

1) Family number: 21465067 (FR1420468A)

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Title: UNITE POUR LE TRANSPORT DE MARCHANDISES LOURDES ET DE GRANDE LONGUEUR, NOTAMMENT DETRONCONS DE VOIE UNITE FOR FREIGHT HEAVY AND LARGE LENGTH INCLUDING CHANNEL DETRONCONS (Machine translation)

Abstract: Source: FR1420468A [FR] (Claim 1) teurs sequentiels jusqu'au -retablissement de la cadence de dechargement souhaitee.

Machine translation: (Claim 1) tors up-sequential restoration of the rate of unloading Desired.

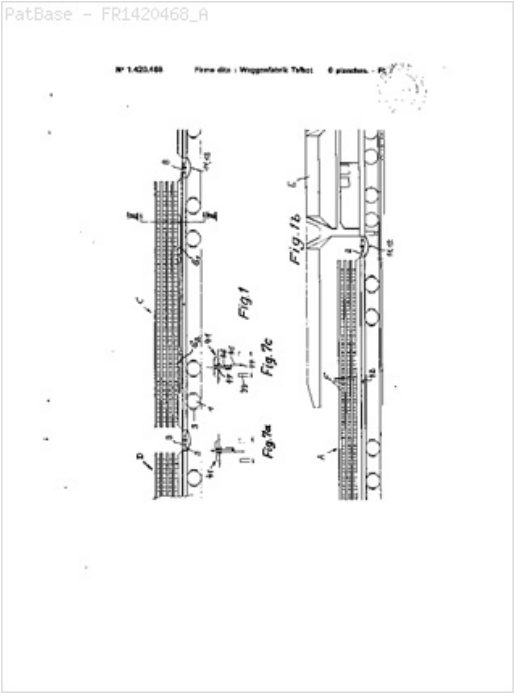
Classifications:

International (IPC 8-9): E01B29/02 (Advanced/Invention);
E01B29/00 (Core/Invention)

International (IPC 1-7): E01B29/00

CPC: E01B29/02

European: E01B29/02



Family:

Publication number	Publication date	Application number	Application date
FR1420468 A	19651210	FR19640992589	19641023

Priority:

FR19640992589 19641023

Probable Assignee:

TALBOT WAGGONFAB

Assignee(s): (std):

TALBOT WAGGONFAB

Assignee(s):

WAGGONFABRIK TALBOT

2) Family number: 61062129 (WO15187043A1)

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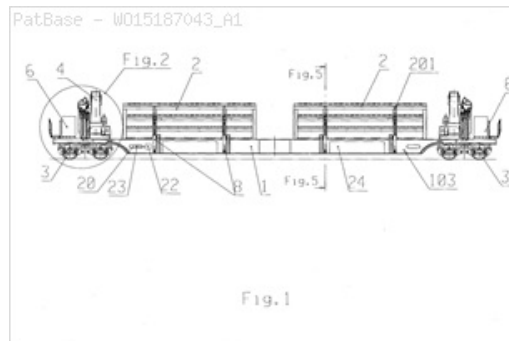
Title: A HOPPER RAILWAY CAR

Abstract: A hopper railway car structure contains two pairs of rectangular swingarms to incline each loading platform (2), installed between a backbone beam (103) of the railway car undercarriage (1) and transverse beams (201) of the loading platform (2), along with a blocking mechanism of the inclined position of the platform (2) in transportation mode, two rotary cranes (4) with a vertical rotation axis (OZ), mounted via bases (5) on the undercarriage (1) of the railway car in a transition zone between the backbone beam (103) and a swivel beam (102), along with a mechanical lock of transverse position of the crane (4) in the transport mode, two pairs of extensible and rotating support legs (7) installed at the bases of cranes, along with a mechanical blocking of the vertical position of reversed support legs (7) in the transport mode, two power unit cabinets (6), comprising a motor and hydraulic equipment for each crane (4), installed on the swivel beam (102) between end sill (101) and the base (5) of the crane (4), two brake actuators (22), mounted on the side of the backbone beam (103) on the heel side of the railway car, with a brake lever (23) inserted into the centre of the backbone beam (103) through a side opening (20), two ballast boxes (24) installed under the loading platforms (2) on the side of the backbone beam (103) on the heel side of the railway car between a plates of horizontal bumpers (14).

Classifications:

International (IPC 8-9): B61D15/00 B61D3/16
E01B29/02 (Advanced/Invention)

CPC: B61D15/00 E01B29/02



Family:

Publication number	Publication date	Application number	Application date
DE602015015158 D1	20180920	DE201560015158T	20150527
EP3152093 A1	20170412	EP20150736866	20150527
EP3152093 B1	20180822	EP20150736866	20150527
ES2697336 T3	20190123	ES20150736866T	20150527
HU041921 T2	20190628	HU20150736866T	20150527
PL226142 B1	20170630	PL20140408440	20140605
PL408440 A1	20151207	PL20140408440	20140605
PT3152093 T	20181129	PT20150736866T	20150527
RU2016147577 A	20180605	RU20160147577	20150527
RU2016147577 A3	20180605	RU20160147577	20150527
RU2671445 C2	20181031	RU20160147577	20150527
TR201816327 T4	20181121	TR20180016327T	20150527
WO15187043 A1	20151210	WO2015PL00082	20150527

Priority:

PL20140408440 20140605 EP20150736866 20150527 WO2015PL00082 20150527
RU20160147577 20150527

Probable Assignee: KOLEJOWE ZAKLADY NAWIERZCHNIOWE BIEZANOW

Assignee(s): (std): KOLEJOWE ZAKL NAWIERZCHNIOWE BIEZANOW ; KOLEJOWE ZAKL NAWIERZCHNIOWE BIEZANOW SPOLKA Z O O ; KOLEJOWE ZAKLADY NAWIERZCHNIOWE BIEZANOW ; KOLEJOWE ZAKLADY NAWIERZCHNIOWE BIEZANOW SPOLKA Z OGRANICZONA ODPOWIEDZIALN ; KOLEJOWE ZAKLADY NAWIERZCHNIOWE BIEZANOW SPOLKA Z OGRANICZONA ODPOWIEDZIALNO

Assignee(s): KOLEJOWE ZAKLADY NAWIERZCHNIOWE BIEZANOW SPOLKA Z OGRANICZONA ODPOWIEDZIALNOSCIA ; KOLEJOWE ZAKLADY NAWIERZCHNIOWE BIEZANOW SPOLKA Z OO

Inventor(s): (std): EDWARD LISOWSKI ; KAMINSKA MAGDALENA ; LISOWSKI EDWARD ; MAGDALENA KAMINSKA

Agent(s): GIZINSKA SCHOHE MALGORZATA; ELZABURU SLP ELZABURU SLP; MYZNIKOVU BV; FULYA SUEMERALP; STACHOWSKI ANDRZEJ

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

3) Family number: 18602222 (GB303529A)

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Title: Lifting apparatus mainly for the laying and taking up of railway tracks

Abstract: Plant for laying track comprises means for rapidly taking up and releasing rails and sleepers, the release being automatic. The sleepers are handled by bridge cranes with electrically driven bogies travelling on rails mounted on three adjacent trucks. The bridge carries a track extended by rails carried by swinging arms supported by rollers on circular tracks. The arms when not in use lie parallel with the main track. The track supports a carrier traversed by an electric motor and provided with an additional motor for raising and lowering a frame which supports a rectangular frame carrying the lifting-dogs for the sleepers. The frame shown carries eight sleepers at the correct spacing. The track-laying plant may be used for laying or relaying a parallel track or a single track; in the latter case, the track sections are assembled on the wagons by means of the plant, and are then deposited endwise on the roadbed by a jib crane. The Specification as open to inspection under Sect. 91 (3) (a) comprises also the use of cranes, Figs. 9 (Cancelled), 10 (Cancelled), for handling rails, each crane comprising a beam 54 turning on vertical support 73 and constituting a runway for a carriage with lifting-gear for a rectangular frame 60 provided with lifting-dogs spaced apart at the track gauge. This subject-matter does not appear in the Specification as accepted.

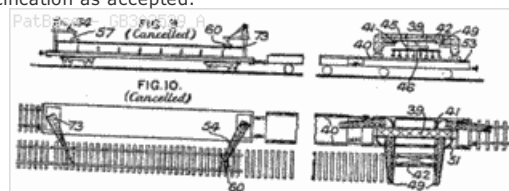
Classifications:

International (IPC 8-9): E01B29/06 (Advanced/Invention); E01B29/00 (Core/Invention)

International (IPC 1-7): B66C1/66 E01B29/00

CPC: E01B29/06

European: E01B29/06



Family:

Publication number	Publication date	Application number	Application date
GB303529 A	19300407	GB19290000495	19290105

Probable Assignee: LOUIS PAUL GUILBERT
Assignee(s): (std): LOUIS PAUL GUILBERT ; MAURICE HENRI LEMAIRE

4) Family number: 67915264 (US2019330804A)

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Title: METHOD FOR UNLOADING, TRANSPORTING AND INSTALLING A RAILWAY TRACK

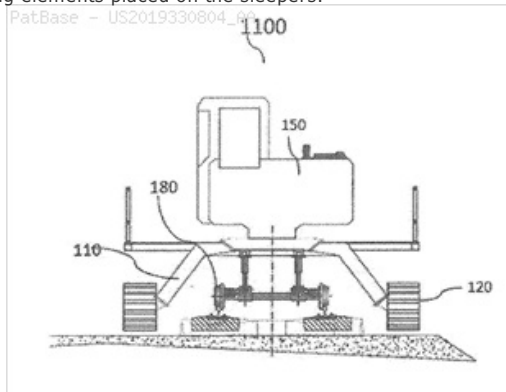
Abstract: The invention relates to a method for unloading, transporting and installing a railway track, which does not require the rail-carrying train to be brought closer after each cycle of unloading continuous welded rail (CWR), the train remaining parked at the end of the track already laid until all the CWR has been completely unloaded. According to the invention, the method consists of: fastening two rails to a crane of an unloading wagon and moving same through windows along the wagon, facilitating the descent thereof to the track; transferring the rails to a machine for pulling and positioning which moves along, leaving the rails supported on transport elements that move along the track already laid; transferring the rails from the track already laid to a section of sleepers; and moving the rails to their final position, using sliding elements placed on the sleepers.

Classifications:

International (IPC 8-9): B66C23/50 E01B29/02 E01B29/16 E01B29/17

E01B29/20 E01B33/00 (Advanced/Invention)

CPC: E01B29/02 B66C23/50 E01B29/20 E01B29/17 E01B29/16 E01B33/00



Family:

Publication number	Publication date	Application number	Application date
CA3034174 AA	20190215	CA20173034174	20170605
CL2018003618 A1	20190712	CL20180003618	20181214
CO20190000352 A2	20190329	CO20190000352	20190114
EP3470576 A1	20190417	EP20170812806	20170605
EP3470576 A4	20190612	EP20170812806	20170605
ES2646752 AA	20171215	ES20160030810	20160614
ES2646752 BA	20180809	ES20160030810	20160614
PE20190548 A1	20190416	PE20180003232	20170605
US2019330804 AA	20191031	US20170310027	20170605
WO17216405 A1	20171221	WO2017ES70407	20170605

Priority:

ES20160030810 20160614 WO2017ES70407 20170605

Probable Assignee: CONTRATAS Y VENTAS S A CONVENSA

Assignee(s): (std): CONTRATAS Y VENTAS S A CONVENSA ; CONTRATAS Y VENTAS S A CONVENSA ; CONTRATAS Y VENTAS S A U CONVENSA ; FCC CONSTRUCCION S A ; FCC CONSTRUCCION S A FCCCO ; FCC CONSTRUCCION S A FCCCO

Assignee(s): FERNANDEZ MUNIZ FERNANDO ; MIGUELEZ TAPIA FRANCISCO JAVIER ; CONTRATAS Y VENTAS CONVENSA SA ; CONTRATAS Y VENTAS CONVENSA SA ; FCC CONSTRUCCION SA ; FCC CONSTRUCCION FCCCO SA ; CONTRATAS Y VENTAS SAU CONVENSA ; FCC CONSTRUCCION FCCCO SA

Inventor(s): (std): FERNANDEZ MUNIZ FERNANDO ; MIGUELEZ TAPIA FRANCISCO JAVIER

Inventor(s): FRANCISCO JAVIER MIGUELEZ TAPIA ; FERNANDO FERNANDEZ MUNIZ

Agent(s): MARKS AND CLERK; ESTUDIO CAREY LTDA; UNGRIA LOPEZ JAVIER; ISERN NURIA; ISERN JARA NURIA

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DJ DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KH KM KN KP KR KW KZ LA LC LI LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

5) Family number: 63041332 (EP3178717A1)

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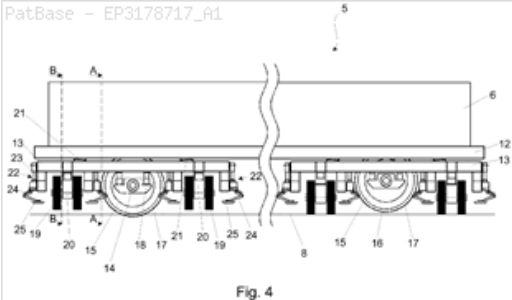
Title: RAIL VEHICLE, PREFERABLY FOR USE IN AUTOMATED CONTAINER SORTING PLANTS WITH CENTRALLY ARRANGED INTERIM STORAGE AREAS VEHICULE SUR RAIL DESTINE A ETRE UTILISE DE PREFERENCE DANS DES INSTALLATIONS DE TRI AUTOMATIQUE DE CONTENEURS AYANT DES EMLACEMENT

Abstract: Source: EP3178717A1 [DE] Schienenfahrzeug bevorzugt zur Anwendung in automatischen Containersortieranlagen mit mittig angeordneten Zwischenlagerplaetzen (3) verfuegt ueber einen die Ladung aufnehmenden Wagenrahmen (12), der ohne Anheben der eventuellen Last aufgestuetzt wird und danach die Raeder (15) des aufgestuetzten Fahrzeugs (5) von den Schienen (8) des Sortiergleises abgehoben werden und danach das Fahrzeug mit seinen eigenen Bewegungskonstruktionen (22) auf den die Stuetzung uebernehmenden Stuetzraedern (19) auf den Zwischenlagerplatz (3) bewegt wird, von dem das Fahrzeug (5) in umgekehrter Reihenfolge wieder auf das Sortiergleis zurueck bewegt werden kann. Das in dem Verfahren zur Anwendung kommende Fahrzeug (5) mit dem die Last aufnehmenden Wagenrahmen (12) hat unter den Endbereichen des auf den Schienen

(8) fahrenden Fahrzeugs (5) mindestens zwei Hilfsrahmen (13) mit mindestens einer Achse (14) mit Eisenbahnraedern (15) und weitere Raeder, die die Seitwaertsbewegung ermoeeglichen, wobei der Wagenrahmen (12) federnd auf den Hilfsrahmen gelagert ist. Das Fahrzeug (5) hat in den Endbereichen der Hilfsrahmen (13) mindestens einen Stuetzrahmen mit Stuetzraedern (19), die die Seitwaertsbewegung ermoeeglichen und deshalb sich frei drehend in einer Ebene senkrecht zur Laengsachse des Fahrzeugs (5) angeordnet sind und die Stuetzraeder (19), sowie die Raeder (15) des Fahrzeugs (5) mit senkrecht wirkenden Hebeeinrichtungen (18, 20) verbunden sind, wobei die Hebeeinrichtungen (18, 20) so miteinander verbunden sind, dass nach der Vollendung des Absenkens der einen Hebeeinrichtung (18, 20) die Bewegung der anderen Hebeeinrichtung (18, 20) in entgegengesetzter Richtung ausloest und umgekehrt. Das Fahrzeug (5) verfuegt ueber mindestens eine pneumatisch, hydraulisch oder elektrisch betriebene Bewegungseinrichtung (22), die an dem Hilfsrahmen (13) oder dem Wagenrahmen (12) montiert ist und so das Fahrzeug (5) auf den Stuetzraedern (19) quer zur Laengsachse des Fahrzeugs (5) bewegt werden kann, wobei die Bewegungseinrichtung (22) ueber mindestens ein Mittel verfuegt, das so gestaltet ist, dass diese loesbar mit einem Gelaendegegenstand verbunden werden kann, der neben den Schienen (8) und dem Zwischenlager (3) angeordnet wurde und so die voruebergehende Verbindung zwischen dem Fahrzeug (5) und dem Gelaendegegenstand ermoeeglicht. **Machine translation:** Rail vehicle preferably for use in automatic container sorting plants with centrally arranged Zwischenlagerplaetzen (3) has a carriage frame (12), which is aufgestuetzt without lifting the eventual load and then the wheels (15) of the Aufgestuetzten Vehicle (5) from the Rails (8) of the sorting track and then the vehicle with its own movement structures (22) to which the Stuetzung Uebernehmenden Stuetzraedern (19) is moved to the intermediate storage bin (3) from which the vehicle (5) can be moved back to the sorting track in reverse order. The vehicle (5) which is to be used in the procedure to which the load-taking trolley frame (12) has been under the limits of the Rail (8) Driving end vehicle (5) at least two supporting frames (13) with at least one axle (14) with Eisenbahnraedern (15) and other wheels which Seitwaertsbewegung the possibility to the carriage frame (12) is resiliently stored on the supporting frame. The vehicle (5) has at least one Stuetzrahmen with Stuetzraedern (19) in the limits of the supporting frame (13), which allows the Seitwaertsbewegung and therefore is freely rotating in a plane perpendicular to the Laengsachse of the vehicle (5) and the Stuetzraeder (19), and the wheels (15) of the vehicle (5) with vertically acting lifting devices (18, 20), wherein the lifting devices (18, 20) are connected in such a way That after the completion of the lowering of the one lifting device (18, 20) The movement of the other lifting device (18, 20) is dissolved in the opposite direction and vice versa. The vehicle (5) has at least one pneumatic, hydraulic or electrically operated movement device (22), which is mounted on the support frame (13) or the trolley frame (12) and so that the vehicle (5) can be moved to the Stuetzraedern (19) transverse to the Laengsachse of the vehicle (5), wherein the movement device (22) has at least one means, which is designed so that it can be connected to a Gelaendegegenstand Arranged next to the rails (8) and the intermediate bearing (3), allowing the provisional connection between the vehicle (5) and the Gelaendegegenstand.

Classifications:

International (IPC 8-9): B60F1/04 B61B1/00 B61D15/00 B61D3/20 B61F1/00 B65G1/02 B65G63/00 B65G63/02 B66C9/00 B66F9/06 (Advanced/Invention)
CPC: B61D3/20 B61F13/00 B65G63/025 B65G63/065 B61B1/005 B61D15/00



Family:

Publication number	Publication date	Application number	Application date
DE202015008680 U1	20160804	DE201520008680U	20151214
EP3178717 A1	20170614	EP20160203159	20161209
HU1500606 AB	20170628	HU20150000606	20151211
HU230870 B1	20181029	HU20150000606	20151211

Priority:

HU20150000606 20151211

Probable Assignee: DIEBEL

Assignee(s): (std): DIEBEL ; DIEBEL DIETRICH

Inventor(s): (std): DIEBEL DIETRICH

Agent(s): HARANGOZO GABOR

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR

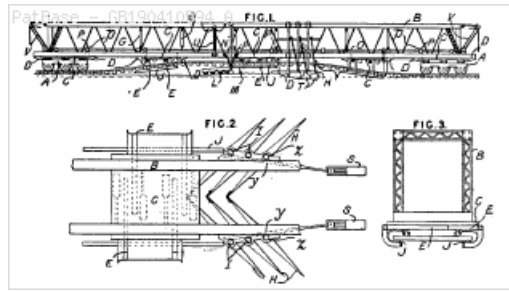
6) Family number: 36883475 (GB190410594A)

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Title: Machine for Raising, Regrading, and Ballasting Railway-tracks

Abstract: 10,594. Holbrook, E. June, 23, A.D. 1903, [date applied for under Patents Act, A.D. 1901]. Plant for laying track; ballasting.-Relates to machines for raising, regrading, and ballasting railway tracks, which machines are especially applicable for altering the grade of existing tracks. A girder bridge structure B, supported on two wheeled trolleys A so that it can be run along the line, carries skids or runners J for raising or lifting the track, ploughs H, M for drawing the material from the sides on to the track and distributing the same, and rollers L for levelling and compacting the material. The skids or runners J for raising the track are supported by movable arms E carried by bed-plates C mounted in guides D. The arms E are moved inwards, to bring the skids J under the sleepers, by means of steam or other motive fluid cylinders, and the bed-plates C may be moved transversely, to bring them all into alignment or to allow the machine to round curves, by means of eccentrics P on a shaft O engaging lugs p. The shaft O is operated through a motive-power cylinder and a crank-arm. The wheeled trolleys or trucks A are attached to similar bed-plates C. The plough for drawing the material from the sides on to the track consists of a number of scrapers H fixed to shafts I which can be rotated through cylinders S, racks y, and pinions z to place them parallel with the track or inclined thereto, as shown. The outer ends of the ploughs or scrapers H are fitted with adjusted pivoted wings T which can be raised and lowered by means of rods and worm and bevel gearing. The distributing-plough M and the levelling-rollers L are drawn into position under the raised track by means of cranes U, and are then attached to the main frame or structure by rods c. N. Cylinders G fitted with hooks are mounted on the main frame for the purpose of lifting the track when the machine is first placed in position for use. End cranes V are also provided for loading and unloading the rollers L, and ploughs M.

Classifications:



Family:

Publication number	Publication date	Application number	Application date
GB190410594 A	19050209		00000000

Priority:

19030623

Probable Assignee:

HOLBROOK ELLIOT

Assignee(s): (std):

HOLBROOK ELLIOT

Assignee(s):

ELLIOT HOLBROOK

Inventor(s): (std):

HOLBROOK ELLIOT

Inventor(s):

ELLIOT HOLBROOK

7) Family number: 19196566 (EP0044819A1)

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Title: A DEVICE FOR LOADING AND UNLOADING ALONG THE TRACK, OBJECTS, PARTICULARLY RAILS, ON TO AND FROM RAILWAY TRUCKS.

Abstract: The device has a crane with which it is possible to unload (or load) objects such as rails from the charging platform of a railway truck on to the ballast surface at the side of the line constituting the railway track in operation, without in any way deviating from the clearance gauge laid down in railway regulations. This is achieved through the use of a vertical turret (2) at the top of which is placed, in a way whereby it is able to rotate around the vertical axis thereof, a central module (4) that comprises a first arm (5) placed horizontally and extensible horizontally between two limit positions under the action of first hydraulic operating means (6); to the free extremity of the said first arm is connected a second arm (7) placed vertically and extensible vertically between the two limit positions for loading the rail on to the truck and for unloading the rail on to the ballast, under the action of second hydraulic operating means (8-9); the said second arm being provided, in the extremity of the free extremity thereof, with a hooking element (10).

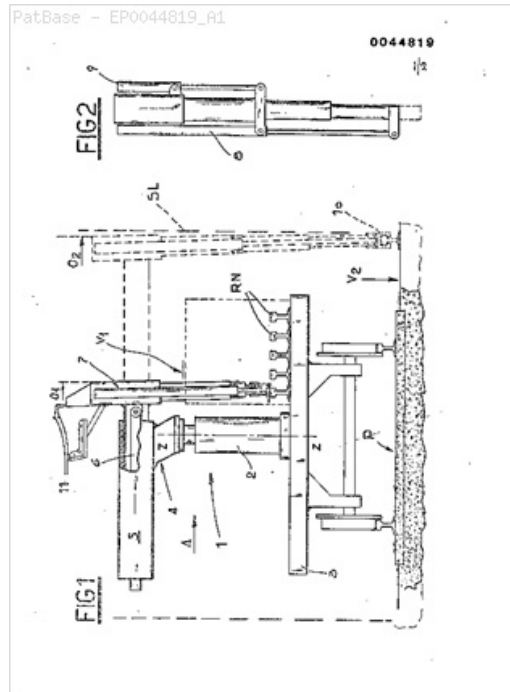
Classifications:

International (IPC 8-9): E01B29/16 (Advanced/Invention);
E01B29/00 (Core/Invention)

International (IPC 1-7): B65G67/12 E01B29/16

CPC: E01B29/16

European: E01B29/16



Family:

Publication number	Publication date	Application number	Application date
EP0044819 A1	19820127	EP19810830103	19810623
ES259253 U	19820116	ES19810259253U	19810630
ES259253 Y	19820701	ES19810259253U	19810630
IT1135868 A	19860827	IT19800003474	19800717
IT8003474 A0	19800717	IT19800003474	19800717
YU175881 A	19831231	YU19810001758	19810716

Priority:

IT19800003474 19800717

Probable Assignee: PAGANELLI SPA

Assignee(s): (std): PAGANELLI SPA

Assignee(s): PAGANELLI S P A

Inventor(s): (std): SPA PAGANELLI ; PAGANELLI SPA ; PAGANELLI MARIO

Inventor(s): MARIO PAGANELLI

Designated states: AT BE CH DE FR GB LI LU NL SE

8) Family number: 4901592 (GB2006859A)

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Title: IMPROVEMENTS IN OR RELATING TO A METHOD AND APPARATUS FOR LAYING RAILWAY TRACK

Abstract: Railway track is relayed by manipulating the existing rails to be relayed so as to form a narrow gauge track. The new track is also initially relayed to the narrow gauge and subsequently manipulated to the standard gauge. New and old sleepers are moved on trucks running on the narrow gauge rails. An apparatus for altering the rail gauge comprises two sets of wheels, one set 94a for the standard gauge and one set 94b for the narrow gauge, the set 94b being movable vertically to enable them to be raised or lowered onto the track as desired, and lifting rollers 91 for turning the rails from the standard gauge to the narrow gauge.

Classifications:

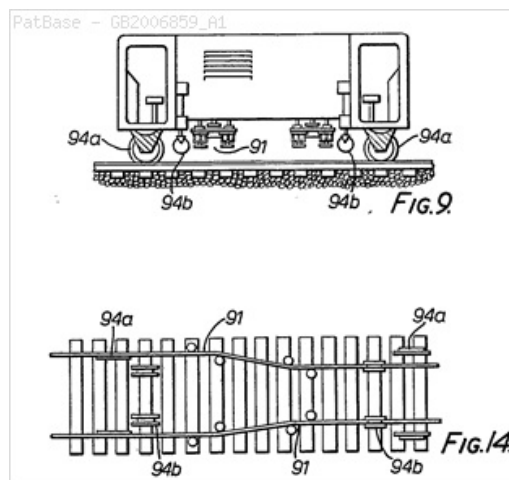
International (IPC 8-9): E01B29/05 (Advanced/Invention);

E01B29/00 (Core/Invention)

International (IPC 1-7): E01B29/00 E01B29/05

CPC: E01B29/05

European: E01B29/05



Family:

Publication number	Publication date	Application number	Application date
GB2006859 A1	19790510	GB19780038778	19780929
GB2006859 B2	19820616	GB19780038778	19780929

Priority:

GB19770027287 19770629

GB19780038778 19780929

Probable Assignee: MATISA UK LTD

Assignee(s): (std): FIELD K C ; MATISA UK LTD

9) Family number: 18779678 (GB338296A)

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Title: Improvements in lifting and transporting gear for use in laying railway tracks

Abstract: 338,296. Guilbert, P., and Legrand, J. Jan. 26, 1929, [Convention date]. Plant for laying track.-Apparatus for laying or removing track elements consisting of rail lengths mounted on sleepers, comprises a truck carrying several cranes having jibs movable lengthwise of the truck for transport and transversely thereof for action, the cranes being operated simultaneously and uniformly by a single longitudinal shaft. The truck a carries four crane frames b each having a horizontal jib j mounted on a pivot g. The jibs are fitted with counterweights l to balance the unloaded jib and with struts n to rest on brackets o and lugs m to engage projections m<1> when in the operative position at right angles to the truck as shown in Fig. 4. The truck has a motor d driving a shaft c arranged longitudinally of the truck and fitted with winding drums e for the hoisting ropes f which pass over pulleys i on the jibs to slings k adapted to engage the track elements x. When laying the track, the truck a is brought adjacent to a truck z, carrying track elements x, the slings k are engaged and a track element is raised and transported by the truck a to the required position and is there laid on the ground and joined to the already laid track. In a modification the jibs are pivotally mounted on turntables carried by the truck. In another modification, the jibs are pivoted to the crane frames and braced thereto when in the outward operative position, but can be swung inwards for transport.

Classifications:

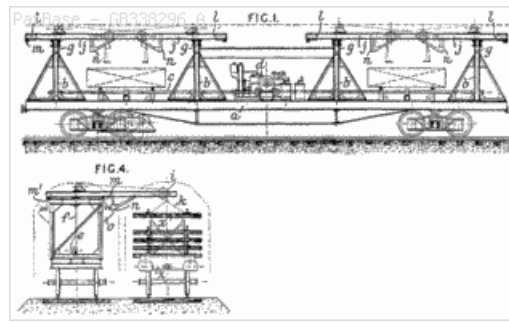
International (IPC 8-9): E01B29/02 (Advanced/Invention);

E01B29/00 (Core/Invention)

International (IPC 1-7): E01B27/02

CPC: E01B29/02

European: E01B29/02



Family:

Publication number	Publication date	Application number	Application date
GB338296 A	19301120	GB19290030203	19291004

Probable Assignee: PAUL GUILBERT

Assignee(s): (std): JULES LEGRAND ; PAUL GUILBERT

10) Family number: 50751690 (EP2428611B1)

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Title: REFURBISHMENT METHOD FOR THE MULTI-LAYER SUBSTRUCTURE OF RAIL SECTIONS AND VEHICLE ASSEMBLY PROCEDE DE RENOUVELLEMENT DE LA SOUS-STRUCTURE MULTICOUCHE DE VOIES FERREES ET CONVOI

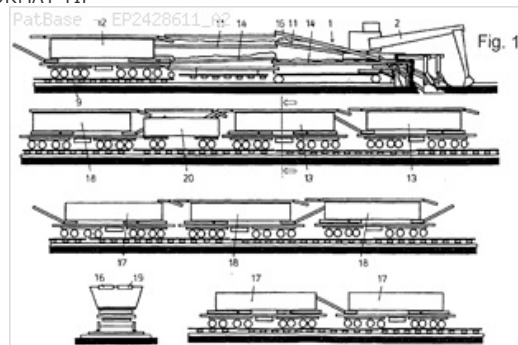
Abstract: Source: EP2428611A3 [DE] P ID PA01 NUM 0001 EIN VERFAHREN ZUM SANIEREN DES AUS SCHOTTER 10 SOWIE AUS DARUNTER BEFINDLICHEN BODENMATERIALIEN 15 BESTEHENDEN MEHRSCHTIGEN UNTERBAUS VON AUS SCHWELLEN 7 U SCHIENEN 8 BESTEHENDEN GLEISES 9 BEI BAHNSTRECKEN WEIST EINEN ARBEITSZUG MIT EINEM KOPF ARBEITSWAGEN 1 AUF DIESER SORGT F DEN AUSBAU SOWIE EINBAU DES GLEISES 9 DES SCHOTTERS 10 SOWIE DER BODENMATERIALIEN 15 IMG ID IAF01 FILE IMGAF001TIF WI 164 HE 109 IMG CONTENT DRAWING IMG FORMAT TIF

Classifications:

International (IPC 8-9): E01B27/00 E01B27/06 E01B27/08 E01B29/02 (Advanced/Invention)

CPC: E01B27/00 E01B27/06 E01B29/02

European: E01B27/00 E01B27/06 E01B29/02



Family:

Publication number	Publication date	Application number	Application date
DE102010045068 B3	20120308	DE201010045068	20100910
EP2428611 A2	20120314	EP20110007064	20110831
EP2428611 A3	20131204	EP20110007064	20110831
EP2428611 B1	20170816	EP20110007064	20110831

Priority:

DE201010045068 20100910

Probable Assignee: ZUERCHER RALF

Assignee(s): (std): ZUERCHER RALF

Assignee(s): ZUERCHER

Inventor(s): (std): ZUERCHER RALF

Agent(s): GOY WOLFGANG; MEHL MIKUS CLAUDIA

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR

11) Family number: 33802720 (EP1724396A1)

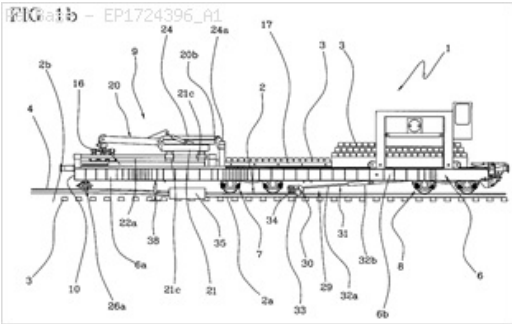
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Title: A WAGON FOR LAYING RAILWAYS TRACKS

Abstract: A wagon (1) for laying railway tracks (2) comprises: a supporting frame (6) with a leading bogie (7) and a trailing bogie (8), both engaged under the frame (6) and mobile on a section (2a) of track already formed; pick up means (9) located on the frame (6) to place at least one sleeper (3) between the rails (4) of a section (2b) of track not yet formed; at least one lifting part (26a) for lifting the rails off the ballast and attached to the frame (6) at its front end. The pick up means (9) are positioned on a front portion of the frame (6a) above the section (2b) of track not yet formed and extending between the leading bogie (7) and a front end (10) of the frame.

Classifications:

International (IPC 8-9): E01B29/10 (Advanced/Invention);
E01B29/00 (Core/Invention)
CPC: E01B29/10
European: E01B29/10



Family:

Publication number	Publication date	Application number	Application date
AT373744 E	20071015	AT20050425336T	20050518
DE602005002541 D1	20071031	DE200560002541T	20050518
EP1724396 A1	20061122	EP20050425336	20050518
EP1724396 B1	20070919	EP20050425336	20050518

Priority:

EP20050425336 20050518

Probable Assignee: MAZZI TECNOLOGY S R L

Assignee(s): (std): MAZZI TECNOLOGY S R L

Assignee(s): MAZZI TECNOLOGY S R L CASTEL D AZZANO ; MAZZI TECNOLOGY SRL

Inventor(s): (std): MAZZI GRAZIADIO

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC MK NL PL PT RO SE SI SK TR YU

12) Family number: 51145759 (EP2457798B1)

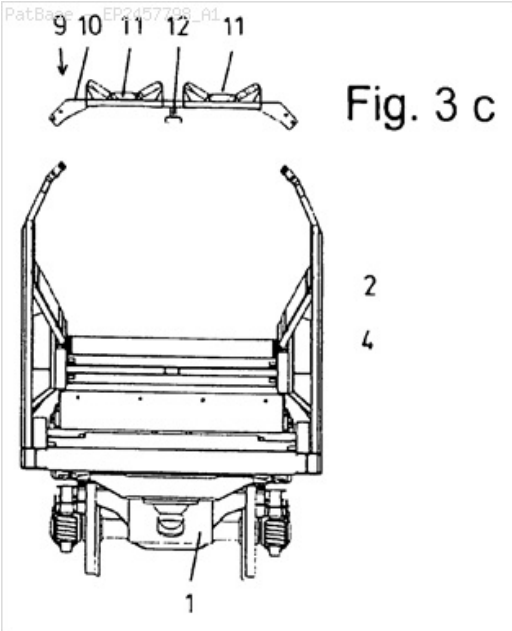
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Title: MODULAR MAINTENANCE VEHICLE FOR CONSTRUCTION AND/OR RENOVATION OF A RAILWAY TRACK VEHICULE DE TRAVAIL MODULAIRE DESTINE A LA REALISATION ET/OU AU NETTOYAGE D'UNE

Abstract: The maintenance vehicle comprises a vehicle body (2), which is resting on a chassis (1), and a roof frame (10), which is separated from the actual vehicle body. The roof frame is detachably fixed to the actual vehicle body. The roof frame is formed as an independent component (9) during the operation of the maintenance vehicle. The roof frame comprises a conveyor belt (11), which extends in the longitudinal direction of the maintenance vehicle.

Classifications:

International (IPC 8-9): B61D15/00 B61D47/00
E01B27/00 (Advanced/Invention)
CPC: B61D47/00 B61D15/00 E01B27/00
European: B61D15/00 B61D47/00 E01B27/00



Family:

Publication number	Publication date	Application number	Application date
DE102010052744 A1	20120531	DE201010052744	20101126
DE502011014393 D1	20180802	DE201150014393T	20111125
DK2457798 T3	20181015	DK20110009356T	20111125
EP2457798 A1	20120530	EP20110009356	20111125
EP2457798 B1	20180704	EP20110009356	20111125
ES2686918 T3	20181022	ES20110009356T	20111125
PL2457798 T3	20181231	PL20110009356T	20111125

Priority:

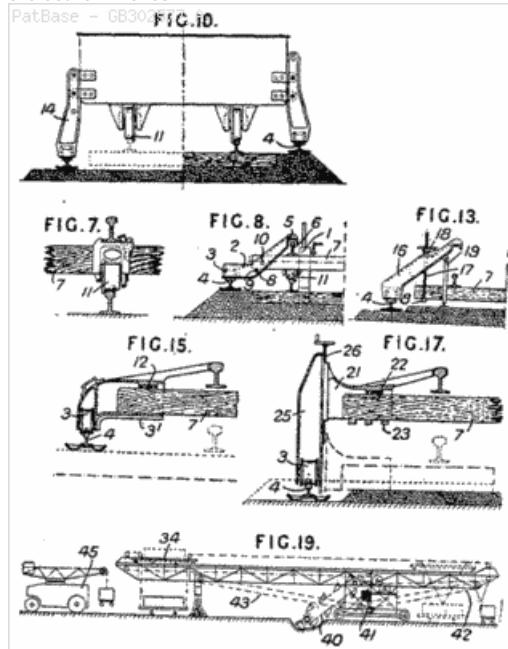
DE201010052744 20101126 EP20110009356 20111125

Probable Assignee: ZUERCHER RALF**Assignee(s):** (std): ZUERCHER RALF**Assignee(s):** RALF ZUERCHER ; ZUERCHER**Inventor(s):** (std): VONHOFF AXEL ; ZUERCHER RALF**Inventor(s):** RALF ZUERCHER**Agent(s):** MEPAT PATENTANWALTE DR MEHL MIKUS GOY DR DROBNIK PARTNERSCHAFT MBB; GOY WOLFGANG; MEHL MIKUS CLAUDIA; CARPINTERO MARIO; TOLGA CAYLAK**Designated states:** AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR**13) Family number: 18596903 (GB302577A)**

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Title: An improved method of relaying railway tracks and renewing the ballast, and devices adapted to carry out the method

Abstract: Plant for relaying track.-Tracks are relaid in a continuous forward operation by taking up and, carrying the old track complete, by excavating, cleaning and replacing the old ballast, and then bringing up and laying complete track sections, the tracks and vehicles being carried by detachable wheels on the existing track or on an auxiliary track laid at the excavated site. The rails are welded together and secured to sleepers, in a station yard, to make a track section up to 200 feet long. The track sections are then carried on the main tracks by rollers 11, Fig. 7, clamped to the rails, and on the auxiliary tracks 4, Fig. 15, by brackets 3' clamped to the sleepers 7 by longitudinal or transverse wedges 12. To adapt the brackets for wood or iron sleepers, the brackets 2, Fig. 8, have a jaw 5 engaging the rail 6 and a support 8 is inserted in the aperture 9 or 10 after the track has been raised by jacks 1. The jacks may be dispensed with by using brackets 16, Fig. 13, having a screw 17 and nut 18 for a support 8, the bracket being held while lifting or lowering the track by a prop 19. In an alternative arrangement Fig. 17, the sleeper is secured by a wedge 22 and pivoted cramps 23 in a sleeve 21 actuated by a screw 26 and guided on an upright 25 carrying the roller 3. The excavator wagon Fig. 19, may run on the road bed on endless tracks, and carries an excavator 40, ballast screen 41, and conveyer belts 42, 43 for dirt and cleaned ballast, the ballast tube being suspended from an overhead conveyer 34. The ballast is then rolled by a machine 45. The ballast wagons are carried over the auxiliary track 4 by attaching brackets 14, Fig. 10, which may be adjusted in height to run on the rails 4 laid on the new ballast. The entire train may be propelled by a locomotive or by a special engine supplying power for driving the machines and jacks and electric winches.

Classifications:**International (IPC 8-9):** E01B27/11 (Advanced/Invention); E01B27/00 (Core/Invention)**International (IPC 1-7):** E01B29/00**CPC:** E01B27/11**European:** E01B27/11**Family:**

Publication number	Publication date	Application number	Application date
GB302577 A	19290815	GB19280036370	19281210

Probable Assignee: AUGUST HENKES**Assignee(s):** (std): AUGUST HENKES**14) Family number: 47899938 (US2010320280A)**

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Title: METHOD FOR THE INSTALLATION OF RAILWAY TRACKS ON BALLAST, WITHOUT AN AUXILIARY TRACK

Abstract: A method is being described for the installation of railway tracks onto ballast beds, which avoids the need for the installation of any type of auxiliary track. The method simplifies the method of operation of the current state of the technique in an appreciable manner, and contains the successive stages carried out after having located the sleepers onto the ballast bed, consisting in a summarised form of the fixing and laying of a pair of rails from a mini train, for the transport of the rails with the

fastening and traction of same up to their complete unloading, the operation being guided by means of a discharge wagon; the support of the rails on longitudinal movement rollers; the cutting, squaring and fixing of the adjacent ends to the consecutive rails; the raising of the rail with the help of a crane, and the removal of the rollers; partial screwing of the track and placement of the rollers for the next cycle, and the removal of the tractor device from the mini train, and the final screwing.

Classifications:

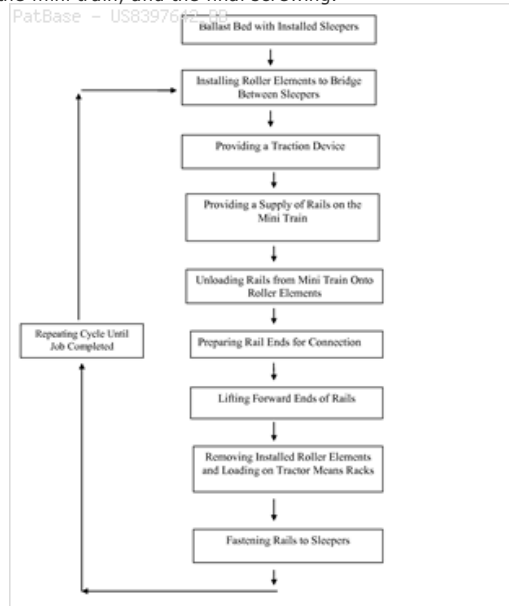
International (IPC 8-9): B65G19/04 E01B E01B27/00 E01B29/00
E01B29/02 E01B29/05 E01B29/16 E01B29/20 (Advanced/Invention);
E01B29/00 (Core/Invention);
E01B (Subclass/Invention)

International (IPC 1-7): B65G19/04

CPC: E01B29/20 E01B29/02 E01B29/00

European: E01B29/00

US: 104/2 104/7.1 238/2 238/2P



Family:

Publication number	Publication date	Application number	Application date
BRPI1002592 A2	20130409	BR2010PI02592	20100623
CA2707888 AA	20101223	CA20102707888	20100617
CA2707888 C	20170214	CA20102707888	20100617
DE602010031988 D1	20160519	DE201060031988T	20100615
EP2270282 A2	20110105	EP20100165955	20100615
EP2270282 A3	20131225	EP20100165955	20100615
EP2270282 B1	20160406	EP20100165955	20100615
ES2361309 AA	20110616	ES20090001480	20090623
ES2361309 BA	20120516	ES20090001480	20090623
ES2569114 T3	20160506	ES20100165955T	20100615
HU028932 T2	20170130	HU20100165955T	20100615
IN01436DE2010 A	20101224	IN2010DE01436	20100621
MX2010007031 A1	20110325	MX20100007031	20100622
RU2010125670 A	20111227	RU20100125670	20100622
RU2534087 C2	20141127	RU20100125670	20100622
SI2270282 T1	20160630	SI20100031171	20100615
US2010320280 AA	20101223	US20100819682	20100621
US8397642 BB	20130319	US20100819682	20100621
ZA201004410 A	20120530	ZA20100004410	20100622

Priority:

ES20090001480 20090623 EP20100165955 20100615

Probable Assignee: FCC CONSTRUCCION SA

Assignee(s): (std): FCC CONST S A ; FCC CONSTRUCCION S A ; FCC CONSTRUCION S A ; FCC CONSTRUCTION SA ; MIGUELEZ TAPIA FRANCISCO JAVIER ; FKK KONSTRUKSION S A

Assignee(s): FKK KONSTRUKSION SA ; FCC CONSTRUCTIONS S A ; FCC CONSTRUCTIONS SA ; FCC CONSTRUCION SA ; FCC CONSTRUCCION SA

Inventor(s): (std): MIGELES TAPIA FRANSISKO KHAV ER ; MIGUELEZ TAPIA FRANCISCO JAVIER ; FRANCISCO JAVIER MIGUELEZ TAPIA

Agent(s): GOWLING WLG CANADA LLP; ISERN JARA NURIA; ISERN NURIA; STURM AND FIX LLP

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR

15) Family number: 61052960 (TN2010000287A)

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Title: METHOD FOR THE INSTALLATION OF RAILWAY TRACKS ON BALLAST, WITHOUT AN AUXILIARY TRACK

Abstract: A method is being described for the installation of railway tracks onto ballast beds, which avoids the need for the installation of any type of auxiliary track. The method simplifies the method of operation of the current state of the technique in an appreciable manner, and contains the successive stages carried out after having located the sleepers onto the ballast bed, consisting in a summarised form of the fixing and laying of a pair of rails from a mini train, for the transport of the rails with the fastening and traction of same up to their complete unloading, the operation being guided by means of a discharge wagon; the support of the rails on longitudinal movement rollers; the cutting, squaring and fixing of the adjacent ends to the consecutive rails; the raising of the rail with the help of a crane, and the removal of the rollers; partial screwing of the track and placement of the rollers for the next cycle, and the removal of the tractor device from the mini train, and the final screwing.

Classifications:**International (IPC 8-9):** E01B29/00 (Advanced/Invention)**Family:**

Publication number	Publication date	Application number	Application date
TN2010000287 A1	20111111	TN20100000287	20100617

Priority:

TN20100000287 20100617

Probable Assignee: FCC CONSTRUCCION S A**Assignee(s):** (std): FCC CONSTRUCCION S A**Assignee(s):** FCC CONSTRUCCION SA**Inventor(s):** (std): MIGUELEZ TAPIA FRANCISCO JAVIER**16) Family number: 1203965** (GB1559258A)

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Title: TRAVELLIN MACHINE ARRANGEMENTS

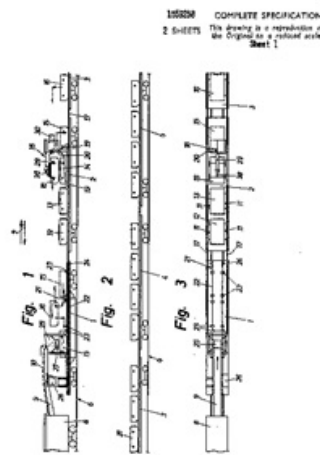
Abstract: For the more efficient transport of ballast during the cleaning of the ballast bed of tracks, use is made of a train unit comprising a number of track vehicles (1 - 5). A track formed from two rails (17) extends across all the track vehicles. Each track vehicle has, arranged between said rails, a loading surface for a number of transport containers (12 - 16, 31) for receiving the ballast. A portal frame (20), a gripping, lifting and holding device (28) as well as a crane vehicle (18) having rail bogies (19) for conveying the transport containers are movable on the rails. The crane vehicle has its own drive (30) in order that it can move the empty transport containers (16) to a loading point provided on the first track vehicle (1) and can move the filled transport containers (12, 13) from said point onto the remaining track vehicles (2 - 5).

Classifications:**International (IPC 8-9):** B61D15/00 B65G67/24 E01B27/00 E01B27/04 E01B27/06 (Advanced/Invention);

B61D15/00 E01B27/00 (Core/Invention)

International (IPC 1-7): B61D15/00 B61D47/00 B61D7/12 B61D7/32 B65G67/02 B65G67/24 B65J1/12 E01B27/00 E01B27/04 E01B27/06 E01B27/10 E01B29/05**CPC:** E01B27/00 E01B27/06**European:** E01B27/06**JP F-Term:** 2D057 2D057/CB07 2D057/CB08 3D104 3D105**JP F-Index:** B61D15/00/B E01B27/04

PatBase - GB1559258_A

**Family:**

Publication number	Publication date	Application number	Application date
AT351584 B	19790810	AT19760003986	19760531
AT398676 A	19790115	AT19760003986	19760531
CA1056758 A1	19790619	CA19770275679	19770406
CH615969 A	19800229	CH19770003996	19770330
DD129816 C	19780208	DD19770199179	19770527
DE2713634 A1	19771222	DE19772713634	19770328
DE2713634 C2	19900322	DE19772713634	19770328
FR2353475 A1	19771230	FR19770016002	19770525
FR2353475 B1	19830121	FR19770016002	19770525
GB1559258 A	19800116	GB19770020989	19770518
HU177021 P	19810628	HU1977PA01283	19770517
IT1084046 A	19850525	IT19770024142	19770530
JP1372291 C3	19870407	JP19770063153	19770530
JP52147817 A2	19771208	JP19770063153	19770530
JP61037148 B4	19860822	JP19770063153	19770530
SU728723 D	19800415	SU19772480807	19770510

Priority:

AT19760003986 19760531

Probable Assignee: PLASSER BAHNBAUMASCH FRANZ

Assignee(s): (std): PLASSER BAHNBAUMASCH FRANZ

Assignee(s): PLASSER BAHNBAUMASCHINEN IND GMB ; PLASSER BAHNBAUMASCHINEN INDUSTRIE GMBH FRANZ ; PLASSER FRANZ BAHNBAUMASCHINEN INDUSTRIEGES MBH ; THEURER JOSEF ; OLLERER FRIEDRICH ; FRANTS PLASSER BANBAUMASHINEN INDUSTRIGEZELSHAFT MBKH FIRMA ; FRANZ PLASSER BAHNBAUMASCHINEN INDUSTRIE GES MBH ; FRANZ PLASSER BAHNBAUMASCHINEN INDUSTRIE GESELLSCHAFT M B H ; FRANZ PLASSER BAHNBAUMASCHINEN INDUSTRIEGESellschaft M B H ; FRANZ PLASSER BAHNBAUMASCHINEN INDUSTRIEGESellschaft M B H WIEN AT ; FRANZ PLASSER BAHNBAUMASCHINEN INDUSTRIEGESellschaft MBH ; FRANZ PLASSER BAHNBAUMASCHINEN INDUSTRIEGESellschaft MBH AT ; FURANTSU PURATSUSERU BAANBAUMASHIINEN IND GMBH

Inventor(s): (std): YOSEFU TOIRERU ; OELLERER FRIEDRICH ; FURIIDORITSUHI OEREERERU ; THEURER JOSEF ; OLLERER FRIEDRICH AUSTRIA ; OELLERER FRIEDRICH DIPL KFM ; TOJRER IOZEF ; OELLERER FRIDRIKH

Inventor(s): OELLERER FRIEDRICH AT ; JOSEF THEURER ; FRIEDRICH OELLERER ; FRIDRIKH OELLERER OE ; THEURER JOSEF AT ; IOZEF TOJRER OE ; THEURER JOSEF WIEN AT ; OLLERER FRIEDRICH ; OELLERER FRIEDRICH LINZ AT