP, ASV 'ASS' ASR 'ASW') is carried out, in relation to the safety contact **rail** sections (SKSN, SKSW, SKSF, S'KSN, S'KSW, S'KSF) substantially with two safety relays (SR1, SR2) are connected, one of which is the on-board battery (Bt1 / Bt2) and the other to a low-frequency generator (NF-G) is connected with the brake relay (3R1, BR2) in conjunction standing, and with respect to the speed contact **rail** sections (V1KS, V2KS, V3KS;; V1KS, V'2KS, V'3KS) multi-speed relay (VR1, VR2) are connected, which several with the vehicle speedometer (T) together menwirkende speedometer relay (TR1, TR2, TR3, TR4, TR5) connected downstream of the speed programming and also with the brake relay (BR1, BR2), and with an electric brake valve (EBV) cooperate and in which the winding contact shoes are connected with respect to the pilot contact **rail** elements (PKS, PKSW, PKSUE, PKSZ) with two pilot relay (PR1, PR2), of which one (PR1) with the brake relay (BRI, BR2) and the electric brake valve (EBV) is operatively connected to, and in which the winding contact shoes with respect to the feedback contact **rail** sections (R1-2KS, R3KS;; R'1-2KS, R'3KS) with two feedback relay (RR1, RR2) are connected, where an auxiliary relay (S) for daa restarting the train at "free" -gewor- which track sections is and downstream of the discharge of Positionsmeldun- gen and with a pilot relay (PRI) sowi. with the brake relay (BR1, BR2) are in Wirkvrbinding and cooperate regarding turnout position feedback with the turnout vice-Protect (WS1, WS2), and in which the running on contact shoes with respect to the point operating contact seemed pieces (WKS;; W'KS) via a switch relay (wR) with the A switch-Protect (WS1, WS2) are in communication with using the feedback relay (RR1, RR2) via switching means (AHR) either two hand-operated railway switch keys (WT1, WT2) or appropriately programmed memory (Sp1, Sp2) a gradual working memory query work (SPAW) con- nected, and wherein with respect to the territorial parts (5M) likes genetic.Annaeherungsschalter (ANS), the contact part (KT) on the traction unit (LOK) the correct sequence of Positionsmeldun gen at drive-through t of track triangles (DG manufactures) and reverse loops (KSE). 2) Betriebssystem according to claim 1, characterized in that the contact tracks (W, R, S, V) for a Fghrtrichtung in Be rich the ground running **rail** (MF) and the contact tracks (W', R', S', V1) for the other direction in the field of insulating Pahrtschienen are (IF) at different distances from the track center and symmetrical to it, and zusas- a directions for both driving common, either with the track centreline menfallende or where otherwise occupied is center of the track, on both sides of their spatially divided contact track (P) before bound. 3) operating system according to claim 1 and a, characterized in that the insulating running **rail** (1F) of each track section (GA1, GA2, GA3...) in a ride @@ h ng mi @ @@@ inn @b of the first and second benachbar @ s @@@ track @hni @es on a contact track (S) arranged in the area of the mass-running **rail** (MF), isolated fortified safety contact **rail** sections (SKSN, SKSW) is electrically connected to, and in the other direction with within the arsten and second other adjacent track section on the other, line for Gleismittel- symmetrical contact trace (S') in the field of insulation arranged **rails** (IF), isolated fortified material safety contact **rail** sections (S'KSN, S'KSW) is also electrically connected, 4) operating system according to claim 1 to 3, characterized in that parallel to the safety contact **rail** sections (SKSN, SKSW;; S'KSN, S1KSW) on both forward and reverse gemeinsa men contact track (P) pilot contact **rail** sections (PKS PKSW, PKSUE, mounted PKSZ), which in soft loose track sections to the ground-running **rail** (1iF) metallic directly and on dull traffic switches and front gates (SCHR) and Warnkreuzlam pen (WKIs) at road junctions with their corresponding Antrie ben (ABR, AUFR; SETUP, AUSR) and forced maintenance points (ZHS, ZHS') with their corresponding track relay (GR) are electrically connected . 5) operating system according to claim 1 to 4, characterized in that both parallel to the safety contact **rail** sections (SKSN, SKSW; S'KSN, S'KSW) as well as on its own on a white direct contact track (V) in the field of mass-running **rail** (MF) respectively. a purpose symmetric contact track (V') in the insulating **rails** (IF) speed contact **rails** pieces (V1KS, V2KS, V2KS;; V'1KS, V'2KS, V'3KS) are angeoracht, of which each have a to a higher speed (for.3.i20 km / h) relating speed contact **rail** piece (V1KS, V'1KS) via a diode (VD1, V'D1) with the mass-driving **rail** (MF) is electrically v'erbunden, while the (zB80 km / h) relating speed contact **rail** piece (V2KS, V'2KS) with each other to an average speed over a listed opposite the above counter, legal ter direction lying diode (VD2 V'D2) in of (MF) is electrically connected ground running **rail**, and the other to a lower speed (zB40 km / h) relating Ge-velocity contact **rail** piece (V3KS, V'3KS) metallic directly with the b (asse-running **rail** (MF is) connected. 6) operating system according to claim 1 to 5, characterized in that on a further contact track (R) in the field of mass running **rail** (respectively. On a purpose symmetric contact track (R') in the area of the insulating **rails** Ruecknelde-contact seemed pieces (R1-2KS, R3KS;; R'1-2KS, R'3KS) are attached, the for the switch state Rueckmeldungeqisoliert fasten taken and of the railway switch drives (WA1, WA2 @, WA 2, WA3, WA4) operated changeover (WAU1) tongue position, depending on the course either one in the reverse direction or via one lying in the forward-biased diode (RD1, RD2) with the ground running **rail** (MF) are connected, while both used for position reports, itself standing feedback contact **rail** sections (R3KS, R'3KS) on each to start a track section as well as the for the automatic restarting a previously automatically braked train at "free" - gewordenen track sections parallel to the question safety, pilot and speed Kontaktschienenstuecke arranged feedback contact **rail** sections (R3KS, R'3KS) me tallich directly to the ground-running **rail** (kF) are connected. 7) operating system according to claim 1 to 6, characterized in that on a further contact track (W) in the field of mass running **rail** (MF) for one direction of travel and on this symmetrical contact track (W') in the field of insulating Fahrachie- NEN (IF) for the other direction of travel A switch contact seemed pieces (WKS, W'KS) are mounted isolated that the railway switch drives (WAI, WI2u, WA2, WA3, WA4, WA5), the sharp traffic turnouts (WG1, WG2, WG3, WG4, KWG) via point-setting lines (WL, W'L) are connected, each of said switches stell. lines at the input for a branch-off direction, as corresponding relay ER1 or corresponding winding half (WH1) of the servomotor (WSM), via a diode (WD1) and on a gear (ER2, WH 2) of the other branch direction in a lying opposite direction diode (WD2) and is the common return line (WE) of the inputs of the respective point setting drive to the mass-running **rail** (MF) is electrically connected. 8) operating system according to claim 1 to 7, characterized in that the compounds Each insulating **runner rail** (IF) in both Driving directions to the inside of each first neighboring area track section (GA..))

arranged Safety contact **rail** pieces for the near-field (SKSN, S'KSN) as Nah Safety line (SLN, S'LN) and with the inside of the Weil second adjacent track section (GA1, GA2, GA...) arranged safety contact **rail** sections for far function area (SKSW, S'KSW) as Wide Security Administration (SLW, S' LW), which in the nature of on short piles (LP) to both sides of each track out fence lines with desired crack are Set (SORP, SORS), preferably in the form of plug se and book formed, in which the corresponding respectively to the direction of travel and at switches (WG1, WG2, WG3, WG4), crossing soft (KWG) and crossings (KG) which opens near-Security - lines (SLN, S1LN) are electrically connected to each other, while the exposure to each direction of travel associated and Switches and crossings resulting Wide Security lines (SLW, S' LW) and of course emergent in the feeders Nah Safety lines (SLN, S'LN) via the respective switch actuating drive (WA1, WA2a, WA2, WA3, WA4, WA5) operated changeover contacts (WAU3, WAU4, WAU3'WAU4 ') are looped, wherein the switch blades end position in each case more than one of these, depending lines and not applied in the end position switch- all tongues this far and near-safety cables (SLW, S' LW; SLN, S'LN) are interrupted. 9) operating system according to claim 1 to 8, characterized in that for security against flank rides in switches (WG2, WG3, WG4), slip switches (KWG) and intersections (KG) which lie to -before the respective junction or intersection of way-track section (VGA) associated Insulating running **rail** (IF) by a flank security line (SLF, S 'LF;; SLF1, SLF2, SLF2 ') arranged with a section of each other, which is also located in front of Steep War @ e-track section (WGA, 1WGA, 2WGA) safety contact **rail** section for the flank area (SKSF, S'KSF) is connected, which on the same track contact (S, S '), in Fahrtrichtung to this body, mounted in front of the other safety contact **rail** sections for local and wide-area, while at the same track connections the nenstueck the respective Security Kontaktschie- for the edge region of at link travel functioning as \ Narte-Gleisabschnitt corresponding Gleisabschnitt tes outgoing Irlanken- @ is afety line led to an actuable from Wei chenstell drive changeover which this edge sickle Deities line with framework at Connection ride connects the parallel track with the Insulating running **rail** of the right of way-Gleisabschnitt and turnout position on parallel drive these flanks Security line connects-section of the near-security management of the previous waiting-Gleisab. 10) operating system according to claim 1 to 9, characterized in that the al locomotive (LOK) spatially over the corresponding de contact tracks (W, R, S, V, P, V ', S', R ', W') arranged that power transmission to the individual corresponding contact pieces seemed bewerkstelligenden running on contact shoes (ASW, ASR, ASS, ASV, ASP, ASV; ASS ': ASR', ASW ') in two lateral Group (ASW, ASR, ASS, ASV and ASV 'ASS' ASR 'ASW') and a middle group (ASP) are divided, of which one side group for the field of mass-running **rail** (MF) lying contact tracks (W, R, ss, V) of a direction, the opposite lateral group for the field of insulation running **rails** (IF) situated contact tracks (W ', R', S ', V') of the other, opposite direction of travel and the average is associated with group for the two directions of joint, either on the track center line or on either side thereof to spatially divided situated contact;; pure (P), depending on direction of iriebfahrzeuges either to a union group since associated running on contact shoes (ASW, ASR, ASS, ASV) or the side to the other group associated fuflauf- contact shoes (ASW;; ASR 'ASS' ASV ') via switches with the running direction (FR) coupled changeover (U1, U2, U3, U4) with the corresponding switching elements are connected in the train, and in which the average, a casserole contact shoe (ASP) or two suflaufkontaktschuhe containing group electrically connected generally directly but in Wendezug- also means an additional changeover (U5) on the travel direction switch (FR), to the is associated Schultheiss elements of the traction unit connected. 11) operating system according to claim 1 to 10, characterized in that the direction Correct connection of the respective edition aufkontaktschuhes (ASA, ASA ') for the safety contact **rail** sections (SKSN, SKSW, SKSF;; S'KSN, S'KSW, S'KSF) be Farming.END changeover (U4) with the coil start of a first and a second safety relay (SR1, SR2) is connected, the first of which in series with a choke (Dr) lying safety relay (SRI) with its coil end to an insulated outer pole () of a lying on vehicle mass and thus on the mass-running **rail** (MF) with center (MAZ) provided on-board battery (Bt1 / Bt2) and the second in series with a coupling capacitor (CK1) lying material safety relay (SR2) with its coil end to an output (AG1) of a low-frequency generator is connected (NF-G), which with its other output (AG2) preferably via a coupling capacitor (CK2), at the center tap (MAZ) respectively. abuts vehicle mass and thus also on the ground running **rail** (IF), the Aufaufkontaktschuh (ASP) for the pilot is Contact **rail** pieces (PKS PKSW, PKSUE, PKSZ) with the Spulen an catch a first niederohmigeren Pilot relay (PR1) and a second higher impedance Pilot relay (PR2) connected, of which the coil end of the second pilot relay (PR2 switched) on-board battery (Bt1 / Bt2) connected and the protection resistor, a Ruhekon clock of the second pilot relay (PR2) parallel -) directly and the first pilot relay (PR1) a protection cons stand (SW) to an insulated outer pole (is. 12) operating system according to claim 1 to 11, characterized in that the direction of travel according to the Relevant interface running on contact shoe (ASV, ASV ') for the speed contact **rail** sections (V1KS, V2KS, V3KS; V'1KS, V'2KS, V'3KS) effecting changeover (UI) on the travel direction switch (FR) with the respective coil start of a first-speed relay (VR1) and a second speed relay (VR2) and via a first base resistor (BW1) to the base of a first complementary -Transistors (VT1) of the nPN type and a second base resistor (BW2) with the base of a second complementary transistor (VT2) is connected pnp type, the coil end of the first speed relay (VR i) on the emitter-collector path of the first complementary transistor (VT1) to the insulated negative outer pole (-) and the coil end of the second speed ltelais (VR2) via the emitter-collector Strete the second Kamplenem Secretary transistor (VT2) in the isolated positive outer pole () connected to the on-board battery (Bt1 / Bt2) and the first Ge-velocity relay (VR1), a diode (D1) in the reverse direction to its initial coil and the second speed relay (VR2), a diode (D2) is connected in parallel in Durchlass'-direction from its initial coil. 13) operating system according to claim 1 to 12, characterized in that the direction of travel according to the respective connection casserole contact shoe (ASR, ASR ') for feedback-contact seemed pieces (R1-2KS, R3KS; R'1-2KS, R'3KS) bewerkstelligende changeover (U2) on the travel direction switch (FR) with the respective coil start of a first feedback relay (RR1) and a second Ruecknelde relay (RR2) and via a first base resistor (BW3) to the base of the first com mentary -Transistors (RT1) of the nPN type and a second base resistor (BW4) is connected to the base of a second complementarity Secretary transistor (RT2) of the PNP gyp, the coil end of the first feedback relay (RR1) on the emitter Oollector path of the first complementary transistor (RT1) to the insulated negative outer pole (-) and the coil end of the second feedback relay (RR2) via the emitter-collector path of the second complementary transistor (RT2) at isolier th positive outer pole () is the on-board battery (Bt1 / Bt2) closed and the first feedback relay (RR1), a diode (D3) in the reverse direction to its initial coil and the second feedback relay (RR2) a diode (D4) is connected in parallel in the forward direction from its initial coil. 14) operating system according to claim 1 to 13, characterized in that a group of the vehicle speedometer (is) cooperating tachometer (TR1, TR2, TR3) with iten coil ends on the isolated outer pole () of the vehicle battery (Bt1 / Bt2) is connected, in which the temporary connection to the other outer pole (-) of the on-board battery for higher velocities associated tachometer (TR1) on Ser @ enschaltung a work contact from the first speed relay (VR1) with a normally closed contact of the second-speed relay (VR2), for the average velocities associated tachometer (TR2) via the series connection of a break contact of the first GeschwindipDkei ts-held relay (VR1) with a hroeits- contact of the second-speed relay (VR2) and assigned for the lower speeds Tacho Sielais3 (TR3) takes place via the series connection of a Arbeitssontaktes from the first speed relay (VR1), also with a normally open contact of the second-speed relay (VR2), wherein the vehicle tachometer (T) on a first (KB1) of its two contact paths (KB1, KB2), which provided a two Kontaktschlei- away, with the insulated outer pole corresponding to the coil connections of tachometer (TR1, TR2, TR3) () of the on-board battery (Bt1 / Bt2) associated pointer (TZ) are coated, among other things, a contact segment for hothere speeds (KBIL'; for example, 125 to 160 km / h), a contact segment for medium speeds (KSM; eg 85 and 120 km / h) and a contact segment for lower speeds (KSN; eg 45 until 80 km / h) includes, where the contact segment for higher speeds (KSH) with the Kontaktsesaent for medium speeds (Ksi) via one, in parallel among themselves normally open contact of the intermediate speeds and the lower speeds associated tachometer (TR2, TR3) connected is, while the contact segment for lower speeds (KSN) to the contact segment for higher speeds (La;; H) is connected via a further relay contact Tacho relay for lower speeds (TR3) and the contact segment for higher speeds (KSH) via one, under parallel lying Contact closed the Tschometer (TR3) for higher, medium and nied- challenging speeds (TR1, TR2, TR3) once connected to a known electrical brake valve (EBV) via a normally closed contact of the second Sicherneits relay (SR2), and on the other hand via a series circuit of the make contact of the first pilot relay (PR1), and a further break contact of the second safety relay (SR2) and one to this series circuit lying parallel normally open contact of the first material safety relay (SRL) with the coil start of a first, with from falling delay provided tripping relay (AR1), whose Spu shaft end of an insulated outer pole (-) of the on-board battery (Bt1 / Bt2) lies, is connected. 15) operating system according to claim 1 to 14, characterized in that the Fahrzeug speedometer (T) on its first contact track (KBL) speeds following the contact segment for lower Geschwin (ESN) with another contact segment alone speeds (KSK; 3.B 15 to 40 km / h) and an adjoining Kont aktsegme nt for micro-Ge schwindigke it en (KSO; eg 0 to 10 ki / h) is equipped, in which the for small speeds specific contact segment (KSK) with the coil beginning of this small velocities associated tachometer (TR4) and be micro-speeds voted contact segment (KSO) with the coil beginning of this micro-velocities associated tachometer (TR5) ver is connected, the coil ends of the tachometer (TR4, TR5) on respective insulated outer pole (-) of the on-board battery (Bt1 / Bt2) are and the contact

tacho relay (TR4, TR5) on respective insulated outer pole (-) of the on-board battery (BT1 / BT2) are and the contact segment for lower Geschwin speeds (KSN) Depending on the position of the speedometer pointer (TZ) with the contact segment for small velocities (KSK) and / or with the contact segment for micro-speeds (KSO) via a contact of the first pilot relay (PR1) with the series-arranged thereto working contacts this Tacho Re lay (TR4, TR5) is connected. 16) operating system by demanding 1 to 15, characterized in that the normally closed contact of the initiate the stop-braking of the train the first tripping relay (AR1) with the explanation egerspule a self-holding, first brake Belais (BR1) in series is, which is dressed with unhindered or temporary speed-keitsbegrenzter drive, wherein (EBV) with one on a second contact path (KB2) arranged after its drop over his break contact the electric brake valve of the vehicle speedometer meters (T), the speed range from to catch the small to the highest speed comprehensive long contact segment (KF) is connected, while another, the second contact path (KB2) suf in the field of micro-speeds arranged short social segment (KO) via a series circuit a work contact from first Geschwin digkeits relay (VR1) and a working contact of the second speed relay (VR2) a compound having the exciting coil of a second tripping relay (AR2) is prepared, whose closed contact with the excitation coil of the stop-braking of the effecting train to its standstill, self-retaining relay second brake (BR2) is connected in series, wherein after its drop across its rest contact the electric brake valve (EBV) with the short contact segment (KO) of the second contact path (KB2) is connected. 17) operating system according to claim 1 to 16, characterized in that the higher, middle and lower speeds associated tachometer relay (TR1, TR2, TR3) are provided with the finish of interconnected self-holding contacts, via the series connection of a normally open contact the first Brake relay (BR1) a working contact of the second braking relay (BR2) and the normally closed contact of an auxiliary relay (HR) with the corresponding outer pole (-) of the on-board battery (BT1 / BT2) are verDunden, said operated with the voltage of the board battery auxiliary relay (HR) within a series connection of a normally open contact of the first feedback relay (RR1) a contact of the second feedback relay (RR2) and a normally closed contact of a switch relay (WR), and the automatic reclosing of the first and second braking - relay (BR1, BR2) via the series circuit of the contact of a changeover switch bbeits- of the auxiliary relay (HR), the Contact closed a change-over of the first pilot relay (PR i), the normally closed contact of the first safety relay (SR1), and one to each brake relay (BR2, BR1) branching lowing working contacts of the second safety relay (SR2) from the corresponding pole (MAZ) of the on-board battery (BT1 / BT2) from done, the electric brake valve (EBV) is coupled to switch contact with a man who in the braking position by a (-) pole of the vehicle battery from the brake control line (BSL) for the motor respectively. Transmission brake tension set, and in the brake-release position depending on the position of the direction switch (FR) on the changeover (U6) the corresponding ago waerts- bzw. Rueckwaerts-driving control line (FSL) for the Fabr- drive turns on. 18) operating system according to claim b to 17, characterized in that controlled for the proper determination of the **rails** of the feedback-contact (R3KS) position reports that the after successive track sections (GA1, GA2, GA2, GA...) under Inclusion of **rail** triangles and reversing loops are assigned as rising or falling numbers, the contact of the center tap (MA @) the on-board battery (BT1 / BT2) respectively. with the vehicle mass associated changeover switch on auxiliary relay via the NC contact of the changeover on the first Pilot relay (PR1) and via one, blocking-direction based Missed; egengesetzt lying diode (D5, D6) with the adding number magnets (ZM1) and subtracted Zaehlmagneten (ZC) of a known forward Eueckwaerts counter as positi ons indicator (PA) is connected, wherein the common Dueck line (ZRL) of magnetic counters (ZM1, ZM2) to the driving direction switch (FR) coupled changeover (U7) is performed, the two outputs on the downstream Polwechsel- contacts a bistable relay adjustment (APR) with the po tive (+) and negative (-) outer pole of the board battery (BT1 / BT2) are connected so that these common return (ZRL) depending on the position of the direction switch and the bistable matching relay with either the positive (+) or to the negative outer pole (-) of the on-board battery (BT1 / BT2) has connection, and wherein the bistable matching relay (APR) on a known, magnetic proximity switch (ANS) is by means of a current pulse can be switched in the opposite position, whereby its contact-part (KT) on the traction unit (LOC) and whose switching magnet (SM) respectively. whose Affected force linienleitstueck fixed within the track curve at any Reverse Loop (KSE) and within one of the three track strands each track triangle (DG) at the reversal point of the tray respectively. is case-trend for the track section numbers (GA1, GA2, GA...), preferably mounted in the middle of the track. 19) Betriebssystem according to claim 1 to 18, characterized in that the direction of travel according to the respective connection running on contact shoe (ASW ASW ') for railway switch contact seemed pieces (WCS' W'KS) bewerkstelligende changeover (U3) on the travel direction switch (FR) with the coil start of a connected switch relay (WR), the coil end aa each egg nen make contact one of the two for the changeover of switch tongues provided in its two end point setting - Sagittarius (WS1, WS2) is connected and in function of their Respective able either to the positive outer pole (+) or to the negative outer pole (-) of the on-board battery (BT1 / BT2) or with either of them is connected, wherein for the respective intended switch position each one of the two self-retaining contacts (SHK) equipped point setting Shakers ze (WS1, WS2) depending on the position of a switch element for manual or automatic operation, like automatic hand relay (AHR) either by means of two, individually hand-actuated A switch keys (WT1, WT2) or by means of a corresponding programmi.erten memory (Sp1, Sp2) and its memory hbrage-factory (SPAW) is switched on, and the waste of each attracted railway switch contactor after executed turnout position parallel by the interruption of its two the feeds (ES1, ES2) to the Selbststhaltekontakten (SHK) is done by piece through the detail of that jerk alarm relay (RR1, RR2) when running the feedback-contact **rails** (R1-2KS; R'1-2KS) with opening his retirement contact the interruption of the two supplies (ES1) and due Anzu0, it of course relay (WR) when running the railway switch - Contact **rail** section (WKS, W'KS) with opening of its two closed contacts the interruption and the other feeds (ES2) is ensured. 20) operating system according to claim I, characterized in that the mass of the driving **rail** (MF) with the insulating running **rail** (IF) bridging capacitor respectively (CG). whose capacity within a track section (GA...) into two equal capacitors (CG / 2) is divided with each half capacity, respective one of which is arranged at each of the two **rail** ends of the track section, whereas at at switches (WG2) formed track sections with three track-ends the capacity in three equal capacitors (CG / 3) divides aufbe- with one third of the capacity is two, one on each of which one of these three track ends is attached and at crossovers (WG2, WG3), crossing points (KWG) and intersections (KG) formed track sections with four track ends the capacity in four equal capacitors (CG / 4) each with a quarter of the capacity is divided on, each of which is arranged at each of the four tileis-ends. 21) operating system according to claim 1 to 6 and 9, characterized in that the respective, depending on the driving speed range (z.ss.ueber 125 to 160 km / h and more than 85 up to 120 km / h for 45 hours to 80 km / h respectively. "Arranged -Haltstelle (HS, HS ') "according to well before the associated only at-risk about 15 to 40 km / h) only at-risk "-Bremsbeginnstellen (zBBS 125/160, BS 85/120, BS 45/80, BS 15/40) of one pilot contact **rail** piece (PKS), a thereto arranged in parallel, each driving-speed range corresponding speed Kon clock accessory **rail** (V1KS, V'1KS; V2KS, V '2KS; V3KS, V'3KS), one to also arranged parallel security Kontaktschie- nenstueck for the Wide-area (SESW, S'KSW) with a gen in clotting distance therefrom on the same contact track lying material safety contact **rail** section for the close-range (SESN, S'KSN) and possibly one or more this slightly HB stood on this same track contact lying, safety Contact **rail** pieces for the flank area (SKSF, S'KSF) and one of these in turn arranged parallel Ruecknelde - contact **rail** piece (R3KS, R'3ES) for the automatic reclosing of the brake relay (BR1, BR2) in "free" -gewordenem, provided respectively. lying in the cross section of track exist, in which the respective speed and feedback-Kon is clock seemed piece shorter than the other contact **rails** pieces including juxtaposed Security Contact **rail** pieces, and in driving direction, are compared to their beginnings back to. 22) operating system according to claim 1 to 6, characterized in that the respective ones, depending on the driving speed range accordingly well before the associated forced stopping place (ZHS, ZHS ') arranged duress 3remsbeginnstellen (eg, CSE 125/160, ZBS 85/120, 45/80 ZBS) of one pilot contact **rail** piece (pKS), a thereto arranged in parallel, each driving-speed range corresponding speed Kon clock accessory **rail** (V1KS, V'1KS, V2KS, V'2KS, V3KS, V'3KS) and to likewise arranged parallel and on the same contact track safety contact **rail** pieces for the Far and Near-field (SKSW, S'KSW; SKSN, S'KSN) exist, in which the respective speed contact **rail** piece shorter respectively than the pilot contact **rail** piece. the two safety contact **rail** pieces, and in driving direction, is set back from the beginning. 25) operating system according to claim 1 to 6 and 9, characterized in that the "Just-in-danger" -Haltstelle (HS, HS ') from each egg nea pilot contact **rail** piece (PKS), a parallel thereto arranged speed contact **rail** piece (V3KS, V'3KS), the two to also parallel on the same track contact arranged safety contact **rail** pieces for the far and the near-field (SKSW, SKSN;; S'KSW, S'KSN) and where appropriate one or more lying in this short distance on the same track contact Safety contact **rails** pieces for the flank area (SKSF, D'KSF) and one to dis sen in turn arranged parallel feedback-contact **rails** piece (R3KS, R'3KS) for the automatic reclosing of the Brake relay (BR1, BR2) in "free" forward--gewordenen respectively. lying in the cross section of track exist, in which the respective speed and Rueckme @ de @ contact **rail** piece is shorter than the other contact **rail** sections including juxtaposed safety contact **rail** sections, and seen in the direction of travel are compared to their beginnings added back. 24) Betrieossystem according to claim 1 to 6, characterized in that the forced-stop locations (ZHS, ZHS ') of one pilot Kon clock accessory **rail** (PKSZ) connected to the coil beginning of his coil end to the mass-running **rail** is

connected, one of the broken here safety lines (zBSLW) via its Aroeitskontaktes bridging track relay (GR) connected, as well as a parallel to Pilot-contact accessory **rail** arranged speed contact **rails** piece (V3KS, V'3KS) and to also parallel and arranged on the same track contact safety contact schituenstuecken for leit- and short range (SKSW, S'KSW;; SKSN, S'KSN) are made, in which the respective speed contact **rail** piece is shorter than the pilot contact **rails** piece respectively. the willow lined up Safety contact **rail** pieces, and in driving direction, is opposite its beginnings back to. 25) operating system according to claim 1,2,5 and 6, characterized in that for speeds control ts-limits respectively The single arranged speed contact **rail** piece (Viks. V'1KS for 120 km / h V2KS respectively. V'2KS for 80 km / h V3KS respectively. V'3KS 40 km / h) and for the annulment of a Respective Geschwindigkeits limiting a singly or in association of a "Just-in-danger" - or duress Brem @ respectively start date. Stopping place (e.g. BS 85/120; HS, ZHS) arranged directly with the ground running **rail** (MF) connected feedback-contact **rails** piece (R3KS, R'3KS) is provided. 26) operating system according to claim 1 to 10, characterized in that individually or arranged in the association between the travel **rails** (FS) to the respectively corresponding contact tracks (W, R, S, V, P, V', S', R', W1) attached pilot, speed, safety, feedback and railway switch contact **rail** sections (eg. B.PKS, VLKS, V2KS, V3KS, 'SKSN, SKSW, SKSF, R1-2KS, R3KS, WKS) of detected edgewise, at their ends with casserole slanted edges (AK) provided flat iron bands exist, the on of the concrete sleepers (SCH) outstanding and enshrined in them, formed of round or square steel contact accessory **rail** holders (KSSH) with its upper edge in accordance with the height above **rails**-top, but higher than trace forced switchers or guard **rails** are welded, and where appropriate on the rear in the concrete sleepers extend the ICont nude accessory **rail**-holder and their welded, cable- like mass compounds (MVB), fall setting with the interposition of a respective corresponding soldered diode (VD1, VD2), reliable contact with the ground running **rail** (MF) are welded in addition to concrete sleepers. 27) operating system according to claim 1 to 10 and 26, characterized in that particularly vulnerable by track deformation track sections with additional, to the insulated joint-sleepers or near mounted on both sides, with plugs and sockets provided target crack sites (SORS) for the occasional interruption of the short and long security lines (SLN, SLW;; s'in, S'lw) are ausgeuestet in which the releasable connector at any desired point plan on a intermediate insulating piece (IZS) with a along the respective mass and insulating running **rail** (MF, IF) to the outside of which, in a short lateral distance, from her taut, consisting of Invarstahlbraht trigger wire (ADR) is connected, to which within in corresponding Laengsabstaen- the on the outside of the respective running **rail** (FS) welded Ausloesedraht- holders (ADH) is secured out and at the end of that track section at a welded also on the outer side of the respective running **rail** end block (AL B), wherein between trigger wire and insulating intermediate piece a weguebersetzendes to the plugs of the target plan office lever mechanism (HGT) is inserted. 28) operating system according to claim 1 to 13.18, and 19, characterized in that the Kontaktschi. enenstuecke (zBPKS, V1KS, SKSW, R3KS, WCS) bestreichenden, over the corresponding contact tracks (W, R, S, V, P, V', S', R', W') of the track on the traction vehicle (LOK, STW) on a rotational axis (ASD) up and pivoted from stored and each of the spring action of a same time as a vibration damper acting shock absorber (FB) standing Auflaufkontakt- shoes (ASW, ASR, ASS, ASV, ASP, ASV 'ASS' ASR 'ASW') as a single-arm, preferably made of cast light alloy, are formed from each electric insulated lever of each at its free lever end with a downwardly directed, in rounded longitudinal direction, a cavity with an antifreeze oil mixture containing medium (OEG) enclosing bulge (ASB) has, at its center within a with cross bores (QB) is provided, the cavity from the top down by releasing compound (veb) a downwardly from the From indentation a little out Trespassing, brush-like bundle of wires (BDB) is arranged as an actual sliding contact, which wires preferably consist of a virtually wear-beryllium to bronze alloy, while the cavity Every leading to laufkontaktschubues ueoer one in the vicinity of the axis of rotation (ASD) bore (BO) and a hir connected oil hose (ATS) with a common oil tank (OEt) is in communication, and the respective change-over to the (U1, U2, U3, U4) of the direction switch (FR) respectively. is the pilot relay (PR1, PR2) leading cable (ASK) also connected in the vicinity of the axis of rotation. 29) operating system according to claim 1 and 14 to 17, characterized in that the outer pole of a () of the on-board battery Bt1 / Bt2 via the equipped with cutters Contact Pointer (TZ) of the vehicle speedometer (T) and their contact segments (KSH, KSM, KSN, KSK, KSO, KF, KO) guided relay (TR4, TR5, AR1, AR2) and control lamps (Li, L2, L3) and the Electric brake valve (EBV) associated with the emitter-collector paths NPN switching transistors (TR4T, TR5T, AR1T, AR2T, L1T, L2T, L3T, EBVT) lie, whose base terminals via the base resistors (BW5, BW6, BW8, BW7, BW10, BW11, BW9, BW12) with easy contact segments of the vehicle speedometer (T) directly bezw. unter intermediate circuit of the associated contacts of the relay keits VELOCITY (VR1, VR2), the safety relay (SR1, SR2), the Brake relay (BRi, BR2), the pilot relay (PRI) and the speedometer relay (TR1, TR2, TR3) are connected, while the coils of the relay and the coil of the electric-brake-valve each in reverse direction to the other outer pole (-) lying diode (D30, is connected in parallel D31, D33, D32, D7). 30) operating system according to claim 1 and 19, characterized in that the two are parallel feeders (ES1, ES2) of respectively the self-holding contacts (SHK) firmly to the vehicle mass. at the center tap (MAZ) of the board battery (Bt1 / Bt2) is closed railway switch contactors (WS1, WS2) of a common feed line (ESL) out, the contact about a relaxation of the hand-push button (HD) and this in series normally closed contact of the automatic push button (AD) -in a function of the position of a two lying in the opposite direction ter destinations (AB) adjustable To switch (ZS) -changeable polarity of the outer poles (-,) of the on-board battery leading change-pole line (WPL) verbun to be by them to the common contact of the target switch (ZS) associated changeover switch with three switching is tings out and uie grazing external contacts of the switch positions to a respective outer pole of on-board-battery is connected, said the common contact of another, to the destination switch corresponding changeover switch with three switch settings on each in series with one another lying rest contact of the first and second railway switch contactor (WS1, WS2) with an outer pole - at the board battery is connected and the two outer contacts interconnected these switching settings via a normally open contact of automatic hand relay (MiR) () the pawls magnet (KM) of a work as a memory query (opAW) are formed, connected to be detected Sequencer work, while the central contact which these three switching positions via a from the ratchet wheel cam (SNO) in the initial position of the memory - Abfragewerkes by a Normally Closed (RUK) interruptible return line (PLL) with the Even breaker contact (SUC) is connected the jack magnets. . 31) operating system according to claim 1, 19 and 30, characterized in that a first branch of the alternating-pole line (WPL) via a normally closed contact of / feedback relay (RR1), the Contact open the / A switch button (WT2), the normally open contact of the / A switch button (WT1) as well as the lie together in series normally closed contacts of the automatic hand-relay (AHR), the automatic pushbutton (AD) and the / A switch-contactor (WS2) as excitation line (EL1) on / switch stand-contactor (WS1) is achlossen it, while a two branch exchange pole line through a normally closed contact of the other, / feedback relay (RR2), the normally closed contact of the / A switch button (WT1), the work contact the / switch @ tell button (WT2) and on the lying together in series other normally closed contacts of the automatic-manual relay (AHR), the automatic push button (AD) and the / A switch connected contactor (WS1) as excitation line (EL2) with the / A switch contactor (WS2), woeei of automatic hand relay (AHR) from unexcited hand-holding means of the make contact of the automatic push button (AD) from an outer pole (-) of the On-board battery (Bt1 / Bt2) via socket contacts (bu) and plug contacts (st) with a short-circuit connection (kv) of jeweei gen attached storage (Sp1, Sp2) and a rest contact of the hand-push button (HD) for automatic operation on Even entertainment is switched on. 32) Betriedssystem claim 1,19,30 and 31, characterized in that a third branch of the alternating-pole line (WPL) via a series circuit of a respective break contact of the feedback - relay (RR1, RR2) with another female contact (bU) for a plug contact (st) respectively. the circuit is connected by the respective attached storage (Sp1, Sp2), which made further plug contacts (st) for the position types of switches, each in pairs outcoming Departures on further Buchsenkon contacts (bu) to the contacts (1,2,3,...) of the two contact planes (E1, E2) are connected the memory-query mechanism (SPAW), in which the outlet (lb) respectively for "left turn" of course. "bow ride" at crossing points on the respective contact of the first Kontskt level (E1) by means of its contact arm via a contact of automatic hand relay (AHR) and on the first excitation line (EL1) respectively to the first point setting - Contactor (WS1) connectable and Departures (rk) at points respectively for "right turn". t reuzungsfahrt "at crossing points from the respective contact of the second contact layers (E2) by means of its first -synchron laufenden- contact arm via a further contact of automatic hand relay and on the second excitation line (EL2) respectively to the second point setting Contactor (WS2) can be connected. 33) operating system according to claim 1,19,30 to 32, characterized in that the bar at any time manually reprogrammable, preferably by means of plug contacts (st) a iehrpolygonen plug into the female contacts (bu) provided multi-pole connectors of the memory -Abfragewerkes (SPAW) portable memory (Sp1) except its short-circuit connection (kv) of a series narrowly spaced, SPDT exists in which each of the common inputs connected together and to one of the plug contacts (st) is performed, the over the Subject Author fenden socket contact with the normally closed contacts of the return register relay (RR1, RR2) next alternating-pole line (WPL) is ver bindable, and in which one of the two outlets each associated with two types of provisions of a switch Uoschal- ters for "right turn" respectively. "Intersection journey" (rk) and each of the other of the two branches for "left turn" respectively. "Bow ride" (lb) to each one of the preferably paired is plug contacts (st) of memory (Sp1) connected.

34) operating system according to claim 1,19,30 to 33, characterized in that the permanently programmed, for two different routes respectively. specific for a distance in both directions between two target locations, preferably by means of plug contacts (st) of a multi-pole plug into the contacts with Buchssen- (bu) provided multi-pole female connector of the memory query work (SpA pluggable memory * (Bp2) except his short-circuit connection (kv) with a branch line (VZL) is provided, which for upcoming on the respective socket contact with the normally closed contacts of Rueckelde relay (RR i, RR2) alternating-pole line (WPL) bondable plug contact (st) is guided, by this branch line (VZL) made for on same contacts (1,2,3...) of the two contact - planes (E1, E2) of the polling storage plant (SPAW) herbeizufuehr forming similar decisions each with "a left-hand branch" respectively. "Bow ride" (lb) a continuous connection to the to a contact (7) of the first contact plane (E1) leading disposal (lb) of the plug contact (st) is placed and to the at einen.gleichen contact (7) of second contact plane (E2) leading outlet (rk) of Ste'c, kkontaktes without compound remains, and whenever a "right turn" respectively. "Kreu tion ride" (rk) a continuous connection to the to a contact (5) of the second contact plane (E2) leading outlet (rk) of the plug contact is placed and to which a same contact (5) of the first contact level (E1) leading outlet (lb) of the plug-in contact without compound remains, while at the same contacts (1,2,3...) of the two contact planes (E1, E2) be evoked various decisions in respectively a ride. target local direction (A) in each case "left turn" respectively. "Bow ride" (lb) the branch line (VZL) a in the forward direction to their lying diode (D23) with a contact (6) of the first contact plane (E1) leading outlet (lb) of the plug contact (st) connected and at the same to a contact (6) of the second contact plane (E2) leading disposal (rk) of the plug-in contact for "right turn" respectively. "Intersection journey" (rk) respectively in accordance with the other ride. Target local direction (B) via a arranged in reverse-biased diode (D22) is leit-ung connected to the branch, and in which in respectively a ride. target spatial direction (A) in each case "right turn" bzw.Kreuzungsfahrt (rk) the branch line a in the forward direction to their lying diode (D20) with about a contact (4) of the second contact layer (E2) leading outlet (rk) of the plug-in contact connected and at the same to a contact (4) of the first contact plane (E1) leading outlet (lb) of the plug-in contact for "Linksabzeigung" respectively. "Bow ride" (lb) according to the other travel expenses respectively, target spatial direction (B) via a arranged in reverse-biased diode (D21) with the branch line (VZL) is connected.

Probable Assignee: BRENNECKE WILHELM

Earliest Publication Date: 19720217

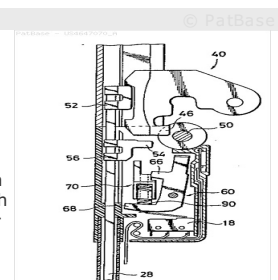
3) Family number: 19333676 (US4647070A)

LATCH DEVICE FOR MOVABLE **ANCHOR** IN PASSIVE SEAT BELT SYSTEM

Abstract: Source: US4647070A Disclosed herein is a latch device for a movable **anchor** in a passive seat belt system for mounting on a vehicle. The latch device includes a movable **anchor**, a latch releasably engageable with the movable **anchor**, actuator means releasably holding the latch in engagement with the movable **anchor**, an actuator member for bringing the latch into engagement with the movable **anchor** by way of the actuator means when the movable **anchor** moves to its occupant-restraining position, and switch means associated with the latch in such a way that it is actuated when the movable **anchor** has reached the occupant-restraining position and the latch has been brought into engagement with the movable **anchor**. The position of the latch is directly related to whether the movable **anchor** has been locked by the latch or not. It is thus necessary to provide only one switch means for stopping the rearward movement of the movable **anchor** and for confirming the latching between the movable **anchor** and the latch. The latch device has been rendered compact and economical.

Probable Assignee: NIPPON SEIKO KK

Earliest Publication Date: 19851030



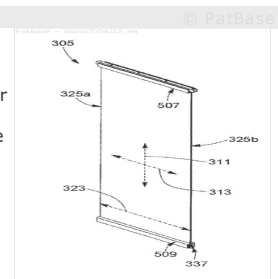
4) Family number: 61062879 (US2015354212A)

MODULAR WALL SYSTEM WITH VARIABLE TRIM

Abstract: Source: US2015354212A A moveable and demountable wall panel system that is secured between a floor of a room and a ceiling **rail** secured to a ceiling of the room. The wall panel includes a lower trim assembly that is both removably connected to a wall panel of the wall panel system and pivotably connected to a floor channel of the wall panel system. The lower trim panel is further configured to adjust in conjunction with wall panel height adjustments made by one or more height adjustment assemblies.

Probable Assignee: ALLSTEEL INC

Earliest Publication Date: 20151210



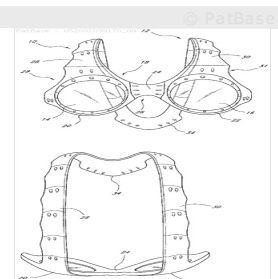
5) Family number: 30278281 (US2002039170A)

EYEWEAR RETENTION SYSTEM

Abstract: Source: US2002039170A Disclosed is an eyewear retention system, which extends across the top of the wearer's head for supporting at least one lens in the wearer's field of view. The retention system includes at least a first and a second support component, which are spaced apart laterally from each other along at least a portion of the eyewear system. The system may include any of a variety of electronics, including telecommunications receivers, transmitters, electronic storage devices, and head-up display driving circuitry.

Probable Assignee: OAKLEY INC

Earliest Publication Date: 20011204



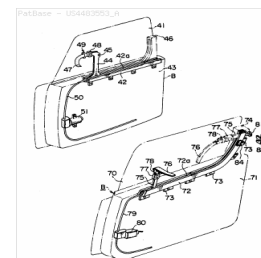
6) Family number: 4565407 (US4483553A)

PASSIVE SEAT BELT FOR AN AUTOMOBILE

Abstract: Source: US4483553A A passive seat belt for an automobile is disclosed. A guide **rail** is mounted to a sashless **door** or a roof side **rail**, and a movable **anchor** member is adapted to move in the groove of the guide **rail** so that the one end of a belt, connected to the free end of the movable **anchor** member, may be kept at a certain height higher than the **door** panel for preventing the belt from contacting a part of a body of a driver or a passenger. The guide **rail** may be straight and positioned horizontally or may be bent at the rear end of the **door**. The movable **anchor** member may be locked by a locking stop. The guide **rail** is covered by a decorative trim piece. The movable **anchor** member is reinforced by a reinforcing member mounted to the **door**, the pillar, or the like of the automobile.

Probable Assignee: NISSAN SHATAI CO

Earliest Publication Date: 19841120



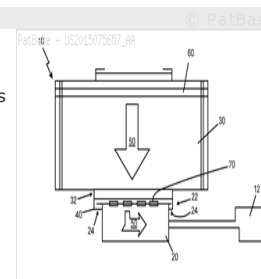
7) Family number: 51489144 (US2015075657A)

APPARATUS, SYSTEM, AND METHOD FOR RAISING WATER USING A CONTAINER WITH MEMBRANE

Abstract: Source: US2015075657A An apparatus, system, and method for raising water is provided. The apparatus includes at least one container movable between at least a descended position and an ascended position within a body of water. A non-water-permeable membrane is positioned within the at least one container, wherein the membrane is movable within an interior compartment of the at least one container to separate the interior compartment into at least a first and a second portion. At least one vent structure is within a wall of the at least one container, wherein movement of the membrane controls a flow of water through the at least one vent structure and into at least one of the first and second portions.

Probable Assignee: RE SYSTEMS LTD

Earliest Publication Date: 20131106



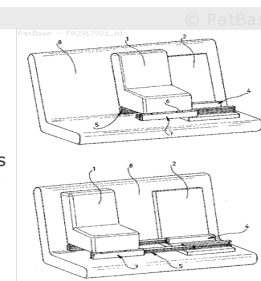
8) Family number: 42668177 (FR2917021B)

SIEGE ENFANT COULISSANT DANS UN VEHICULE AUTOMOBILE PRESENTANT UN ACCES SECURISE DE L'EXTERIEUR DU VEHICULE

Abstract: The seat has a sub plate (2) supporting a base (1) of the seat. A fixed slide (4) is fixed on the plate and extends transversely to a longitudinal axis of a vehicle. A rail (5) slides in the slide in a cross direction between a rolling position where the rail is in a major part of the slide and a sliding position where the major part of the rail is removed from the slide of a side of the plate. A sliding slide (7) is integrated to the base and slides on the rail such that a major part of the slide (7) is removed from the rail in a same direction as that of the rail removed from the slide (4).

Probable Assignee: PEUGEOT CITROEN AUTOMOBILES SA

Earliest Publication Date: 20081212



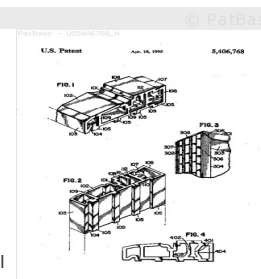
9) Family number: 9057023 (US5406768A)

ADVANCED POLYMER AND WOOD FIBER COMPOSITE STRUCTURAL COMPONENT

Abstract: Source: US5406768A An advanced composite structural component, made of a polymer and wood fiber composite material, in the form of an extruded or injection molded thermoplastic member in residential and commercial structures is described. Preferably the structural component is used in a window or a door. Common window and door manufacture require the production of linear members with specifically designed cross-sectional shapes to form both the window frame structural elements and movable sash components. The structural elements must possess sufficient strength to permit the manufacture of a structurally sound window unit that can be readily installed into a rough opening and can cooperate with the wall structure to maintain structural integrity. The window or door should have sufficient strength to survive day-to-day use and abuse and to maintain window or door structural integrity after installation. The structural component has a hollow cross-section with at least one structural web and at least one fastener web formed within the component. The exterior of the extruded component is shaped and adapted for installation in a rough opening and to support window and door components. Such structural components have unique advantages and can be assembled in a thermoplastic weld process. Welding is performed by heating and fusing the heated surfaces together to form a welded joint having superior joint strength characteristics.

Probable Assignee: ANDERSEN CORP

Earliest Publication Date: 19940302



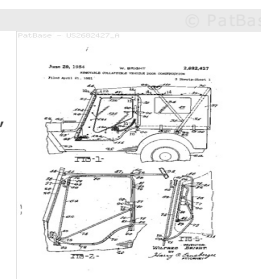
10) Family number: 19471339 (US2682427A)

REMOVABLE COLLAPSIBLE VEHICLE DOOR CONSTRUCTION

Abstract: Source: US2682427A 710.901. Vehicle doors. WILLYS MOTORS, Inc. Jan. 22, 1952 [April 21, 1951], No. 1739/52. Class 103(2) A door for a vehicle comprises a plurality of articulately connected rods 62, 72, 80, and 86, with a reinforcing bar 74 whose upper end fits into a socket 77 on rod 80. The front end of rod 86 fits into a socket 65 on rod 62, which rod bears pintles 61 and 59 fitting in sockets 63 and 57 on the door frame and windscreen respectively. A panel 111 of flexible material having a pane 135 of transparent flexible material and a closable slit 136 to permit hand signalling is permanently attached to that half of rod 80 below socket 77, and is secured to the remainder of the frame by flaps, 128, 120, 117, and 123 (see Fig. 3), held down by releasable fastenings. The forward edge of the panel is beaded, and the beading slides lengthwise into a C-shaped channel 26 attached to the windscreen support, so that the beading is retained in the channel. When not in use, the rods are released from the flaps, the end of the rod 86 is removed from socket 65, the end of rod 74 from socket 77, the frame is folded about its articulated joints, and the pintles lifted clear of their sockets, so that the panel beading may be slid out of channel 26. The frame may be rolled inside the flexible panel for storage. A handle 96 is provided to retain the door in the closed position.

Probable Assignee: WILLYS MOTORS INC

Earliest Publication Date: 19540303



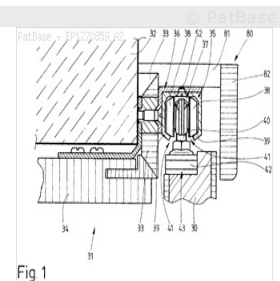
11) Family number: 29445899 (EP1270859A2)

DEVICE FOR THE DISPLACEABLE ARRANGEMENT OF A SLIDING DOOR

Abstract: Device for movably arranging a sliding door in the region of a door opening comprises a longitudinal rail (35) and at least one truck running along the rail and fixed to the sliding door. The rail has at least one through hole (44, 51) for adjusting the truck on the mounted sliding door. Preferred Features: Preferably several holders (36) are provided for fixing the rail. The rail has at least one further through hole for fixing the rail on each holder. At least some holders have through holes (49, 50) corresponding with the through holes for adjusting the truck in the rail.

Probable Assignee: HERMANN FRANCKSEN NACHF GMBH AND

Earliest Publication Date: 20011025



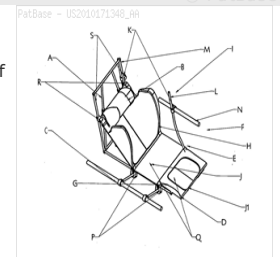
12) Family number: 42499554 (US2010171348A)

OCCUPANT SUPPORT SYSTEM

Abstract: Source: US2010171348A Human support systems for one or more of the safety, convenience, comfort of the user.

Probable Assignee: RAJASINGHAM ARJUNA INDRAESWARAN

Earliest Publication Date: 20081113



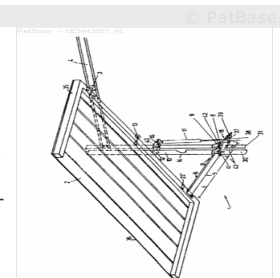
13) Family number: 7824314 (DE3943257A1)

COUNTER-BALANCE MECHANISM FOR UP-AND-OVER GARAGE DOOR - HAS GAS SPRING WHICH HOLDS DOOR IN CLOSED OR IN OPEN POSITIONS

Abstract: Source: DE3943257A1 An up-and-over garage door has a roller (3) attached to each side near the upper edge of the door. This roller runs on an overhead rail (4). The weight of the door is counterbalanced by a gas spring (11) which acts on one end of a pivoted arm (5) the other end of which is pivoted to the lower end of the door. The geometry of the arm and gas spring is such that the spring applies a force which holds the door in its fully open position and also applies a force when the door is closed which holds the door in that position. USE - Up-and-over garage door.

Probable Assignee: HUEGLE PFULLENDORF KIPPTOR

Earliest Publication Date: 19900705



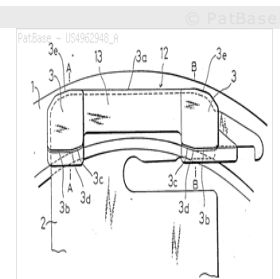
14) Family number: 2793045 (US4962948A)

PASSIVE SEAT BELT SYSTEM INCORPORATING A GUIDE RAIL AND A SLIDE SHOE

Abstract: Source: US4962948A In a passive seat belt system for a motor vehicle, a slide shoe mounted on a runner is composed of at least a pair of blocks spaced from each other in the direction of movement of the runner, in order to overcome the problem of the varying clearance between the runner and the guide rail. As the runner is moved along the guide rail, the two blocks contact the guide rail at their central portions and, in the meantime, an intermediate portion of the slide shoe is non-engageable with the guide rail. The result is that the slide shoe can contact the guide rail at the same portions even when the posture of the runner is changed due to the change of the curvature of the guide rail and the change of the cross-section shape of the guide rail.

Probable Assignee: NIPPON SEIKO KK

Earliest Publication Date: 19890829



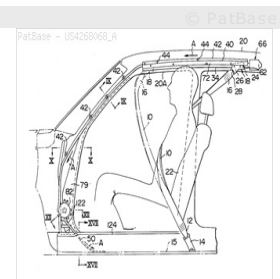
15) Family number: 16217318 (US4268068A)

PASSIVE SEATBELT SYSTEM

Abstract: Source: US4268068A A seatbelt system of the type including a seatbelt, a flexible tape having a plurality of holes along its length and which is coupled to the seatbelt to cause the seatbelt to automatically fasten and unfasten from a passenger and a moving means for causing movement of the flexible tape. The moving means includes a sprocket housing having a substantially circular recess formed therein, a sprocket wheel provided in a portion of the flexible tape, a pair of tape passage shaped channel which is formed in the housing and accommodates the portion of the flexible tape, a pair of tape passage channels which are formed in the sprocket housing tangential to the arc-shaped channel and which are oriented in opposite directions and a driving means for selectively rotating the sprocket a predetermined number of rotation in a clockwise and counterclockwise direction.

Probable Assignee: TOYOTA MOTOR CO LTD

Earliest Publication Date: 19800227



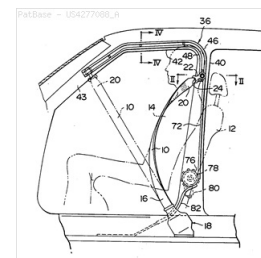
16) Family number: 30891719 (US4277088A)

PASSIVE SEATBELT SYSTEM

Abstract: Source: US4277088A A passive seatbelt system in which the outer end of the passenger restraining belt is anchored to an anchor shaft which projects from a runner piece. The runner piece is provided within a guide rail which is fastened to the vehicle body. The runner piece is moved along the length of the guide rail by driving mechanism as a result the belt approaches or moves away from the passenger. Since the runner piece is provided within the guide rail, the movement of the runner piece towards a vehicle interior is checked and the belt tension can be securely supported during a vehicular emergency.

Probable Assignee: TOYOTA MOTOR CO LTD

Earliest Publication Date: 19800227



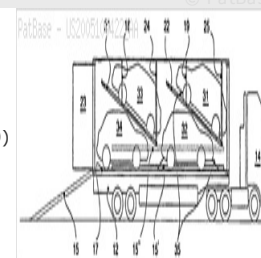
17) Family number: 14623116 (US2005100422A)

VEHICLE SUPPORT FRAME

Abstract: Source: US2005100422A A vehicle support, for a container (10), comprises a frame (21, 22), suspended from one or more elements (19, 25), of adjustable span, to vary frame disposition, [such as elevation and/or tilt], from an (un)loading to a transport mode; the frame is configured for converting or adapting a standard container, and a self-contained retractable version incorporated in a demountable container extension module (230) is envisaged.

Probable Assignee: CLIVE SMITH MARTIN

Earliest Publication Date: 20020411



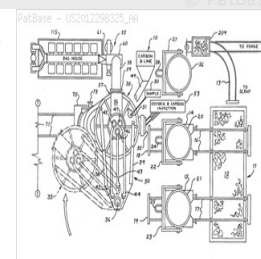
18) Family number: 51585905 (US2012298325A)

FLEXIBLE MINIMUM ENERGY UTILIZATION ELECTRIC ARC FURNACE SYSTEM AND PROCESSES FOR MAKING STEEL PRODUCTS

Abstract: Source: US2012298325A A combined arc furnace, ladle metallurgical furnace and vacuum degassing system having the flexibility to produce at least non-vacuum arc remelt, vacuum arc remelt, vacuum oxygen decarburized non-vacuum arc remelt, and vacuum oxygen decarburized vacuum arc remelt steels from one off to continuous casting end uses in steady state or randomized order which utilizes only a minimum of energy attributable to preheating hot metal contacting components of the system followed by heat loss reduction of the components and use of a carryover heel in the arc furnace, in which the throughput of the system is limited solely by the melting capacity of the arc furnace.

Probable Assignee: A FINKL AND SONS CO

Earliest Publication Date: 20120712



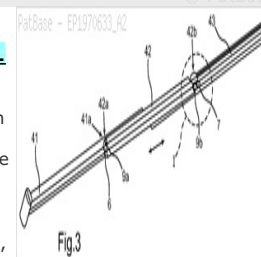
19) Family number: 42152411 (EP1970633B1)

SCHIENENAUSZUGSVORRICHTUNG UND OFENMUFFEL MIT EINER DERARTIGEN SCHIENENAUSZUGSVORRICHTUNG RAIL PULL-OUT DEVICE AND OVEN MUFFLE WITH SUCH A RAIL PULL-OUT DEVICE

Abstract: Source: EP1970633A3 Die Erfindung betrifft eine Schienenauszugsvorrichtung mit zumindest einer ersten Schiene (41, 42, 43), welche relativ zu einer zweiten Schiene (41, 42, 43) bewegbar ist, und mit einer Magnetanordnung (6, 7, 8; 9a, 9b) zur Endlagenfixierung der ersten Schiene (41, 42, 43) relativ zur zweiten Schiene (41, 42, 43), wobei beiden Enden (42a, 42b; 41 a) der zweiten Schiene (41, 42, 43) jeweils ein Magnet (6, 7, 8, 9a, 9b) einer ersten Polarität zugeordnet ist, und an einem hinteren Ende (42a, 42, 41 a) der ersten Schiene (41, 42, 43) ein weiterer Magnet (6, 7, 8, 9a, 9b) einer zweiten Polarität angeordnet ist, und der Magnet (6, 7, 8, 9a, 9b) der ersten Schiene (41, 42, 43) abhaengig von der zu fixierenden Endlage beruehrungslos einem der Magnete (6, 7, 8, 9a, 9b) der zweiten Schiene (41, 42, 43) gegenueberliegend positioniert ist. Die Erfindung betrifft auch eine Muffel fuer einen Backofen mit einer derartigen Schienenauszugsvorrichtung.

Probable Assignee: BSH HAUSGERAETE GMBH

Earliest Publication Date: 20080917



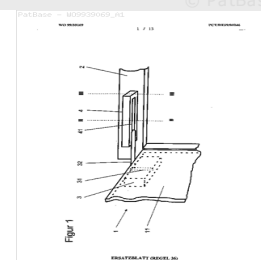
20) Family number: 19154848 (WO9939069A1)

BLOCKING DEVICE FOR A DOOR PROVIDED WITH A DOOR CLOSER

Abstract: The invention relates to a blocking device for a door provided with a door closer (3). A sliding arm (32) is coupled with the end thereof on the door leaf or on the door frame. The other end of the sliding arm is guided with a glider (33) inside a track (4) in a moveable manner, said track being arranged on the door frame or door leaf. The glider (33) interacts with a stop (61) which is arranged in the track (4) and which is pushed in the movement area of the glider (33) by the action of a spring element (6). The stop (61) interacts with an electrically switchable control element (8). According to the invention, the control element (8) comprises a piezo-electric element, a magnetostrictive element, a thermostrictive element, a shape-memory element or a comparable actuator. In order to prevent deviation, the spring element (6) is alternatively supported in or released from a support point by a blocking element (7) which is preferably guided in an axial direction in the track, whereby the blocking element (7) interacts with the control element (8). The movement of the blocking element (7) is blocked in a first position of the control element (8) and, as a result, the spring element (6) is blocked. As a consequence, the glider (33) which is guided in the track (4) can not deflect the stop (61), and the door leaf remains blocked. The movement of the blocking element (7) is permitted in a second position of the control element (8). The action of a recoil spring (9) causes the blocking element (7) to move out of the blocking position thereof and to release the spring element (6). The glider (33) can thus deflect the stop (61) against the force of the spring element (6) and the door leaf closes.

Probable Assignee: GEZE GMBH

Earliest Publication Date: 19990805



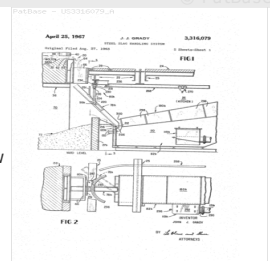
21) Family number: 22923508 (US3316079A)

STEEL SLAG HANDLING SYSTEM

Abstract: Source: US3316079A (Claim 1) 1. An apparatus for handling slag from an open hearth furnace having at least one charging **door** and located in a furnace building including a charging floor and kitchen below the charging floor on one side of the furnace, said apparatus comprising: granulator means in said kitchen including means for subjecting molten slag transferred from the furnace to a cooling medium in sufficient quantity to granulate the molten slag into relatively small pieces of ferrous and non-ferrous materials; an opening in said charging floor below said charging **door** through which front flushed slag may pass; a movable slag **runner** having a first portion imovably mounted for feeding slag to said granulator means and a second portion disposable below said opening in the charging floor for receiving slag front flushed from said furnace through said opening; means for laterally moving said second portion of the slag **runner** to dispose said second **runner** portion below said charging floor opening so that slag front flushed from the furnace therethrough is transferred to said granulator means, said means also serving to displace said slag **runner** a sufficient distance from below said charging floor opening so that slag which is flushed therethrough is not conveyed to said granulator means.

Probable Assignee: INT STEEL SLAG CORP

Earliest Publication Date: 19670425



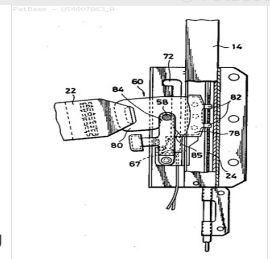
22) Family number: 17840279 (US4607863A)

PASSIVE SEAT BELT SYSTEM

Abstract: Source: US4607863A A passive seat belt system includes a guide **rail**, a movable **anchor**, drive means for causing the **anchor** to travel along the **rail**, a base to be mounted on a vehicle body and equipped with plural interlocking portions arranged with a vertical interval when mounted on the vehicle body, and a support member displaceable between an engagement position, at which the member engages either one of the interlocking portions of the base so as to restrain an occupant with a webbing fastened to the **anchor**, and a non-engagement position. The member is composed of a single rod-like member which in the event of emergency, engages the **anchor** assuming the occupant-restraining position so as to transmit a load exerted on the **anchor** to the vehicle body by way of the base. The above system permits, with a relatively simple and compact structure, easy wearing and release of a webbing without need for occupant's hands and change of the holding position of the **anchor** depending on the physical constitution of the occupant.

Probable Assignee: NIPPON SEIKO A CORP OF JAPAN KK

Earliest Publication Date: 19851001



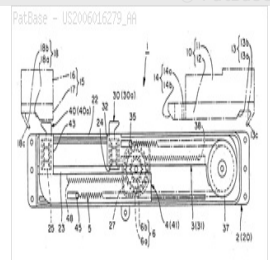
23) Family number: 32258901 (US2006016279A)

SLIDING ASSISTING APPARATUS

Abstract: Source: US2006016279A A sliding assisting apparatus includes a main body provided on a base or a movable body, and having a pair of sliders disposed in a case; lock members formed on the sliders; coupling parts provided on the case to couple/uncouple with the lock members; a forcing device provided between the two sliders to accumulate a biasing force when one of the sliders is slid to move away from the other; a pair of strikers provided on the base or the movable body; and a switch between a case restrained position and a case restraint released position. One striker is disposed between the first and second sliding positions to cause the movable body to slide toward the first sliding position, and a second striker is disposed closer to the second sliding position than the first striker to cause the movable body to slide toward the second sliding position.

Probable Assignee: NIFCO INC

Earliest Publication Date: 20060125



24) Family number: 17000067 (DE29908332U1)

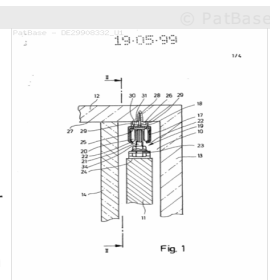
SUPPORTING DEVICE FOR A SLIDING **DOOR**

Abstract: Source: DE29908332U1 (Claim 1) 1. Aufhaengevorrichtung fuer eine mindestens einen Schiebefluegel (11) aufweisende Schiebetuer mit einer unter einer Decke (12) oder dergleichen befestigbaren Laufschiene (17), woran Laufwagen (19) des jeweiligen Schiebefluegels (11) verfahrbar angeordnet sind, dadurch gekennzeichnet, dass die Laufschiene (17) durch Kupplungsmittel (32, 33) mit der Decke (12) oder dergleichen verbindbar mittelbar oder unmittelbar ist, wobei ein Kupplungsteil (35) des betreffenden Kupplungsmittels (33) der Laufschiene (17) zugeordnet ist und ein anderes Kupplungsteil (36) des jeweiligen Kupplungsmittels (32) mit der Decke (12) oder dergleichen in Verbindung steht.

Machine translation: (Claim 1) 1 Suspension devices for at least one Schiebefluegel (11) having sliding **door** with a hand in glove (12) or the like attachable **rail** (17), followed carriage (19) of the respective Schiebefluegels (11) are arranged movable, wherein the guide **rail** (17) is connected directly or indirectly by coupling means (32, 33) with the ceiling (12) or the like, is being assigned to a coupling part (35) of the respective coupling agent (33) of the running **rail** (17) and another coupling part (36) of the respective coupling agent (32) with the ceiling (12) or the like is connected.

Probable Assignee: HERMANN FRANCKSEN NACHF GMBH AND

Earliest Publication Date: 19991028



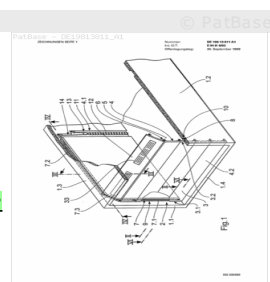
25) Family number: 18052154 (DE19813811A1)

PRE FABRICATED ROOM CELL, PARTICULARLY FOR A GARAGE

Abstract: The guide **rails** (8) run parallel to each other. The **door** (3) can move from a first position in which it closes the **door** aperture (2) to a second position in which it frees the **door** aperture. In a first wall (1.1) a first recess (9) is provided, in which the first guide **rail** (7) is sunk, so that the edge area (3.1) of the **door** facing the first wall in the first position of the **door** connects with the first wall. The **door** is sectionally formed by rectangular flat segments, pivotally connected to one another by hinge links. The guide **rails** (7,8) have a first section (7.1) running parallel to the plane of the **door** aperture, a second section (7.2) running vertically to the plane of the **door** aperture and a third section (7.3) formed arc-shaped at least sectionally, via which the first and sections are joined to each other.

Probable Assignee: KESTING FERTIGGARAGEN U HAUS

Earliest Publication Date: 19990930

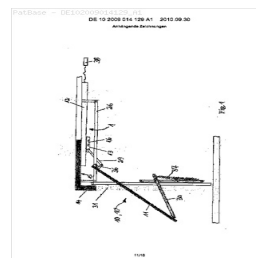


[illegible]

Abstract: The drive (1) has a stator part (12) and a rotor part (13) that is connectable to a **door** wing (11) of a **door** (10). The **door** wing is vertically movable between a closing position and an opening position. The stator part includes an oblong extension in direction of movement (16) of the rotor part, and is arranged at a garage ceiling (15), where the movement direction of the rotor part orthogonally runs towards an extension plane of the wing in the closing position. The drive is accommodated in a profile element that is produced by a magnesium extrusion process or aluminum extrusion process.

Probable Assignee: DORMA GMBH AND CO KG

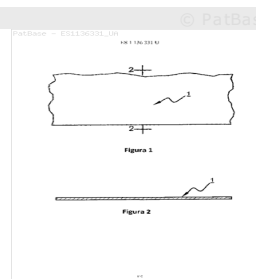
Earliest Publication Date: 20100930



32) Family number: 58542157 (ES1136331Y)

JAULA, CAJA, RECIPIENTE, CAJON, ENVASE ABIERTO PARA LA COLOCACION, INSTALACION, UBICACION DE CUERPOS DE LAS ALEACIONES EN FORMATO LAMINAR U OTROS, SUPRESORES DE TODO TIPO DE VAPORIZACIONES Y EMISIONES.

Abstract: Source: ES1136331U 1. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, caracterizada porque la estructura fisica esta conformada con el cuerpo de las aleaciones en formato laminar u otros supresores de todo tipo de vaporizaciones y emisiones y se puede disenar, manufacturar y adaptar a cualquier disenar, material de fabricacion para la ubicacion, proteccion, guardado, alojamiento de aleaciones e incorporar, mezclar y aplicar en todo tipo de materiales, textiles, construccion, minerales, proteccion y de seguridad. 2. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, segun la reivindicacion 1, caracterizado por configurar tejidos de material horadado, que es proporcionada por al menos un arco de una pluralidad de aberturas poligonales, y al menos una de esas aberturas poligonales es irregular con respecto al menos a una abertura poligonal contigua y que presentan un area de superficie por unidad de volumen de alrededor de 3.500 la superficie de contacto de los fluidos inflamables que se encuentran en un recipiente contenedor y que disponen de una capacidad de conduccion de calor de al menos alrededor de 0,021 Cal/cm-seg. 3. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, segun las anteriores reivindicaciones, caracterizado porque la longitud perimetrica interior de al menos de una de esas aberturas, es diferente a la longitud perimetrica de al menos una abertura contigua. 4. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, segun las anteriores reivindicaciones, caracterizada porque el material tiene una densidad que oscila desde 2,8 grams per cubic centimetre hasta alrededor de 19,5 grams per cubic centimetre. 5. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, segun las anteriores reivindicaciones, caracterizada por presentar una forma esferoidal o cilindrica y que comprende una lamina de material horadada denominada lamina de material, a la que se ha proporcionado al menos un arco de una pluralidad de aberturas poligonales, de la que al menos, una es irregular con respecto al menos a una abertura poligonal continua y que presenta caracteristicas fisicas que comprenden un area de superficie por unidad de volumen de aplicacion de alrededor de al menos 3.500 la superficie de contacto de fluidos inflamables que se encuentran en un recipiente contenedor de superficie por unidad de volumen de aplicacion de alrededor de al menos una conductividad de calor de al menos de alrededor de 0,021 Cal/cm-seg. 6. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, segun las anteriores reivindicaciones, caracterizada porque la longitud perimetrica interior de al menos de una de esas aberturas, es diferente a la longitud perimetrica de al menos una abertura contigua. 7. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, segun las anteriores reivindicaciones, caracterizada porque la lamina o laminas tienen un campo de compresion no superior al 8 percent. 8. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, segun las anteriores reivindicaciones, caracterizada porque la longitud perimetrica de al menos de una de las aberturas, es diferente a la longitud perimetrica de al menos de una abertura contigua. 9. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, segun las anteriores reivindicaciones, caracterizada por estar constituida como una lamina de material horadada denominada lamina de material, a la cual se ha proporcionado al menos un arco de una pluralidad de aberturas poligonales y que presenta caracteristicas fisicas formadas por un area de superficie por unidad de volumen de aplicacion de alrededor de al menos 3.500 la superficie de contacto de fluidos inflamables que se encuentran en un recipiente contenedor y una conductividad de calor, de al menos de alrededor de 0,021 Cal/cm-seg, teniendo un campo de compresion no superior al 8 percent. 10. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, segun las anteriores reivindicaciones, caracterizada por su peso inferior de 35 grams por litro por el cuerpo de la aleacion. 11. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, segun las anteriores reivindicaciones, caracterizada por poder tener muchas formas y maneras en materia de disenar, fabricacion material, mineral, metal, organico, inorganico, nanotecnologico siendo su disenar el de solo ocupar un volumen 0,9 percent en formato red/malla hasta el 1,5 percent en formato bolas/esferas. 12. Jaula, caja, recipiente, cajon, envase abierto para la colocacion, instalacion, ubicacion de cuerpos de las aleaciones en formato laminar u otros, supresores de todo tipo de vaporizaciones y emisiones, segun las anteriores reivindicaciones, caracterizada por conllevar el aumento de la aleacion en su disenar y de los materiales utilizados instalado actuando como anodo galvanico y anti-estatico. 1. Cage, box, container, drawer, open container for placement, installation, location of bodies of alloys in sheet form or other, suppressing all kinds of sprays and emissions, wherein the physical structure is formed with the body of the alloys format laminar or other suppressants of all kinds of sprays and emissions and can design, manufacture and adapt to any design, equipment manufacture for location, protection, saved, accommodation alloys and incorporate, mix and apply to all types of materials, textiles, construction, minerals, protection and security. 2. Cage, box, container, crate, open container for placement, installation, location of bodies of laminar format alloys or other suppressors of all types of sprays and emissions according to claim 1, wherein tissue material configuring pierced, which is provided by at least one arc of a plurality of polygonal openings, and at least one of these polygonal openings is irregular with respect to at least one polygonal opening contiguous and having a surface area per unit volume of about the contact surface 3500 of flammable fluids are in a containment vessel and which have a heat conduction capacity of at least about 0.021 Cal / cm-sec. 3. Cage, box, container, drawer, open container for placement, installation, location of bodies of alloys in sheet form or other, suppressing all kinds of sprays and emissions, according to the preceding claims, wherein the inner peripheral length at least one of these openings is different to the peripheral length of at least an adjacent aperture. 4. cage, box, container, drawer, open container for placement, installation, location of bodies of alloys in sheet form or other, suppressing all kinds of sprays and emissions, according to the preceding claims, wherein the material has a density ranging from 2.8 grams per cubic centimeter to about 19.5 grams per cubic centimeter. 5. cage, box, container, drawer, open container for placement, installation, location of bodies of alloys in sheet form or other, suppressing all kinds of sprays and emissions, according to previous claims, characterized by having a spheroidal shape or cylindrical and comprising a sheet of perforated sheet of material known materials, which is provided at least one arc of a plurality of polygonal openings, of which at least one is irregular with respect to at



least one continuous polygonal opening and having physical characteristics comprising a surface area per unit volume of application of about 3,500 at least the contact surface of flammable fluids found in a container vessel for surface application unit volume of at least about and heat conductivity of at least about 0.021 Cal / cm-sec. 6. cage, box, container, drawer, open container for placement, installation, location of bodies of alloys in sheet form or other, suppressing all kinds of sprays and emissions, according to the preceding claims, wherein the inner peripheral length at least one of these openings is different to the peripheral length of at least an adjacent aperture. 7. cage, box, container, drawer, open container for placement, installation, location of bodies of alloys in sheet form or other, suppressing all kinds of sprays and emissions, according to the preceding claims, wherein the sheet or sheets compression field have not more than 8 percent. 8. cage, box, container, drawer, open container for placement, installation, location of bodies of alloys in sheet form or other, suppressing all kinds of sprays and emissions, according to the preceding claims, wherein the peripheral length at least one of the openings, different from the perimeter length of at least an adjacent aperture. 9. cage, box, container, drawer, open container for placement, installation, location of bodies of alloys in sheet form or other, suppressing all kinds of sprays and emissions, according to previous claims, characterized by being constituted as a materials called perforated foil sheet of material, which is provided at least one arc of a plurality of polygonal openings and having physical characteristics formed by a surface area per unit volume of application of at least about 3. Contact surface 500 of flammable fluids found in a container vessel and heat conductivity of at least about 0,021 Cal / sec cm, having a compression field not more than 8 percent. 10. Cage, box, container, drawer, open container for placement, installation, location of bodies of alloys in sheet form or other, suppressing all kinds of sprays and emissions, according to previous claims, characterized by its lower weight 35 grams per liter by the body of the alloy. 11. Cage, box, container, drawer, open container for placement, installation, location of bodies of alloys in sheet form or other, suppressing all kinds of sprays and emissions, according to previous claims, characterized by power take many forms and ways in design, equipment manufacturing, mineral, metal, organic, inorganic, nanotechnology being its design occupy a volume of only 0.9 percent in network / grid format to 1.5 percent in balls / spheres format. 12. Cage, box, container, drawer, open container for placement, installation, location of bodies of alloys in sheet form or other, suppressing all kinds of sprays and emissions, according to previous claims, characterized by increasing lead the alloy in its design and materials used installed acting as galvanic anode and anti-static.

Probable Assignee: TECHNOKONTROL CAT GLOBAL SL

Earliest Publication Date: 20150218

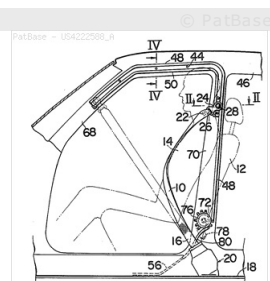
33) Family number: 16204984 (US4222588A)

SEATBELT SYSTEM

Abstract: Source: US4222588A A seatbelt system wherein the outer end of a passenger restraining belt is **anchored** to a **runner** piece which is guided by a guide **rail** fastened to the vehicle body. A **runner** gear mounted on the **runner** piece engages with a linear guide gear which is installed in the guide **rail** and a plurality of openings formed in a flexible tape. Flexible tape is driven in a direction of the length of the guide **rail** by means of a driving mechanism and when the flexible tape is driven, the running gear rolls along the guide gear to thereby cause the **runner** piece and the belt to move so that the belt approaches or move away from the passenger.

Probable Assignee: TOYOTA MOTOR CO LTD

Earliest Publication Date: 19800229



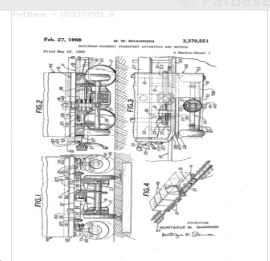
34) Family number: 813813 (US3370551A)

RAILROAD-HIGHWAY TRANSPORT APPARATUS AND METHOD

Abstract: Source: US3370551A (Claim 1) 1. Apparatus for transporting material comprising a railway car arranged over and adapted for running shifting movement on a **rail** track, said railway car including a long narrow frame extending longitudinally of said railway car, a carrier unit adapted for **rail**-transported **rail** travel or road-running road travel, said carrier unit including front wheel means including front road wheel members, rear wheel means including rear road wheel members, load bearing means adapted for immediately engaging and positively supporting a load of material, and base structure integrally supporting said front and rear wheel means and said load bearing means, means for transferring said carrier unit from road travel to **rail** travel including means for lifting said carrier unit from a road supported position crosswise astraddle said **rail** track and surmountably positioning said carrier unit crosswise astraddle said railway car frame with said front road wheel members being idly suspended laterally outwardly from one side of said railway car frame with said rear road wheel members being idly suspended laterally outwardly from the other side of said railway car frame including means for running said railway car on said **rail** track and shiftably moving said railway car frame underneath said carrier unit base structure and between said front and rear road wheel members and including jack means for vertically raising said carrier unit. g

Probable Assignee: MONTAGUE W SHANNON

Earliest Publication Date: 19680227



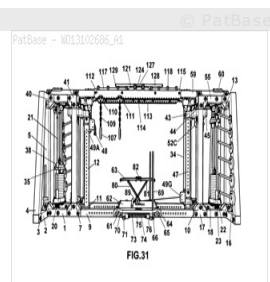
35) Family number: 54075894 (WO1310268A1)

MULTIFUNCTIONAL GYM MACHINE, BASED ON THE OPTIMAL DOSAGE OF THE TENSILE FORCES, APPLIED ON TWO TOWERS, FOR OBTAINING HIGH PERFORMANCE ROUTINES

Abstract: The invention relates to a multifunctional weight-training gym machine in which tensile forces are supplied in an optimal manner and applied, by means of levers (48), to cables (34) which use pulley systems (49, 50, 51, 52, 53, 54) in order to be selectively connected by adapters (26) to one of the ramps (22 and 35) that are loaded with discs (16). The machine is formed by two towers joined by crossbars (9 and 59). Each tower includes a bottom platform (1) and a top platform (55) which, by means of screws (7) and coupling elements (10), are connected to vertical pillars (5), side pillars (4), three-leg stands (17) and two-leg stands (41), (42). The aforementioned platforms (1) and (55) include supports (11), (14), (43), (45) which secure **rails** (12) and (15) and other supports (18 and 56) which secure **rails** (21). A pulley system (49, 50, 51, 52, 53, 54) is secured at each platform (55) and at the corresponding crossbars (59), and pulley systems (49) and (52) can move along **rails** (12) and (15), allowing the cable (34) to be suitably adjusted. Ramps (22) and (35) slide on **rails** (21), secured inside the towers by supports (18) and (56). A central, mobile, removable ramp slides on the lower crossbars (9), said ramp having a structure formed by various stationary and hinged elements, including a plate (62) that connects to a folding system for a pulley (87), and mobile plates (63) which facilitate access to the elements located on the crossbars (59). The crossbars (59) are connected to: reinforcing plates (112), rings (107), supports (121), supporting bars (125), which, by means of press members, secure bars (126) and (127), and ladders with rungs (119).

Probable Assignee: ORDEAN IOAN ALEXANDRU

Earliest Publication Date: 20130612



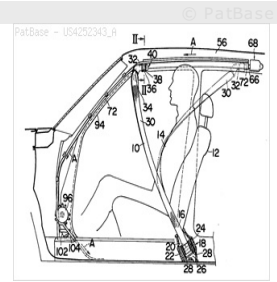
36) Family number: 16212209 (US4252343A)

ANCHOR DEVICE FOR SEATBELT SYSTEMS

Abstract: Source: US4252343A An **anchor** device for a seatbelt system which includes an **anchor** plate which is U-shaped in cross-section when seen from the front of a vehicle and which has an outer end of a passenger restraining belt fastened to one side thereof and a **runner** piece coupled to the other side of said **anchor** plate. A roof lining is inserted into the central region of the U-shaped **anchor** plate and the **runner** piece together with the **anchor** plate moves along said roof side whereby when the **runner** piece has moved as far forward as possible along the roof side, the outer end of the belt is moved further towards the front of the vehicle than the **runner** piece to provide a sufficient space for the passenger to enter or exit the vehicle.

Probable Assignee: TOYOTA MOTOR CO LTD

Earliest Publication Date: 19800227



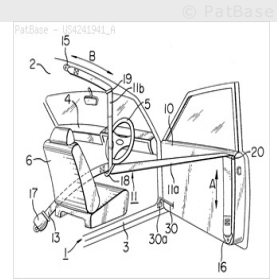
37) Family number: 16208850 (US4241941A)

PASSIVE SAFETY SEAT BELT SYSTEM

Abstract: Source: US4241941A A passive safety seat belt system having at least one member slidable in response to the opening-closing of a **door** of a vehicle is characterized by an elongated member having immovable one end lying at a suitable location on the body of the vehicle and the movable other end lying at a suitable location on the inside of the **door** and vice versa, and a link mechanism including lever mechanism pivotally supported on the inside of the **door** or the body. The lever mechanism serves to amplify and transmit the movement of the movable end of the elongated member to slide the slidable member.

Probable Assignee: NSK WARNER KK

Earliest Publication Date: 19790929



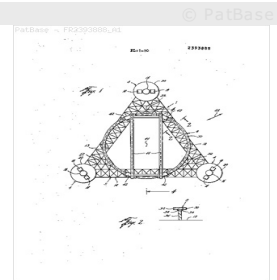
38) Family number: 3690943 (FR2393888A)

INSTALLATION DE FORAGE ET SON PROCEDURE DE TRANSPORT TRANSPORTABLE JACK-UP OFFSHORE WELL DRILLING RIG - IS MOVED TO OR FROM SITE ON BOW OR STERN OF FLOATING VESSEL

Abstract: Source: FR2393888A L'invention concerne une installation de forage et son procede de transport. Ladite installation se compose d'une carcasse en treillis legere, de pieds relies a cette derniere pour la supporter au-dessus du fond de la mer pendant l'utilisation d'un equipement de forage, d'une plate-forme montee sur la carcasse pour supporter au moins une partie dudit equipement, les pieds comprenant un dispositif de levage pour soulever la carcasse au-dessus du fond de la mer, et d'un dispositif de liaison pour relier le dispositif de levage a la carcasse. Application a une installation mobile de forage en mer a dispositifs de relevage, pouvant etre facilement installee sur le lieu de forage en utilisant, par exemple, un bateau pour la transporter. A transportable jack-up offshore well drilling rig has a relatively light openwork superstructure and three legs, and is transported to or from site in an upright position on a vessel which supports the rig at one end such that two of the legs extend down opposite sides of the vessel, while the third leg extends down in front of or behind the vessel. If the legs extend into the water during transport then the rig is typically arranged at the stern of the vessel but if the legs are clear of the water during the transport then the rig may be arranged at the bow of the vessel. The rig may be designed for tender assistance, in which case it carries only the drill works (derrick, draw works and rotary table) and a crane and all the other equipment (mud pumps, spare drill pipe, crew's quarters etc.) is carried on a floating tender moored to the rig, or it may be self-contained and require no permanent tender assistance. In either case, it may be converted to a well prod. platform after the drilling is completed. It is cheaper to construct than conventional rigs, towed to or from site, and is less likely to be damaged during installation or recovery.

Probable Assignee: BROWN AND ASS JAMES G

Earliest Publication Date: 19790105



39) Family number: 26382819 (CH318379A)

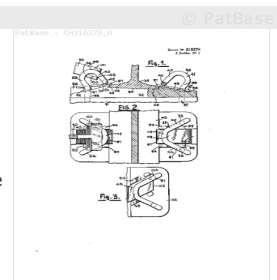
DISPOSITIF DE FIXATION D'UN RAIL A PATIN SUR UNE TRAVERSE FIXING DEVICE FOR A RAIL ON A CROSS SKATE (MACHINE TRANSLATION)

Abstract: Source: CH318379A (Claim 1) 1. Dispositif selon la revendication, caracterise en ce que ladite piece d'appui s'emboite sur le crampon de facon telle que ce dernier l'empêche de tourner lors du cheminement du **rail**.

Machine translation: (Claim 1) 1. Device according to claim, characterized in that said support piece fits over the stud so that it prevents it from rotating when the **rail** path.

Probable Assignee: EXECUTORS OF JAMES MILLS LIMIT

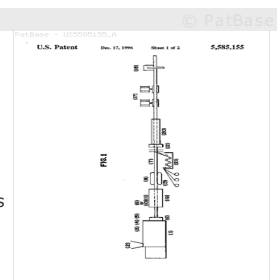
Earliest Publication Date: 19570115



40) Family number: 15031605 (US5585155A)

FIBER REINFORCED THERMOPLASTIC STRUCTURAL MEMBER

Abstract: Source: US5585155A In the manufacture of a structural member comprising a thermoplastic composite core with an exterior reinforcing layer, the core member is initially extruded in the shape of a profile. The profile is then contacted with reinforcing fiber and resin to form the exterior reinforcing layer. The exterior thermosetting layer is cured to form a reinforcing layer. The structural member is preferably manufactured using a pultrusion method in which a tractor device is used to provide linear movement of the profile from the extrusion head to the exterior coating operation. The fiber-reinforced thermoset is coated on the entirety of the exterior of the profile or is applied only on a portion of the profile requiring reinforcement in a defined load-bearing direction. The preferred thermoplastic core comprises a polymer-fiber composite material. Such a structural member has significantly improved Young's modulus providing strength for applications such as telephone poles, electric poles, electric lighting poles, boat mast or keel applications, lumber replacements, structural members used in window and **door** manufacture, etc.



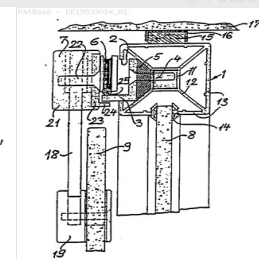
Earliest Publication Date: 19961208

FITTING FOR SLIDING DOOR

Abstract: Source: DE19539014A1 The fitting has a **runner** (7), which is fastened to the upper edge of a sliding **door** (9). The **runner** has a support (21) with at least one roller (6), which can run on a guide (3) mounted on a fixed sectional bar (1). The bar forms the horizontal border, or a section of this, of a separating wall (8), and the support is mounted near to it. The upper border of the **runner** does not reach above an imaginary horizontal plane, extending from the upper border of the bar. The guide is thinner than the bar in the vertical direction, and can be mounted inside it.

Probable Assignee: LINDER GMBH A

Earliest Publication Date: 19960307

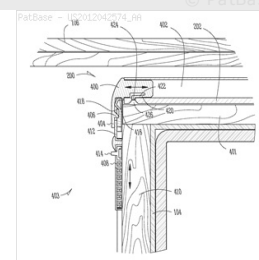


SASH RETAINER BAR ASSEMBLY

Abstract: Source: US2012042574A A retainer bar assembly for use with a **door** or window includes a retainer bar configured for slidable coupling with a fenestration frame and slidable coupling with a sash. A retainer bar handle is coupled with the retainer bar. A retainer bar fastener assembly includes a movable bolt movably coupled with the sash. The movable bolt is movable between a fastening configuration where the bolt is coupled with at least one of the retainer bar and the retainer bar handle and the retainer bar is fixed in an installed orientation relative to the sash, and a releasing configuration where the bolt is decoupled from one or more of the retainer bar and the retainer bar handle and the retainer bar is slidable relative to the sash. The retainer bar includes a retainer bar length configured to continuously couple along a sash portion from near a first sash end to near a second sash end, and the retainer bar length is configured to correspondingly couple along a fenestration frame and provide a continuous interface between the sash and the fenestration frame.

Probable Assignee: MARVIN WINDOWS AND DOORS

Earliest Publication Date: 20120223

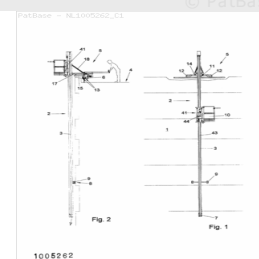


MAINTENANCE DEVICE FOR BUILDING FACADES

Abstract: The **rail** is fixed to the roof of the building and extends over the roof edge curving to run down the face of the facade (1). A support cage, for the workman, is carried on the **rail** and travels vertically up and down the facade. The cage is moved by a running mechanism (5) positioned at the top of the building before the bend in the **rail** and has central conducting wheel (9) and a manual plunger bar. The conducting devices are provided for coupling with the plunger bar so that the running mechanism runs through the bend and controls the cage. The conducting devices near the centre of the bend incorporate centering device for coupling with the running mechanism for the formation of a rotating point.

Probable Assignee: BORGA BYSTEDE B V

Earliest Publication Date: 19980813

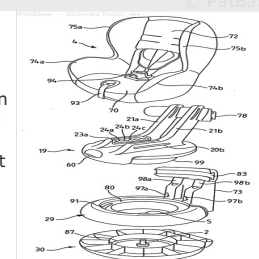


CHILD SAFETY SEAT

Abstract: Source: US20061/0262A There is provided a child safety seat for use with a vehicle seat. The child safety seat comprises a cradle arranged for secure fitting to said vehicle seat, said cradle having a base part and an upright support part; a turntable, rotationally mounting to the base part of the cradle; and a seat shell, mounting on the turntable such that the turntable and the seat shell are rotatable in tandem relative to the cradle. The turntable also rotationally mounts to the upright support part of the cradle. There is also provided a cradle, turntable and seat shell for use in child safety seat as separate components, sub-assemblies or as a kit of parts. Seat belt tensioning means are also provided.

Probable Assignee: CATALYST DEVELOPMENTS LTD

Earliest Publication Date: 20041229

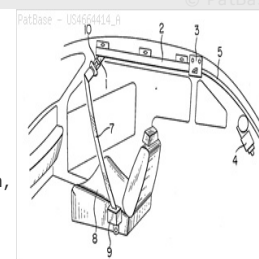


AUTOMATIC LATCH DEVICE FOR A MOVABLE **RUNNER** MEMBER USED IN AN AUTOMATIC SEAT BELT SYSTEM

Abstract: Source: US4664414A An automatic latch device for a **runner** member used in an automatic seat belt system includes a restraining member movably mounted to the **runner** member and provided with a restraining portion for meshing with a brake member provided on a vehicle body. The restraining member is moved to a non-meshing position by a drive force of a driving member, which is operatively connected to the restraining member, for driving the **runner** member between a seat occupant restraining position and a seat occupant liberating position, whereby the coupling between the **runner** member and the brake member may be automatically released substantially simultaneously with the start of the driving of the driving member without needing to move the brake member.

Probable Assignee: NIPPON SEIKO KK

Earliest Publication Date: 19820904



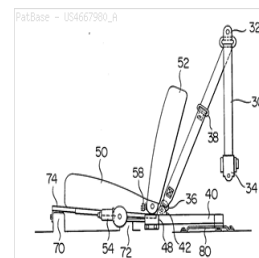
46) Family number: 17844862 (US4667980A)

SEAT BELT APPARATUS OF A VEHICLE

Abstract: Source: US4667980A A three-point type seat belt apparatus is characterized in that the free end side of webbing is supported for movement in the longitudinal direction of a vehicle and the free end side of the webbing is driven in response to the tilting movement of the seat back of a seat.

Probable Assignee: NSK WARNER KK

Earliest Publication Date: 19850909



47) Family number: 1013781 (US3416684A)

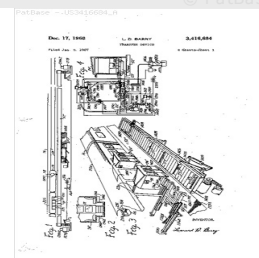
TRANSFER DEVICE

Abstract: Source: US3416684A ABSTRACT OF THE DISCLOSURE

This is a side transfer device for a cargo or transfer container especially suited for loading and unloading railway cars while moving in a train The transfer mechanism includes two parallel transfer arms fully supported by one vehicle only, to extend therefrom to transfer the container to or from the vehicle and controls for operating the device to transfer when alignment is made for transfer. The arms are pivotally mounted at one end on the vehicle and extendible from a side of the vehicle to lift, lower and transfer the container from that side of the vehicle. There are two arms, one for supporting each end of the container. The arms have lifting ends which inter-fit with a portion of the container to prevent the container from jumping off of the arms during transfer. The arms are controlled by light beams directed at photoelectric cells on the transfer vehicle when in alignment for transfer.

Probable Assignee: BARRY LEONARD D

Earliest Publication Date: 19681217



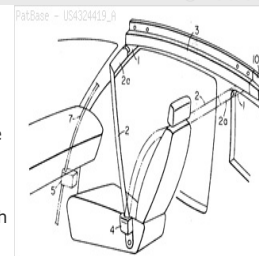
48) Family number: 16237512 (US4324419A)

LATCH FOR RUNNER UTILIZED IN PASSIVE TYPE SEAT BELT SYSTEM

Abstract: Source: US4324419A A latch device for a runner member used in a passive seat belt system includes a longitudinally extending guide member, a runner member movably mounted on the guide member and having an engaging portion and webbing attached thereto, a driving member for moving the runner member between a passenger restraining position and a passenger releasing position, and a latch member movably mounted on a base member between an engaging position in which the latch member is engageable with the engaging portion of the runner member and a non-engaging position. The latch member is biased toward the engaging position. A cam member is fixed to the driving member, and a slide member, which connects the runner member with the driving member, is slidable relative to the driving member within a predetermined range. The cam member moves the latch member into the non-engaging position when the runner member is about to leave the passenger restraining position together with the driving member.

Probable Assignee: NIPPON SEIKO KK

Earliest Publication Date: 19801218



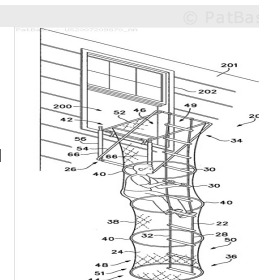
49) Family number: 36057727 (US2007209870A)

ACCESS AND ESCAPE DEVICES

Abstract: Source: US2007209870A To provide another way to exit and/or enter a building, the multiple-story building may include alternative access devices. For example, some of the windows on the upper floors may be equipped with devices to allow occupants of those floors to exit and/or enter the building via the window. The devices may be integrated with the building. Alternatively, or additionally, the devices may be portable and installed when needed, such as during an emergency. The alternative access devices also may be used for other applications. For example, the devices may provide access to a structure that is a considerable distance from the ground, such as a tree house or other play structure. The invented access device includes a chute mounted at the top to a pivotal frame mounted near a window or other elevated opening, the chute having a connected or independently deployable step ladder therein and optionally spaced apart support members such as circular, rectangular or oval hoops therearound. The rungs of the step ladder provide a standoff for the webbed material of the chute. Stowage can be in an interior wall of an elevated structure and deployment can be semi-automatic, reliable and smooth.

Probable Assignee: JOHNSON BRIAN

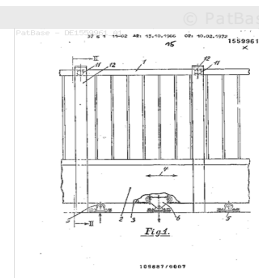
Earliest Publication Date: 20070913



50) Family number: 508936 (DE1559961A1)

FREITRAGENDES SCHIEBETOR

FREE STANDING SLIDING (MACHINE TRANSLATION)



Abstract: Source: DE1559961A1 (Claim 1) 1. Freitragendes Schiebetor mit einer am Torblatt befestigten und in Rollen sueitlich neben der Toroeffnung gefuehrten Lauf schiene, d a d u r c h g e k e n n z e i c h n e t, dass die Laufschiene (3) an der Unterkante des Torblattes (1) vorgesehen und als Profilschiene, bevorzugt als Doppel-T-, Schiene, ausgebildet ist, und dass zur Hoeheuehrung des Tor- blattes (1) zwei in Schieberichtung (4) im Abstand angeordnete von der Laufschiene (3) druckbeaufschlagte Stuetzrollen (5) und ein zwischen ihnen angeordneter formschlussig in das Doppel-T-Profil der Laufschiene (3) eingreifender Zugrollen- satz (6) bei um den Druckrollenabstand verlaengertem Torblatt vorgesehen sind, waehrend als seitliche Kippeicherung sowie zur genauen Festlegung der Schieberichtung wenigstens zwei in Schieberichtung im Abstand angeordnete Einzelrollen (14) oder Rollenpaare (11) mit lotrecht verlaufender Drehachse oberhalb der Druckrollen oder oberhalb des Zugrollensatzes in eine Fuehrungsschiene (13) am Torblatt form3chlussig ein greifen oder einen als Rollenbahn verwerten.dbaren Teil des Blattes (1) zwischen sich einschliessen.

Machine translation: (Claim 1) 1 Cantilever sliding gate with a **door** leaf mounted on wheels and **rail** sueitlich the **door** opening is owned and run, dadurchgekennz e'i chne t. that the running **rail** (3) at the lower edge of the **door** (1) provided, and as a **rail**, preferably a double-T-, **rail**, trained, and that the Hoeheuehrung the gate leaf (1) two in in the sliding direction (4) distance arranged by the **rail** (3) pressurized Stuetzrollen (5) and arranged between them form-fitting in the double-T section of the track (3) engaging tension rolls, insert (6) is provided at the pressure roll distance will extend **door** leaf, while the lateral Kippeicherung and to precisely define the sliding direction at least two in the sliding direction in spaced individual roles (14) or pairs of rollers (11) with vertical axis of rotation extending above the pressure rollers or above the Zugrollensatzes a Fuehrungsschiene (13) on the **door** leaf form3chlussig intervene or used as a roller conveyor. dbar part of the leaf (1) enclose between them.

Probable Assignee: MALKMUS DOERNEMANN CAROLA

Earliest Publication Date: 19720210

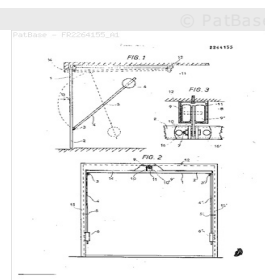
51) Family number: 3310837 (FR2264155A)

UP-AND-OVER GARAGE **DOOR** WITH SINGLE GUIDE **RAIL** - HAS COUNTERWEIGHTED LEVER ARMS AND **RAIL** HORIZ AND CENTRAL

Abstract: Source: FR2264155A (Claim 1) 1. Porte de garage - ou autre local - du genre a vantail basculant, comprenant un seul **rail** de suspension sur lequel roulent des galets et caracterisee par la position horizontale dudit **rail** qui se trouve situe dans l'axe du panneau et lui est perpendiculaire. Deux bras avec contrepoids aident a la manoeuvre de la porte en lui assurant son relevement ou sa fermeture. The **door** has a guide **rail** (11) centrally over the **door** panel and counterweighted (6) lever arms (4) on the panel flank with the **rail** guided rollers being mounted on the panel and the weights (6) assisting panel manoeuvre during opening and closing. The **rail** (11) is the principal **door** guide. Either shoes or rollers are used, resp. sliding or rolling on the **rail**. The lever arms are attached (3) to the lower half of the panel, revolve about wall mounted axles (5) and act in conjunction with counterweights (6) or springs for equilibrium. The **rail** (11) can be of 'I' or any other suitable section. Side walls need not be rigorously parallel.

Probable Assignee: COLOMBINO JEAN

Earliest Publication Date: 19751010



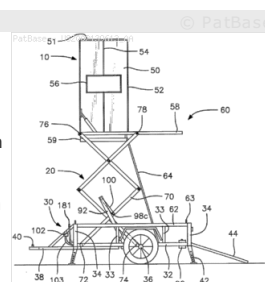
52) Family number: 28329886 (US2002139613A)

COMBINED TRAILER AND HUNTING STAND OPERABLE BETWEEN ELEVATED AND COLLAPSED POSITIONS

Abstract: Source: US2002139613A A portable, collapsible hunting box enclosure is constructed on a wheeled trailer. The hunting box enclosure may be raised and lowered through a scissor action support structure mounted on the trailer and powered by an electric winch. When the enclosure is to be transported, hinged wall panels enable the box to be folded and collapsed into a flat stack within the trailer. Once collapsed, reinforced wire panels or **runners** mounted on side members of the trailer rotate inward to overlay the collapsed box, providing a platform upon which an ATV may be loaded. The hunting stand/trailer combination may then be towed, with the ATV loaded thereon, by a full-size motor vehicle. Upon reaching a hunting area, the ATV may be unloaded and used to tow the hunting stand/trailer combination to a specific hunting site where the collapsed box is unfolded, to erect the enclosure, and elevated using the scissor action support structure.

Probable Assignee: HARDY MORGAN D

Earliest Publication Date: 20021003



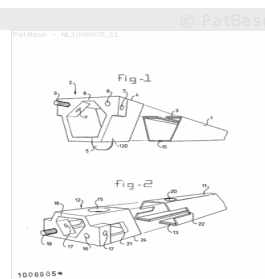
53) Family number: 14642040 (NL1008805C)

MODULAR SUPPORT SYSTEM FOR FLOORS AND CEILINGS

Abstract: The trapezium section beam (1) is made by folding sheet metal. The upper face of the beam is strengthened by a triple fold (3). The coupling block (2) fits into the end of beam. A thin protruding flap (5) which bends over and is retained by an upwards protrusion (10) in the end of the beam. Bolts (9) and threaded holes (6, 7) are used to **anchor** the coupler (2). Somewhat similar beams and couplers are used in the ceiling support system.

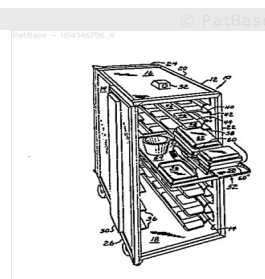
Probable Assignee: JACQUES JOSEPH LUDOVICUS THEOD

Earliest Publication Date: 19991005



54) Family number: 1426817 (US4346756A)

APPARATUS FOR SELECTIVELY HEATING AN INDIVIDUAL FOOD ITEM IN A REFRIGERATED ENVIRONMENT



Abstract: Source: US4346756A A cabinet type enclosure, for refrigerating a plurality of food items on a plurality of specially configured meal trays has a plurality of thin, generally horizontal, fixedly mounted heater shelf members extending into the enclosed space from one side wall thereof. One or more covered containers of food to be heated are positioned on one side of the trays and are mounted on the trays slightly above the top surface of the tray and with their bottom surfaces in contact with heater plates on the heater shelf members. The meal trays have integral transverse abutment means which cooperate with portions of a container for hot food placed on the tray adjacent the abutment means for preventing longitudinal movement of the hot food container past the transverse abutment means by frictional contact of the container with the heater shelf as the tray is moved into or out of the enclosure and relative to the heater shelf along tray guides. The heater shelf members are preferably sufficiently narrow that they will terminate short of the transverse abutment means. Guide means, which may comprise elongated side runners on the bottoms of the containers and spaced complementary retaining ribs on the tray surface, prevent the containers from rotating as they are moved along the heater shelves. The apparatus is particularly useful for inflight feeding as well as for institutional feeding.

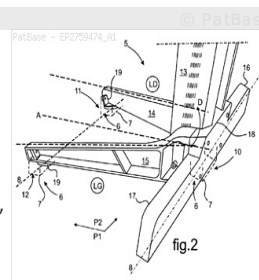
Probable Assignee: PTC AEROSPACE INC

Earliest Publication Date: 19820224

55) Family number: 57049815 (EP2759474B1)

SITZ FUER MOTORISIERTE LUFTFAHRZEUGE, DER MIT EINEM FUSSGESTELL AUSGESTATTET IST, DAS DREI VERANKERUNGSPUNKTE AM BODEN DES LUFTFAHRZEUGS AUFWEIST SEAT FOR POWERED AIRCRAFT HAVING A LEG ASSEMBLY COMPRISING THREE POINTS FOR ANCHORING TO THE FLOOR OF THE AIRCRAFT

Abstract: Source: EP2759474A1 La presente invention a pour objet un siege pour aeronef motorise comprenant un baquet porte par un pietement par l'intermediaire de moyens d'absorption d'energie. Le pietement comprend une ossature d'implantation (5) pour son ancrage sur un plan d'installation (P1) en au plus trois points d'ancrage (10, 11, 12) respectivement localises en zone mediane arriere du siege et en zones avant laterales droite et gauche du siege. Lesdits trois points d'ancrage (10, 11, 12) definissent un plan isostatique (P2), l'ossature d'implantation (5) etant apte a accompagner une deformation du plan d'installation (P1) par basculement global du dit plan isostatique (P2) afin de preserver le pietement de toute deformation. The seat has a base that is arranged for carrying a bucket seat through an energy absorbing unit. The base is arranged with an establishment frame (5) on an installation plane (P1) on the base. The establishment frame is provided with a supporting frame on the bucket seat and is provided with an anchor unit (6). A set of anchor points (10-12) is arranged for defining an isostatic plane (P2), and the establishment frame is able to accompany a deformation of the installation plane by tilting the isostatic plane.



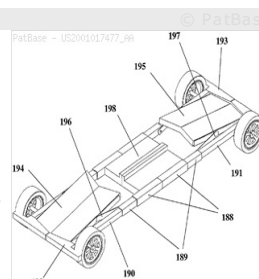
Probable Assignee: AIRBUS HELICOPTERS

Earliest Publication Date: 20140730

56) Family number: 34707591 (US2001017477A)

EASY EJECTOR SEAT WITH SKELETAL CRASH SAFETY BEAM

Abstract: Source: US2001017477A An arrangement in passenger vehicles, that diverts the impact energy in impacts away from the passengers to the remaining mass of the vehicle thereby protecting the passengers, and in the same arrangement provides utilitarian access to the vehicle, such utilitarian access making it possible to both install multi-element contoured surround seats for passengers and the driver, and also a safety device for head-on collision protection that obviates the need for conventional seat belts and front impact airbags. An indo-skeletal structural arrangement proposed for the vehicle, provides further benefits by targeting the strength of the vehicle to protect passengers while minimizing other massive elements in the vehicle.



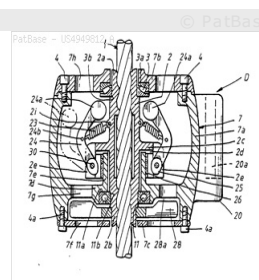
Probable Assignee: MMILLENNIUM GROUP INC

Earliest Publication Date: 19990401

57) Family number: 3021593 (US4949812A)

DESCENT SYSTEM

Abstract: Source: US4949812A PCT No. PCT/AU88/00218 Sec. 371 Date Apr. 5, 1989 Sec. 102(e) Date Apr. 5, 1989 PCT Filed Jun. 28, 1988 PCT Pub. No. WO89/00063 PCT Pub. Date Jan. 12, 1989. A lowering device for assisting persons to escape from multi-storied buildings in an emergency situation, and adapted to engage a cable or rope of twisted configuration. The device includes an inner rotatable sleeve surrounding and engaging the cable to follow the twist therein and rotate about the cable as it descends down the cable. The inner sleeve is contained within an outer housing which, in turn, supports a control, and the speed of rotation of the inner sleeve and thus the rate of descent of the device down the cable is controlled by a centrifugal brake having bell cranks carried by the inner sleeve and each pivotal against tension springs under centrifugal force to cause eccentrics on the ends of the cranks to act on brake shoes which engage a brake surface on part of the outer housing.



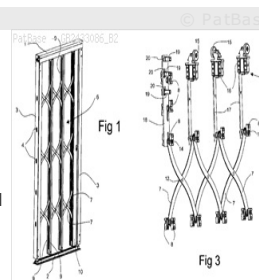
Probable Assignee: ULLAPARA HOLDINGS PTY LTD

Earliest Publication Date: 19890112

58) Family number: 32634615 (GB200524942A)

COLLAPSIBLE SECURITY GRILLE

Abstract: Source: GB200524942A A collapsible security grille comprises a frame consisting of a top rail (1) and a bottom rail (2) and two side members (3). At least one collapsible gate assembly extends between sets of upper and lower runners respectively engaged with and movable along the top and bottom rails. The gate assembly comprising a lattice formed of a plurality of pairs of arms (7), each pair of arms being pivotally connected together at the centres thereof, and the pairs being pivotally linked together with sliding members (8) slidably located in upright channel members (9). The channel member or members (9) at one side of the gate assembly are connected to upper and lower anchor members (18), while the remaining channel members (9) are each secured to a respective upper and lower runner. The anchor members (18) are adjustably attachable to one of the side members and to a respective one of the upper and lower rails, thereby connecting the rails to the side member and anchoring the said side of the gate assembly to the frame.



Probable Assignee: BRADBURY SECURITY GRILLES LTD

Earliest Publication Date: 20070613

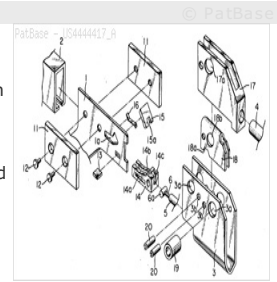
59) Family number: 17821124 (US4444417A)

LATCH DEVICE FOR A MOVING **runner** MEMBER USED IN AN AUTOMATIC SEAT BELT SYSTEM

Abstract: Source: US4444417A A latch device for a moving **runner** member used in an automatic seat belt system has a **runner** member adapted to be moved by a driving member between a seat occupant restraining position and a seat occupant liberating position, an operating member mounted on the **runner** member for movement between a first position and a second position and connected to the driving member, a lock member supported by the **runner** member for movement between an engaging position and a non-engaging position, a latch member secured to a vehicle body and adapted to engage and restrain the lock member moved to the engaging position and to be disengaged from the lock member trying to move toward the seat occupant liberating position and thereby release the restraint.

Probable Assignee: NIPPON SEIKO KK

Earliest Publication Date: 19821029



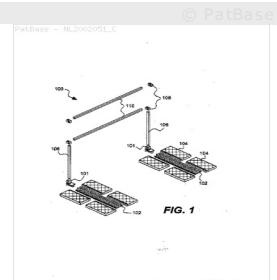
60) Family number: 47896744 (NL2002051C)

KOPPELSTUK VOOR MODULAIR VEILIGHEIDSGEWERK. MODULAR COUPLER FOR SAFETY FENCE. (MACHINE TRANSLATION)

Abstract: Source: NL2002051C KOPPELSTUK (101) VOOR HET LOSMAAKBAAR VERBINDEN VAN EEN STIJL (106) VAN EEN VEILIGHEIDSGEWERK (100) MET EEN GELEIDPROFIEL (102) VAN EEN AANLIJNEN GELEIDESTYEM, OMVATTENDE: EEN BASISPLAAT (202): EEN MOF (212) WELKE IS VOORZIEN AAN EEN EERSTE ZIJDE VAN DE BASISPLAAT (202), EN WAARIN EEN UITEINDE VAN DE STIJL (106) OPNEEMBAAR IS; EN EEN AAN EEN TWEEDE ZIJDE VAN DE BASISPLAAT (202) VOORZIEN, ZICH IN EEN GELEIDERICHTING (216) UITSTREKKEND, EN SCHUIFBAAR IN EEN GELEIDINGSLEUF (304) VAN HET GELEIDPROFIEL (102) OPNEEMBAAR LOPERDEEL (204). DIT OCTROOI IS VERLEEND ONGEACHT HET BIJGEVOEGDE RESULTAAT VAN HET ONDERZOEK NAAR DE STAND VAN DE TECHNIEK EN SCHRIFTELIJKE OPINIE. HET OCTROOISCHRIFT KOMT OVEREEN MET DE OORSPRONKELIJK INGEDIENDE STUKKEN. CONNECTOR (101) for releasably securing OF STYLE (106) A SECURITY FENCE (100) WITH AN ACCOMPANYING PROFILE (102) of a kitten LED SYSTEM, INCLUDING: A BASE PLATE (202): A MOF (212) WHICH PROVIDES ON A FIRST PART OF THE BASE PLATE (202), AND IN WHICH THE TIP OF STYLE (106) receivable; AND TO A SECOND PART OF THE BASE PLATE (202) PROVIDED extending IN A LEADING DIRECTION (216) AND slidable in a guide slot (304) of the guide profile (102) RECORDABLE SKELETON KEY PART (204). THIS PATENT GRANTED IN ANY ACCOMPANYING THE RESULT OF THE EXAMINATION OF THE PRIOR ART AND WRITTEN OPINION. PATENT OF DEFENCE AGREES WITH ORIGINAL DOCUMENTS SUBMITTED.

Probable Assignee: DAKSAFE B V

Earliest Publication Date: 20100406



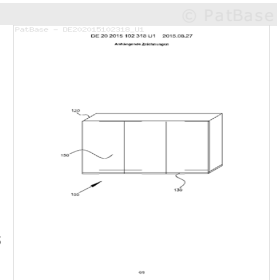
61) Family number: 60152073 (DE202015102318U1)

LEUCHT-VORRICHTUNG FUER EINE INDIREKTE RAUMBELEUCHTUNG LUMINOUS DEVICE FOR INDIRECT LIGHTING (MACHINE TRANSLATION)

Abstract: Source: DE202015102318U1 Leucht-Vorrichtung (100) mit einer Mehrzahl von elektrischen Leuchtelementen (110) zur Anbringung in einem unteren Bereich einer horizontal verschiebbar gelagerten Tuere (150) eines Schrankes (120), dadurch gekennzeichnet, dass eine Lichtleiste (130) als Traeger der Leuchtelemente (110) vorgesehen ist, die zumindest indirekt mittels einer Anker-Einrichtung (140) im Bereich der Unterflaeche der Tuere (150) verankert ist. Luminous device (100) having a plurality of electric light-emitting elements (110) for mounting in a lower portion of a horizontally movably mounted **door** (150) of a cabinet (120), characterized in that a light strip (130) as the carrier of the light-emitting elements (110) is provided which is at least indirectly by means of an **anchor** means (140) **anchored** in the area of Unterflaeche the **door** (150).

Probable Assignee: MARTIN STAUD GMBH

Earliest Publication Date: 20150827



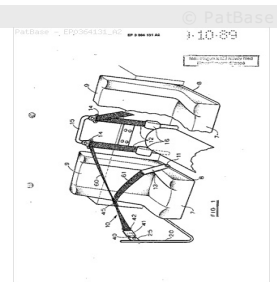
62) Family number: 4613063 (EP0364131A2)

PASSIVE SEAT BELTS.

Abstract: Source: EP0364131A2 A passive seat belt has a belt (10), one end (11) of which is **anchored** inboard and rearwardly of the seat (7) at or below the level of the seat (7) and the other end (12) of the belt (10) being **anchored** inboard and rearwardly of the seat (7) and supported at a height adjacent the top of the seat back (9). One end (12) of the belt (10) is **anchored** by means of a retractor (16), the belt (10) passing through a running loop (42) attached to a **runner** (25) which is movable along a track (20) on the outboard side of the seat (7). The track (20) extends from a position forward and above the level of the seat (7), alongside the seat (7) at a level below the level of the vehicle **door**, to a position rearwardly and at or below the level of the seat (7). A slider (45) engages the belt (10) on both sides of the running loop (42), the belt (10) between the running loop (42) and the end (12) **anchored** by means of a retractor (16) being free to pass through the slider (45), so that when the **runner** (25) is disposed at the forward end of the track (20) the belt (10) will be held clear of the seat (7) and the **runner** (25) may be moved to the rearward end of the track (20) when lengths of the belt (10) will be held diagonally across the chest and across the lap of the occupant of the seat (7).

Probable Assignee: JAGUAR CARS

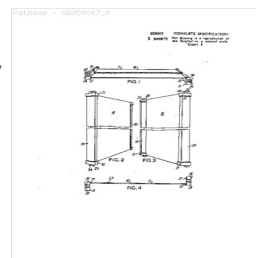
Earliest Publication Date: 19900418



63) Family number: 20968917 (GB959047A)

SLIDING SHUTTER, SLIDING **door** OR LIKE STRUCTURE AND SECTIONS OR PANELS THEREFOR

Abstract: Source: GB959047A 959,047. Cabinets. RONDOR MANUFACTURING CO. PTY. Ltd. Nov 15, 1961, No. 40836/61. Heading A4B. [Also in Division E1] A collapsible sliding shutter, **door** c. formed of relatively movable panels A, B, C, D, E, Fig. 5 comprises two spaced parallel tracks 10, 11 each with spaced parallel **rails** 12, 13 or 14, 15, each panel having a web portion 16 e.g. of sheet metal, plastic sheet and may be covered with soft material, being stiffened by two parallel end ribs 19, 20 Fig. 6 which extend on opposite sides of the web between the tracks 10, 11 and having at each end a preferably attachable plugged-in **runner** 24, 25 of nylon guidingly engaged with respective **rails** and so disposed on the ends of the ribs as to maintain the web 16 parallel to the **rails** in all positions of the webs. The ribs, extending to a smaller extent on the non- **rail**-contacting side forms a stop which limits the relative displacements of adjacent panels. Each **runner** has nylon projections 24, 25, Fig. 6 straddling the engaging **rail**. Alternatively, in Fig. 20, a rib 60 extends transversely of the track and at least one end of the rib 60 has a crossbar portion 61 to engage a **rail** and the **runners** may have resilient buffers 62 between consecutive panels. The ribs 19, 20 may be of sheet metal folded to form a box section as shown in Fig. 21, and may be made integral with a web A, B c. The shutter c. may comprise two or more packets of panels A, B, ..., A¹, B¹ ..., Fig. 21 and the expansion and collapse of the panels of consecutive packets within the tracks can be effected in opposite directions, there being an additional panel 50 attached to panel A and resiliently overlapping panel A¹ to close the gap between the two packets of panels. When the web is made of a soft flexible material, it is supported by and tensioned over strips 16, Fig. 7 of strip sheet material extending between the stiffening ribs 19, 20.



Probable Assignee: RONDOR MFG COMPANY PTY LTD

Earliest Publication Date: 19640527

64) Family number: 23919737 (DE20209694U1)

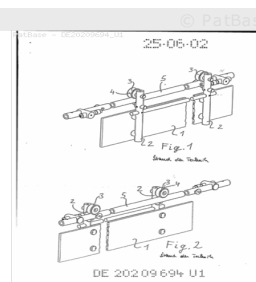
DEVICE FOR DECKENBEFESTIGUNG

Abstract: Source: DE20209694U1 (Claim 1) 1. Vorrichtung zur Deckenbefestigung einer Laufschiene (5) zur Fuehrung mindestens eines ersten Bauelements (1), das relativ zu mindestens einem zweiten Bauelement (15) verschiebbar ist, wobei das erste Bauelement (1) insbesondere als Glasschiebetuer und das zweite Bauelement (15) als Glasscheibe ausgebildet ist, mit 1. einem an einer Raumdecke befestigbaren Befestigungselement (6) und - einem dem Befestigungselement (6) zugeordneten Tragelement (12, 13), an dem die Laufschiene (5) angeordnet ist, dadurch gekennzeichnet, dass an dem Tragelement (12, 13) das zweite Bauelement (15) befestigbar ist.

Machine translation: (Claim 1) 1 A device for ceiling mounting a running **rail** (5) for guiding at least a first component (1), the relative (15) to at least one second structural element is displaceable, wherein as the first component (1) in particular as Glasschiebetuer and the second component (15) glass panel is formed with 1 an attachable to a room ceiling fastening element (6) and - a the fastening element (6) associated supporting element (12, 13), on which the running **rail** (5), characterized in that on the support element (12, 13), the second member (15) can be fastened.

Probable Assignee: KL BESCHLAEGE KARL LOGGEN GMBH

Earliest Publication Date: 20020829



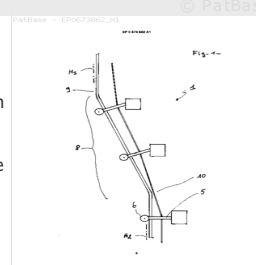
65) Family number: 10586512 (EP0673862A1)

CABLE-CONVEYOR.

Abstract: The cable conveyor has a structure (2) carrying a **rail** having a rolling surface (4). A load carrier (5) is suspended from the structure by support rollers on the rolling surface. A traction cable (7), indirectly associated with each load carrier, is displaced closely under the **rail** by a driving motor. Each load carrier has, to be located under the **rail**, a **runner** (12) which has a sliding face (12a) extending over a sufficient length to prevent tipping on the guide surface (13). The **runner** free ends (12b) are curved away from the guide surface. The **runner** and the guide surface carry an appropriate material for reducing the coefficient of friction between the **runner** and the guide surface over certain sections. The **rail** has a groove, turned towards the **runner**, which houses a band of material for reducing friction.

Probable Assignee: COFINOR CIE FINANCIERE

Earliest Publication Date: 19950927



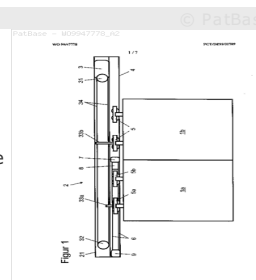
66) Family number: 20702758 (WO9947778A2)

SLIDING **DOOR** WITH EMERGENCY OPENING OR CLOSING DEVICE

Abstract: The invention relates to an emergency opening device for a preferably automatic two-panel sliding **door** having an energy storage element embodied by a rubber belt (6). Said rubber belt (6) is on one side irremovably fixed in a support (9) and on the other side removably fixed to a holding device (7) by means of a slide (8). During normal operation of the sliding **door** the pretensed rubber belt (6) has no effect. The holding device (7) releases the slide (8) with the rubber belt only in an emergency, such as a fire or power failure. The slide (8) interacts with the pulley carriages (5b) of the sliding **door** and by means of the energy stored in the rubber belt (6) moves the sliding panels (1a, 1b) into the fully opened position. To prevent a sudden, severe impact of the slide (8) against the pulley carriage (5b) the slide (8) comprises a friction brake (82, 83, 84). This brake (82, 83, 84) is released by a control device (56) only after the slide has contacted the pulley carriage (5b) so that the entire energy stored in the rubber belt (6) is then able to act upon the pulley carriage (5b). When the emergency is over the rubber belt (6) is tensed during the first closure of the sliding **door** by the movement of the pulley carriage (5b) and again fixed to the holding device (7).

Probable Assignee: GEZE GMBH

Earliest Publication Date: 19990923



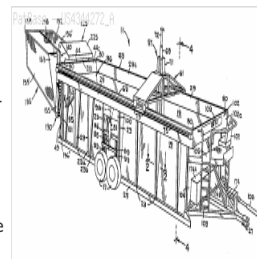
67) Family number: 8606032 (US4344272A)

COMBINED COTTON MODULE BUILDER AND SEED COTTON TRASH EXTRACTOR

Abstract: Source: US4344272A A cotton module builder comprising an open-top frame. At the rear end of the frame is a rear **door** mounted for pivotal movement. When seed cotton has been compressed into a module, it is removed from the open-top frame, while the rear **door** is opened. While the seed cotton is being compressed by the cotton module builder, the rear **door** is closed. Secured to the rear end of the frame is a cradle that supports extractor apparatus for removing foreign matter from seed cotton before the seed cotton is deposited into the open-top frame for compression. Pivotally supported by the cradle is a basket and lifting conveyor. Means are provided for raising and lowering the basket and lifting conveyor. Before the rear **door** of the module builder is opened for the removal of a cotton module from the open-top frame, the basket and the lifting conveyor are raised out of the path of movement of the rear **door** and the compressed cotton module advancing therethrough. After the rear **door** is closed for the compacting of seed cotton free of foreign matter into a cotton module in the open-top frame, the basket and the lifting conveyor are moved into a lowered position. Seed cotton is deposited into the basket while in the lowered position and the lifting conveyor advances the seed cotton to the extractor apparatus for removing foreign matter from the seed cotton. The seed cotton free of foreign matter is deposited by the extractor apparatus into the open-top frame structure to be compressed into a cotton module.

Probable Assignee: COTTON MACHINERY

Earliest Publication Date: 19820817



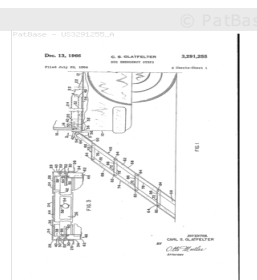
68) Family number: 22524899 (US3291255A)

BUS EMERGENCY STEPS

Abstract: Source: US3291255A (Claim 1) 1. A step device comprising a support and a folding step assembly, said support including a transversely extending yoke having a pivotal mounting intermediate its ends for pivotal movement thereof about a longitudinally extending axis, said folding step assembly including a pair of transversely spaced lower side **rails** each pivotally connected at one end to a respective end of said transversely extending yoke, a pair of transversely spaced upper side **rails**, a plurality of rectangular **steps**, each of said steps at one pair of opposed corners having a pivotal connection with a respective lower side **rail** and at the other pair of opposed corners having a pivotal connection with a respective upper side **rail**, said pivotal connections being spaced along said **rails** to define parallelograms between said steps and the side **rail** portions therebetween, whereby said folding step assembly is adapted to be pivotally folded to a collapsed position and pivotally unfolded to a distended position of use.

Probable Assignee: GLATFELTER CARL S

Earliest Publication Date: 19661213



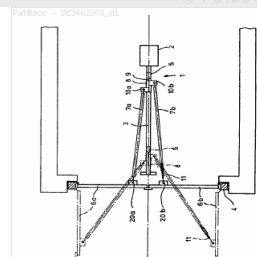
69) Family number: 3692743 (DE3402903A1)

DEVICE FOR THE OPENING AND CLOSING OF **DOORS**, ESPECIALLY GARAGE **DOORS**

Abstract: Source: DE3402903A1 In a device for the opening and closing of garage **doors** (6a, 6b), with a ceiling drive (1) which has a drive motor, a running **rail** (3) mountable on the ceiling approximately at right angles to the **door** frame (4), and a driving slide (5) mounted movably along the running **rail** (3) and coupled to the drive motor via a chain, and with a linkage arrangement transmitting the movement of the driving slide (5) to the **door**, there is provided for the actuation of a two-wing **door** (6a, 6b) a linkage arrangement with two actuating rods (7a, 7b) which are articulated on an additional slide (8) motionally coupled in tandem to the driving slide (5). The additional slide (8) consists of at least two profile pieces having a parting plane extending in the direction of movement of the slides (5, 8) along the running **rail** (3). The profile pieces are connected releasably to one another and engage positively into the running **rail** (3) or at least partially surround the latter.

Probable Assignee: TORAUTOMATIC KRUSE AND DUEPPE VE

Earliest Publication Date: 19850801



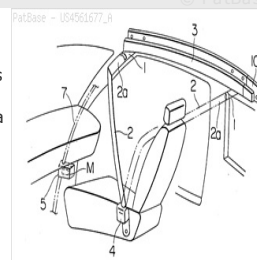
70) Family number: 30943021 (US4561677A)

PASSIVE SEAT BELT DEVICE

Abstract: Source: US4561677A A passive seat belt device in which a **runner** member to which a part of webbing is connected is moved on a **rail** member by being driven by a driving motor and thereby can assume a seat occupant restraining position and a seat occupant liberating position has a device for detecting the ambient temperature and a device for controlling the driving force of the motor. The driving force of the motor is increased when the ambient temperature is low and the driving force is decreased when the ambient temperature is high.

Probable Assignee: NSK WARNER KK

Earliest Publication Date: 19840905



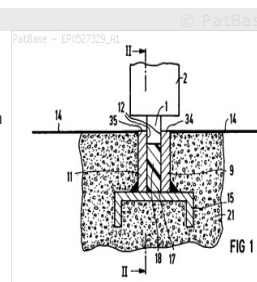
71) Family number: 17728437 (EP0527329A1)

GUIDING **RAILS** WITHOUT SLEEPERS.

Abstract: The guiding **rail** has two parallel, preferably angularly designed **rail** strips (9, 11). These bound a guiding gap (12), lying inbetween. This gap serves for guiding, for example, a sliding skid (1) on the underside of an object (2) to be guided by the **rail**, for example a factory gate. The upper edges (34, 35) of the **rail** strips (9, 11) are approximately at the same height and terminate without sleepers and flush with the surrounding ground surface (14). The guiding gap (12) is filled, at least in the region of the upper edges (34, 35), completely and flush with a flexible filling material (17). The guiding gap (12) is released only temporarily, by compression of the flexible filling material (17), by the engaging of a component part (1) of the object (2) to be guided. The guiding **rail** can preferably be driven over without hinderance by vehicles which have only a low ground clearance, in particular air-cushion vehicles.

Probable Assignee: SIEMENS AG

Earliest Publication Date: 19921119



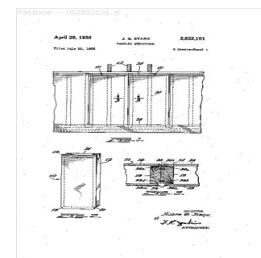
72) Family number: 22381050 (US2832101A)

PANELED STRUCTURE

Abstract: Source: US2832101A (Claim 1) 1. In combination, a pair of adjacent co-planar rectangular, 5 tangential panel members; a pair of L-shaped **anchor** members secured to respective adjacent corner portions of the panels and each having legs lying in mutually perpendicular planes and extending in the direction of the plane of the panels, each **anchor** member having a longitudinal slot at the corner portion thereof and extending in the direction of the plane of the panels and a transverse slot intersecting the longitudinal slot; and a bolt having opposite end portions disposed in the respective longitudinal slots.

Probable Assignee: LAMTECK CORP OF AMERICA

Earliest Publication Date: 19580429



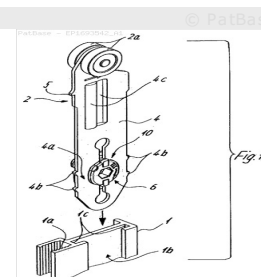
73) Family number: 33252804 (EP1693542B1)

TROLLEY FOR A SLIDING **DOOR**

Abstract: Source: EP1693542B1 The connecting device has a profile **rail** (1) with an undercut groove (1b). A **runner**/support part (2) of a sliding **door** has a baseplate (4) inserted into the groove, which carries rollers (2a), sliders or the like. The baseplate also has a spreadable section (4a) within which a clamping element (10) is arranged for spreading and clamping the baseplate within the groove.

Probable Assignee: HETTICH HEINZE GMBH AND CO KG

Earliest Publication Date: 20050504



74) Family number: 16484002 (DE8402399U1)

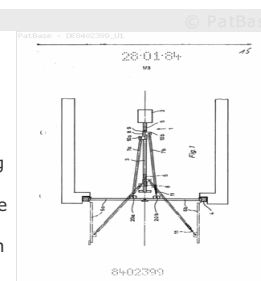
VORRICHTUNG ZUM OEFFNEN UND SCHLIESSEN VON TOREN, INSBESONDERE GARAGENTOREN DEVICE FOR OPENING AND CLOSING OF GATES, GARAGE **DOORS**, ESPECIALLY (MACHINE TRANSLATION)

Abstract: Source: DE8402399U1 (Claim 1) 1. Vorrichtung zum oeffnen und Schliessen von Toren, insbesondere Garagentoren, mit einem Deckenantrieb, der einen Antriebsmotor, eine etwa rechtwinklig zur Torzarge deckenseitig montierbare Laufschiene und einen entlang der Laufschiene bewegbar gelagerten, ueber Kraftuebertragungsmittel, z. 9. eine Kette oder eine Spindel, mit dem Antriebsmotor gekuppelten Antriebsschlitten aufweist, und mit einer die Bewegung des antriebschlittens auf das Tor uebertragenden Gestaengeanordnung, d g e k e n n z e i c h n e t, dass zur Betaetigung eines zweifluegeligen Tores (sua, 6b) eine Gestaengeanordnung mit zwei Betaetigungsstangen (7a, 7b) vorgesehen ist, die an einem mit dem Antriebsschlitten (5) tandemartig bewegungsgekoppelten Zusatzschlitten (8; 8'; 8'') angelenkt sind, dass der Zusatzschlitten aus wenigstens zwei Profilstuecken (80, 81; 80', 81'; 80'', 81'') mit einer in Bewegungsrichtung der Schlitten (5, B) entlang der Laufschiene (3) verlaufenden Teilungsebene (86) zusammengesetzt ist und dass die Profilstuecke (80,81; 80', 81'; 80'', 81'') loesbar miteinander verbunden sind und unter Formschluss in die LaL'f- schiene (3) eingreifen und/oder diese wenigstens teilweise umfassen.

Machine translation: (Claim 1) 1 Device for opening and closing of gates, garage **doors** in particular, with a ceiling mounted, the drive motor, an approximately perpendicular to the **door** frame cover side mount **rail** and one for movably mounted along the **rail**, over Kraftuebertragungsmittel, 9 a chain or a spindle, having with dema drive motor coupled drive sled, and with the movement of antriebschlittens dgeknzeichnet on goal by supporting Gestaengeanordnung, that to operate a two-leaf gate (sua, 6b) a Gestaengeanordnung two Betaetigungsstangen (7a, 7b) provided is that at one with the drive carriage (5) tandem movement coupled additional slide (8, 8', 8'') are linked to the additional slide of at least two Profilstuecken (80, 81, 80', 81', 80'', 81'') with a direction of motion of the carriage (5, B) along the running **rail** (3) division running level '(86) put together, and that the Profilstuecke (80,81; 80', 81', 80'', 81'') detachably connected to each other and engage in positive engagement in the LaL'f **rail** (3) and / or comprise at least partially.

Probable Assignee: TORAUTOMATIC KRUSE AND DUEPPE VERTRIEBSGESELLSCHAFT MBH AND CO KG 4300 ESSEN DE

Earliest Publication Date: 19840510



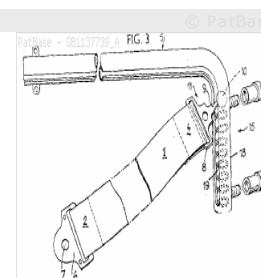
75) Family number: 22953999 (GB1137739A)

IMPROVEMENTS IN OR RELATING TO SAFETY BELT DEVICES FOR VEHICLES

Abstract: Source: GB1137739A 1,137,739. Safety harness. BRITAX (LONDON) Ltd. 23 May, 1967 [27 May, 1966], No. 23908/66. Heading A3V. One end 2 of a safety belt 1 is permanently or detachably **anchored** to the vehicle seat, floor or lower bodywork region and the other end 4 carries a **runner** 11 which is slidably confined in a guide track 5 mounted on or preferably above the vehicle **door** at the other side of the seat. At the rear end of the track is a down turned portion 15 housing a compression spring 19 on which the **runner** seats and which allows the user limited forward movement when the belt is in use. To release the belt the user lifts the **runner** and slides it to the front of the track. In an alternative form, Fig. 2 (not shown), the down turned portion is of lesser length and ends in a cup-like bearing (16) and the spring is omitted.

Probable Assignee: BRITAX LONDON LTD

Earliest Publication Date: 19681227



76) Family number: 58342256 (US2015224742A)

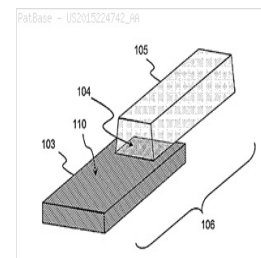
METAL-RESIN COMPOSITE STRUCTURE AND METAL MEMBER

PatBase - 58342256

Abstract: Source: US2015224742A A metal-resin composite structure (106) is obtained by bonding a metal member (103) and a resin member (105) formed of a thermoplastic resin composition (P) to each other. Regarding six linear portions in total on a surface (110) of the metal member (103) including three arbitrary linear portions which are parallel to each other and another three arbitrary linear portions which are perpendicular to the former three linear portions, a surface roughness measured according to JIS B0601 (corresponding international standard: ISO4287) satisfies the following requirements (1) and (2) at the same time: (1) material ratio of the roughness profile (Rmr) of one or more linear portions at a cutting level of 20 percent and an evaluation length of 4 mm are lower than or equal to 30 percent; and (2) ten point average roughnesses (Rz) of all the linear portions at an evaluation length of 4 mm are greater than 2 micro m.

Probable Assignee: MITSUI CHEMICALS INC

Earliest Publication Date: 20150122



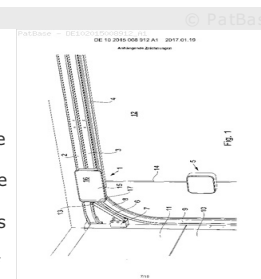
77) Family number: 64696673 (DE102015008912A1)

ORTSVERAENDERBARE ANTRIEBSEINHEIT PLACE ADJUSTABLE DRIVE UNIT (MACHINE TRANSLATION)

Abstract: Source: DE102015008912A1 Die Erfindung betrifft eine ortsveraenderbare Antriebseinheit fuer ein mehrteiliges, aus gelenkig miteinander verbundenen Torelementen gestaltetem Sektionaltor, wobei die Torelemente seitlich, im Wesentlichen in vertikalen und horizontalen Laufschienen ortsveraenderbar gefuehrt werden und die Ortsveraenderung der Torelemente ueber einen Verbindungsarm zu der Antriebsvorrichtung erreicht wird, wobei die Antriebsvorrichtung ein Gehaeuse aufweist, das einen im Wesentlichen rechteckigen Aufbau aufweist, wobei die Rueckseite kleiner ist als die Vorderseite und die Rueckseite parallel zur Vorderseite verlaeuft. The invention relates to a local variable drive unit for a multipart designed flexibly interconnected elements of the gate sectional **door**, with the **door** elements sideways, place be changed run primarily in vertical and horizontal **rails** and the change of place of the **door** elements via a connecting arm to the drive device is reached, where the drive device has a body that has an essentially rectangular building, where the back is smaller than the front and the back parallel to the front runs.

Probable Assignee: NOVOFERM TORMATIC GMBH

Earliest Publication Date: 20170119



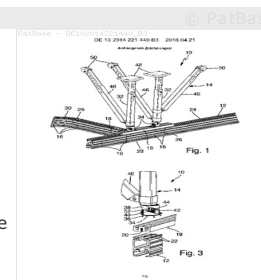
78) Family number: 62169487 (DE102014221440B3)

LAGER- UND FUEHRUNGSEINRICHTUNG EINER SCHIEBEWAND- ODER SCHIEBETUERANLAGE STORAGE AND MANAGEMENT SYSTEMS OF A SLIDING WALL - OR SLIDING **DOOR** SYSTEM (MACHINE TRANSLATION)

Abstract: Source: DE102014221440B3 Eine Lager- und Fuehrungseinrichtung einer Schiebenwand- oder Schiebetueranlage umfasst wenigstens eine Laufschiene zur oberen Lagerung und Fuehrung wenigstens eines Schiebefluegels sowie eine Unterkonstruktion, ueber die die Laufschiene an einem Baukoerper befestigbar ist. Die Laufschiene umfasst mehrere Laufschiensegmente, wobei die Bereiche zwischen benachbarten Laufschiensegmenten zumindest teilweise durch zwischen der Laufschiene und der Unterkonstruktion angeordnete Verstaerkungselemente ueberbrueckt sind, deren oberer Bereich eine der Kontur des oberen Bereichs der restlichen Laufschiene und insbesondere eine der Kontur der geraden Laufschiensegmente der Laufschiene entsprechende Kontur besitzt. Least A warehouse and a Fuehrungseinrichtung Schiebenwand- or Schiebetueranlage includes a running **rail** for the upper support and leadership at least one Schiebefluegels and a substructure, over the running **rail** can be attached to a structure. The running **rail** comprises a plurality of track segments, said regions between adjacent guide **rail** segments are at least partially bridged by interposed between the track **rail** and the substructure Verstaerkungselemente whose upper region to the contour of the upper region of the remaining track **rail** and more particularly to the contour of the straight guide **rail** segments of the running **rail** corresponding contour has.

Probable Assignee: GEZE GMBH

Earliest Publication Date: 20160421



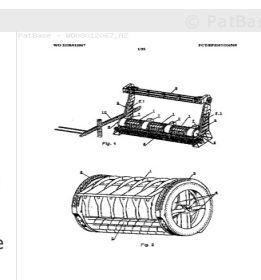
79) Family number: 41178991 (WO08012067A2)

HYDROELECTRIC DEVICE FOR A WATER POWER INSTALLATION

Abstract: Hydroelectric device for a water power installation having at least one water turbine, having an electrical generator (12 or 81) which rests on a lower lateral supporting foundation (8) and having a through-line (10) for water life to bypass the water power installation, which comprises a housing (1), an adjustable sluice (3), a housing (1), a spacer (7) on both sides, arranged so that it can be moved with journal bearings (6) on fixed bearings (5) on side supporting mounts (5,1 and 5,2), which are fitted to the lateral supporting foundation (8), and a rotor (2) which is provided with flexible blades (13) fitted in rows on the circumference is mounted such that it revolves in the housing (1), to which the electrical generator (12 or 81) is fitted, mechanically coupled, therein or in the spacer (7), with a through-line (10) composed of pipes being arranged at the side on the water power installation and forms the passage for the water life, located approximately in the horizontal direction.

Probable Assignee: JOHANN HOFFMANN

Earliest Publication Date: 20080131



80) Family number: 60815443 (GB2542352A)

WATER POWER PLATFORM

Abstract: Source: GB2542352A A cold water supply for Ocean Thermal Energy Conversion system comprises a turbine driven pump located on a submerged platform. Fluid to drive said system is supplied through a plurality of hoses. The hoses may be under a positive pressure thus obviating the need for rigid pipework. The platform may be buoyant and may be tethered above the seabed by a series of **anchor** cables. The deep water may be transferred to a ship via a single point mooring system. The use of turbine driven pumps avoids the need to use electric motors on the submerged platform.

Probable Assignee: EDWARDS DOUGLAS

Earliest Publication Date: 20170322

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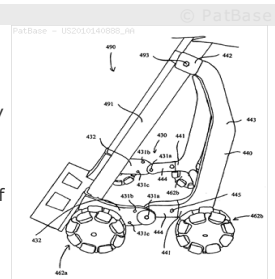
81) Family number: 45171312 (US2010140888A)

HANDTRUCK

Abstract: Source: US2010140888A A handtruck or trolley (90) comprising: a handtruck frame (91) including a frame base (98) extending to an outward handle portion (97) of the handtruck frame, the handtruck frame generally lying in a first plane and having a front and a rear; a load support (95) mounted to the front of the handtruck frame and generally lying in a second plane inclined relative to the first plane; and a handtruck wheel assembly (60,80) mounted to the frame base, the handtruck wheel assembly comprising at least two sets of wheels (65a,60b,82a,82b), each set having a fixed main axis (6ba,106b) of rotation parallel to the first plane and capable of travel in a direction normal to the main axes, wherein the wheel or wheels of at least one of the sets of wheels is or are multidirectional and capable of travel in a lateral direction or in an angular direction having a vector component parallel to the main axes.

Probable Assignee: PETER MCKINNON

Earliest Publication Date: 20100610



82) Family number: 19278845 (DE471554A)

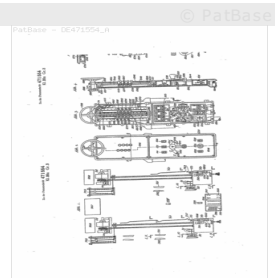
ELEKTRISCH BETRIEBENER AUFZUG ELECTRICAL OPERATED ELEVATOR (MACHINE TRANSLATION)

Abstract: Source: DE471554A (Claim 1) PATENTANSPRUCHE: Einrichtung fuer elektrisch betriebene Aufzuege, dadurch gekennzeichnet, dass das Anfahren durch einen Bedienungsmann im Fahrkorbe, die Fahrtrichtung und das Anhalten zur Aufnahme von: Fahrgaesten jedoch von Steuerstellen ausserhalb des Fahrkorbes eingesteuert wird.

Machine translation: (claim 1) CLAIMS: device for electrically operated lifts, characterized in that the start-up by an operator in the driving basket in the direction of travel and stopping to hold: passengers but is controlled by control points outside of the car.

Probable Assignee: OTIS AUFZUGSWERKE GMBH

Earliest Publication Date: 19290222



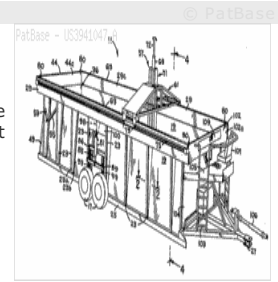
86) Family number: 1244183 (US3941047A)

COTTON MODULE BUILDER

Abstract: Source: US3941047A The cotton module builder comprises a mobile, open-bottomed rectangular frame structure into which field cotton can be deposited. A compacting mechanism is mounted at the open top of the frame structure in order to compress the cotton therein into a compact, self-supporting stack (or module) which can be left in the field when the module builder is moved to a new location. The stack can then be picked up later and transported to a cotton gin.

Probable Assignee: FMC CORP

Earliest Publication Date: 19760302



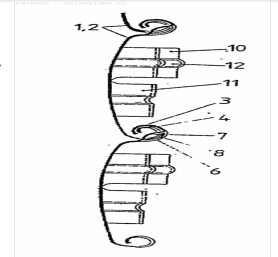
87) Family number: 17998593 (DE19621889A1)

SHUTTER OR ROLL-UP DOOR

Abstract: Source: DE19621889A1 The arrangement is made of several parts or sections, which are linked together at each corners. One of the sections (1,2) intermeshes with the recess of the section in direction of the swivel axle (5). Each swivel axle is limited at each extremity with recess. There is a clearance between each recess to enable relative movement of the section one relatively to the other as well as flexibility.

Probable Assignee: GRIEBEL EDGAR

Earliest Publication Date: 19971204



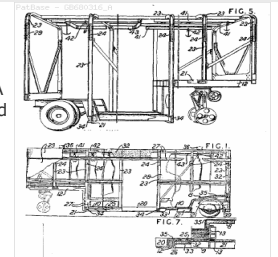
88) Family number: 19841687 (GB680316A)

AN IMPROVED TRAILER BODY FOR ROAD VEHICLES

Abstract: Source: GB680316A 680,316. Thermally insulated road vehicle trailer bodies. S. M. T. SALES and SERVICE CO., Ltd., TONATHY, H., and BLACK, D. S. P. April 4, 1951 [Aug. 31, 1950], No. 21530/50. Class 108 (i). A road vehicle trailer body for transporting meat and c. comprises, a foredeck 11 and a main deck 10, Fig. 1, mounted on crank-ended longitudinal chassis members 12, 13 and cross-members 9, and a roof fitted with straight rails 41 and an endless rail 43 carrying roller hangers 42 from which carcasses can be suspended, the rails being fixed to hooped load carrying frames 23 mounted on chassis outriggers 21. A loading well 20 is provided at each side of the body to reduce the loading level, and sliding doors are fitted. Each hoop 23, Fig. 5, consists of two uprights joined to a U-shaped top part by means of channel members 24. The floor 25, Fig. 7, is laid on the chassis members 12, 13, but is bolted to drilled angle members 26. Wooden rails 27, Fig. 1, bolted to the hoops 23, support inner and outer light metal panels 28, 29, and heat-insulating material 32 is packed between the panels at the ends, sides, roof, doors and wheel arches 8, and between the inner and outer floors 25, 33. Rubber seals are fitted round the doors, and for easy cleaning the lower interior of the body is covered with zinc sheet 35. The skirt rail of the framework 27 is attached to the outer ends of the outriggers 21 by small angle irons 34 welded to the arms 21. This skirt rail carries the edges of the panels and floors, and also the guide rails of the doors 30. Adjustable ventilators 36, and electric lights supplied from a battery 39 may be provided, and the foredeck may be built as a separate compartment. The carcasses are held at their lower ends by means of anchor rails 45, Fig. 2 (not shown), which rails are provided with a series of apertures which can be selectively engaged by hooks 46. The Provisional Specification describes one or more retractable loading rails which may be extended through the doors to link up with corresponding rails at the loading station.

Probable Assignee: S M T SALES AND SERVICE CO

Earliest Publication Date: 19521001



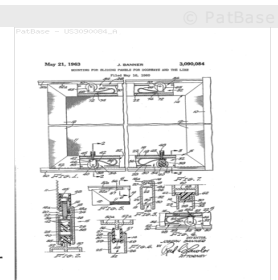
89) Family number: 22216625 (US3090084A)

MOUNTING FOR SLIDING PANELS FOR DOORWAYS AND THE LIKE

Abstract: Source: US3090084A (Claim 1) 1. In combination: a sliding frame structure to be supported in a vertical position; a horizontally positioned bottom frame member having a vertically disposed channel extending longitudinally of such member and providing a down-wardly directed opening; a wheel mounted in said Channel at said opening to carry weight of said frame structure and provided with means to engage and run upon a track for supporting said frame structure; mounting means in which said wheel is rotatably mounted; a spring connected with said frame member for yieldingly positioning said mounting means and its wheel in said Channel and to urge said wheel downwardly in said Channel and said opening; and adjustable stop means interengaging between said frame member and said wheel mounting means for adjusting the operating position of said wheel relative to said frame member and said Channel, said adjustable stop means being a screw threaded into a portion of said frame member above said Channel, and said spring being a leaf spring connected at one end to said frame member and at the other end to said wheel mounting means opposite said adjusting screw.

Probable Assignee: ANJAC MFG CO

Earliest Publication Date: 19630521



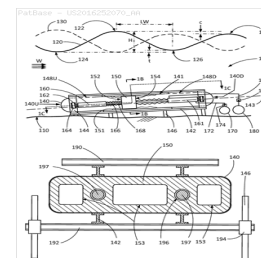
90) Family number: 61651091 (US2016252070A)

WAVE ENERGY CONVERTER

Abstract: Source: US2016252070A A wave energy converter located on the seabed extracts the potential energy in a wave transiting over the wave energy converter. The converter includes a vessel arranged so that its longitudinal axis is located near seabed so that an upstream opening near one end sits below the crest of the wave when and a downstream opening near the other end sits below the trough of the wave. Repetitive waves flowing over the converter cause a cyclic difference in the weight of the water above the openings. This cyclic weight differential in turn creates a horizontal cyclic force acting on the piston, which in turn acts on a hydraulic cylinder to create a high-pressure hydraulic fluid. A vertical embodiment operating on similar principles is also disclosed.

Probable Assignee: WANNI AMAR S

Earliest Publication Date: 20160211



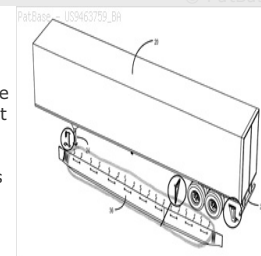
91) Family number: 63729081 (US9463759B)

UNDERRIDE GUARDS

Abstract: Source: US9463759B An underride collision protection system for a truck. In one example, a rear bumper brace gusset is attached to a truck body and extends a rear bumper toward and connects it to the side edge of the truck. A front panel bracket is also attached to the truck body. A fabric side underride guard panel has a front end and a rear end. The front panel bracket and the rear bumper guard hold the fabric side underride guard panel into place at the front end and rear end respectively. A stretching mechanism pulls the side underride guard panel taut between the front end and the rear end. This abstract is not to be considered limiting, since other embodiments may deviate from the features described in this abstract.

Probable Assignee: KIEFER AARON J

Earliest Publication Date: 20161011



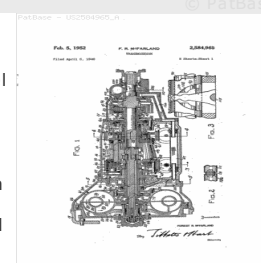
92) Family number: 22651983 (US2584965A)

TRANSMISSION

Abstract: Source: US2584965A (Claim 1) 1. In a transnission for motor vehicles driven by an engine having a fuel intake manifold, a power shaft, a driven shaft, planetary aearin., including a carrier adapted to connect said shafts in drive relation, a brake device for the carrier, a clutch device for connecting the carrier to the power shaft, a pressure fluid system adapted to operate said devices, valve means for controllin,,, fluid flow in the system to selectively engage said brake device or said clutch device, an electrically energized means for controlling said selector valve means, passage means coniecting the pressure fluid system with the electricly energized means In relation to control the pressure fluid system, a valve device in the passage means, means responsive to vehicle speed for actuating said valve device, and means responsive to pi,ess I ure in the intake nianifold for actuating said valve device, said valve device being opened in a variable vehicle speed range above a predetermined speed selected by varying intake manifold pressure.

Probable Assignee: PACKARD MOTOR CAR CO

Earliest Publication Date: 19520205



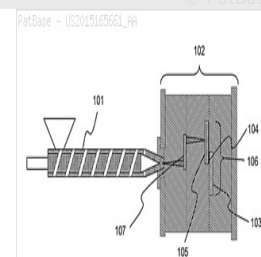
93) Family number: 55204624 (US2015165661A)

COMPLEX AND METHOD FOR MANUFACTURING COMPLEX

Abstract: Source: US2015165661A In a complex of the invention, a resin member made of a resin material including a polyolefin and a metal member are joined together through a primer layer. In addition, the resin member is obtained by molding the resin material by injection, a coexistence layer in which a primer resin material configuring the primer layer and the resin material coexist is formed between the primer layer and the resin member, and a thickness of the coexistence layer is in a range of more than or equal to 5 nm and less than or equal to 50 nm.

Probable Assignee: MITSUI CHEMICALS INC

Earliest Publication Date: 20131128



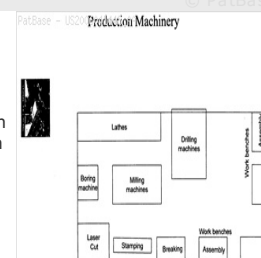
94) Family number: 32633848 (US2006041448A)

NUMBER OF NEW AND UNIQUE MANUFACTURING AND ASSEMBLY METHODS AND PROCESSES TO COST EFFECTIVELY REFIT AND MARKET LEGACY IMPLEMENTS LIKE "THE GILHOOIE" PRESENTLY NAMES "THE WILI GRIP" TM

Abstract: Source: US2006041448A The invention: involves a unique set of mass production process and evaluation tools to reappraise intricate otherwise costly products to produce or reproduce and manufacture them best in a high cost of living society and low cost of living society. The techniques described here are to specifically bring back a legacy kitchen aids tools, products and other such devices like (The Gilhoolie renamed the WiliGrip(TM)). "The Wili Grip" is a perfect example of intricate craftsmanship that was possible to make when labor was inexpensive in the United States and other industrial countries but has become more difficult to reproduce or compete without inexpensive labor. The invention teaches a variety of metal fabrication production techniques designed to provide technically advanced nations like the US a competitive set of modalities to maintain jobs domestically and compete with low cost labor operations world wide. The production technologies are not limited to aiding industrialized countries, but also presented to teach world leaders, commercial interests and societies how to plan the best use of their assets and technology to proficiently develop competitive commercial product progressively and reduce negative environmental and socio economic impacts, due to gaps in production technology.

Probable Assignee: PATTERSON ROBBIE L

Earliest Publication Date: 20060223



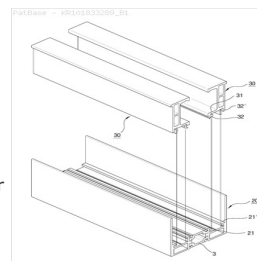
95) Family number: 68717560 (KR101833289B)

REINFORCES APPARATUS OF RAIL FOR FOLDING DOOR

Abstract: Source: KR101833289B The present invention relates to a reinforcing device of a **rail** for a folding **door** which can selectively divide or expand a space of a building. According to the present invention, a pair of auxiliary frames is detachably coupled in a lower **rail** supporting a load of the folding **door**. When each of the auxiliary frames is separated, the lower **rail** in a corresponding position is fixed to be penetrated by a screw **anchor** or a screw and is coupled to a **runner** that slides. Accordingly, the reinforcing device of the **rail** for a folding **door** enables easy construction and maintenance of the folding **door** while maintaining firm durability even when the folding **door** is opened, and a biased load is applied to the lower **rail**. The lower **rail** is formed by a body frame which has a pair of aluminum profiles symmetrically facing to each other through an insulation material at the center thereof and a pair of auxiliary frames each detachably coupled in the body frame. The body frame has a hooking protrusion for providing a binding force when each auxiliary frame is seated and coupled in the body frame and a supporting projection for a supporting action, wherein the hooking protrusion and the supporting projection are respectively formed along a longitudinal direction in a mutually isolated state. A fastener penetrates through a separated portion between the hooking protrusion and the supporting projection placed on both sides of the insulating material and thus the separated portion is fixed on the floor of the building. A runway, on which the **runner** coupled to the lower part of the folding **door** slides, is provided at each auxiliary frame. A hooking groove to be engaged with the hooking protrusion and a rib to be seated on the supporting projection are respectively formed on the lower part of the runway.

Probable Assignee: KTOPS CO LTD

Earliest Publication Date: 20180228



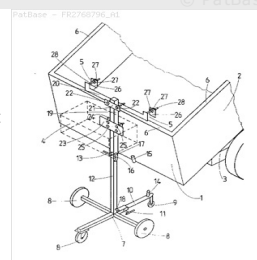
96) Family number: 14315145 (FR2768796A)

DETACHABLE SUPPORT FOR TIPPER TRUCK HOPPER

Abstract: The support consists of **anchors** (5) connected to a vertical telescopic mast (12) using leverage for its extension on the vehicle tailgate (1) or tipping side panel (2) to lift or lower an attachment (4). The **anchors** have adjustable apertures, and the telescopic mast can be locked in any intermediate position. The lower end of the mast has a tripod (7) with two arms parallel to the upper edge (6) of the tailgate, having rollers (8). A fourth arm (10) with an end roller (9) is telescopically adjustable and lockable in any position.

Probable Assignee: LOUIS JOSEPH CHARPENET

Earliest Publication Date: 19990326



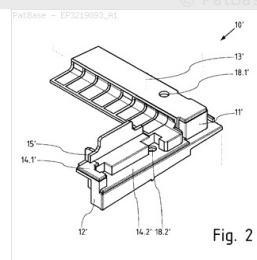
97) Family number: 62527869 (EP3219893A1)

MITTELDICHTUNGSBLOCK FUER EINE HEBESCHIEBTUER CENTRAL SEAL BLOCK FOR A SLIDING/LIFTING **DOOR**

Abstract: Source: EP3219893A1 Ein Mitteldichtungsblock (10; 10') fuer eine Hebe-Schiebe-Tuer (100), ist zur Anordnung zwischen einem Festfluegel (110) und einem eine Bodenschwelle (130) erhoehenden Aufbauprofil (140), vorgesehen und umfasst wenigstens umfassend eine Basis (11; 11'), die sich in Laengsrichtung des Aufbauprofils (140) erstreckt, sowie einen Querriegel (12; 12'), der sich rechtwinklig an die Basis (11; 11') anschliesst. An einer dem Aufbauprofil (140) zuzuwendenden Unterseite ist wenigstens eine nach unten offene Dicht-/Klebstoffkammer (19.1', 19.2') ausgebildet, die wenigstens eine sich zur Oberseite oeffnende Einfuelloeffnung (18.1', 18.2') besitzt. A middle seal block (10; 10') for a lift-sliding **door** (100), for arrangement between a fixed-wing (110) and a bottom threshold (130) increasing construction profile (140), and comprises at least comprising a base (11; 11') extending in the longitudinal direction of the body (140), and a transverse profile bolt (12; 12'), which is perpendicular to the base (11; 11'). At a construction profile (140) turning bottom is at least one downwardly open sealing/adhesive chamber (19.1, 19.2'') are formed, the at least one extending to the upper side opening fuel filler hole (18.1, 18.2'').

Probable Assignee: VEKA AG

Earliest Publication Date: 20160609



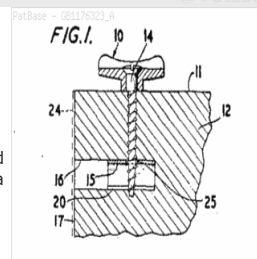
98) Family number: 708292 (GB1176323A)

IMPROVEMENTS RELATING TO THE FIXING OF ATTACHMENT FITTINGS TO ARTICLES OF FURNITURE

Abstract: Source: GB1176323A 1,176,323. Furniture joints. ENGLISH ROSE KITCHENS Ltd. 30 Jan., 1967 [4 Feb., 1966], No. 4922/66. Heading A4H. A **runner** 10 is secured to a sliding **door** panel 12 by a screw 14 which passes through a pilot hole 25 and a slit 20 in a tubular **anchor** member 15, of metal or plastic, located in a bore 16, the screw having a self-tapping thread and in forcing through the slit cuts or co-operating threads in the walls thereof and widens the slit to expand the **anchor** member so that it wedges in the bore. In modifications the slit is replaced by a second pilot hole, the pilot holes being relatively small and co-operating threads being cut therein by the screw, or a clamping plate is positioned below the **runner** and has downwardly projecting barbs or lugs, or is of channel section, to engage or embrace the panel. The bore may extend through the panel the end or ends of the bore being closed by a cover panel or veneer facing.

Probable Assignee: ENGLISH ROSE KITCHENS LTD

Earliest Publication Date: 19700101



99) Family number: 12363933 (US5487299A)

APPARATUS AND METHOD FOR DESTRUCTIVE TESTING OF COUPONS FORMED FROM METAL

Abstract: Source: US5487299A An apparatus and method for conducting destructive testing is disclosed. A flywheel 14 supports a hammer 60 on an outer periphery thereof and in fixed position relative thereto. A carriage 90 includes a support mechanism which supports a coupon C taken from an article of manufacture. The carriage 90 moves between a first retracted position and a second deployed position. In the deployed position, the coupon C is placed into the path of the hammer 60 as the flywheel 14 rotates. Sensing means 200 are provided for sequencing the advancement of the coupon C into the hammer's path. Means are provided for disengaging a drive which powers the flywheel 14 immediately prior to the hammer 60 impacting and severing the coupon C. Means are further provided for measuring the decrement in flywheel speed caused by severing the coupon C. The decrement can be related to the force required in passing the hammer 60 through the coupon C which in turn relates to the properties of material forming the coupon C.

Probable Assignee: NAPA PIPE CORP

