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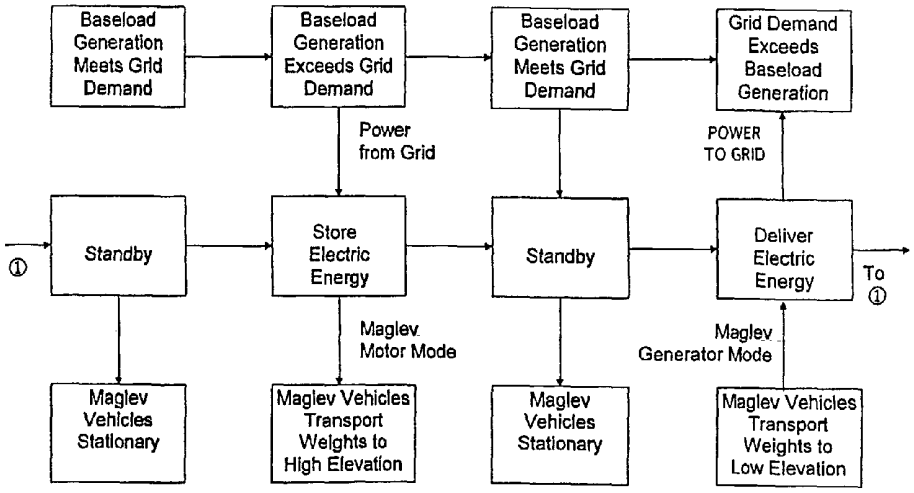
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(54) Title: ELECTRICAL POWER STORAGE AND DELIVERY USING MAGNETIC LEVITATION TECHNOLOGY



(57) **Abstract:** One or more magnetic levitation vehicles are provided to transport a storage mass over a magnetic levitation guideway extending between an elevated upper end and a lower end at a lower elevation, and including a plurality of magnetic propulsion windings. Movement of a magnetic levitation vehicle with the storage mass along the magnetic levitation guideway from the elevated upper end to the lower end generates electrical energy through the propulsion windings of the magnetic levitation guideway. The magnetic levitation vehicle with a storage mass can be propelled from the lower end to the upper end of the magnetic levitation guideway, where the storage mass is unloaded to store gravitational potential energy. The magnetic levitation vehicle and storage mass can then be moved to the lower end of the magnetic levitation guideway to convert the stored gravitational potential energy to electrical power. The magnetic levitation guideway can be an inclined guideway or a vertically oriented guideway, can be a surface guideway, can be disposed in a sub-surface tunnel, or can be a combination of a surface guideway and a sub-surface tunnel.

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ELECTRICAL POWER STORAGE AND DELIVERY USING MAGNETIC LEVITATION TECHNOLOGY

RELATED APPLICATIONS:

This application is based upon U.S. provisional application Serial No. 60/279,142, filed March 26, 2001.

BACKGROUND OF THE INVENTION

This invention relates generally to a magnetic levitation vehicle system, and more particularly concerns a system for electrical power storage and delivery by a maglev vehicle such as a maglev train.

The demand for electric power from regional power grids is not constant, but varies substantially with time. Typically, power demand is low during the night time, increasing substantially during the day, as illustrated in Figure 1. Much of the time, electrical grids experience two distinct peak demand periods, the first in the morning and the second in the afternoon. Power demand also varies considerably with the day of the week, being higher during the Monday to Friday period, and lower on weekends. It also varies considerably with the seasons, with the summer demand usually being substantially higher than during the rest of the year.

It would be expensive, and technically difficult to have coal and nuclear power plants go up and down in power output to meet the fluctuating load demand. Instead, peaking power is generally supplied either from combustion fired low capital cost units (e.g., turbines or combined cycle plants), or from energy storage units that take in surplus power from baseload plants during low power demand periods and return it to the grid during high demand

periods. Presently, spinning reserve is provided by keeping expensive generator units hot and ready to generate large blocks of power in a very short notice.

Figure 2 shows the current leading conventional options for peaking power. Of the present energy storage options, only pumped hydroelectric power (pumped hydro) is used to any extent. Batteries, flywheels, and superconducting energy storage (SMES) are too expensive to be practical. While pumped hydro can be practical in terms of cost, its environmental and siting problems severely constrain its usefulness.

Existing technologies for electrical power storage, such as batteries, flywheels, and superconducting energy storage (SMES) are generally too expensive and difficult, or too limited in siting, such as pumped hydro. To be useful, the great majority of peak power demand is supplied by fossil fueled peaking power plants - e.g., gas turbine - or by purchase from distant power grids. Such power generating units generally use oil or natural gas fuel. In fact, many units are designed so that they can burn either fuel, and switch back or forth depending on which is cheaper at a given point in time. The long term outlook for oil and natural gas prices is a continual increase, which will cause further hikes in the cost of peak power.

The cost of supplying peaking power can be high. For California in August of 2000, peak prices of about $500 per MWH (50 cents per KWH) were paid during this period, prior to a state cap of about $250 per MWH (25 cents per KWH) imposed on August 17, 2000. The peak cost is a factor of 10 greater than the minimum cost, which would apply during low demand periods, e.g., night time. This large differential, and the high cost of peak power, provides a major opportunity for a low cost energy storage system. By buying low cost power at night storing it, and delivering it during the day at peak power rates, a low cost storage system could be more efficient and economical. An energy storage system that could store large amounts of electric power for a few cents per KWH

would enable cost savings of hundreds of billions of dollars annually over the world.

The cost of wind generation of electricity was once seen as prohibitive, but is now becoming more competitive. Wind generation of electricity produces no emissions, is renewable, and is one of the cleanest sources of electricity. The same is true for solar generation of electricity. However, until an adequate electrical power storage technology can be developed, utilities can not rely on wind or solar generated electricity for peaking power requirements. While wind and solar generation of electricity account for a small fraction of the nation's electricity, and can be intermittent and unpredictable, with an adequate electrical power storage technology, wind and solar energy could be used to generate electrical power that could be stored for introduction into the power grid as needed. It thus would be desirable to provide a new energy storage technology that can provide a low cost, near term method of storing large amounts of electrical energy and delivering it rapidly and in the amounts needed to the grid. The present invention addresses these and other needs.

SUMMARY OF THE INVENTION

Briefly, and in general terms, the present invention provides for a system and method for generation of electrical energy, in which at least one magnetic levitation vehicle is provided to transport a storage mass, and a magnetic levitation guideway is provided for the at least one magnetic levitation vehicle. The magnetic levitation guideway extends between an elevated upper end and a lower end at a lower elevation, and includes a plurality of magnetic propulsion windings for propulsion of the at least one magnetic levitation vehicle. Movement of the at least one magnetic levitation vehicle along the magnetic levitation guideway from the elevated upper end of the magnetic levitation

guideway to the lower end of the magnetic levitation guideway generates electrical energy through the propulsion windings of the magnetic levitation guideway.

The present invention also provides for a system and method for storage and generation of electrical energy, in which at least one magnetic levitation vehicle is provided, and a magnetic levitation guideway is provided for the at least one magnetic levitation vehicle. The magnetic levitation guideway extends between an elevated upper end and a lower end at a lower elevation, and includes a plurality of magnetic propulsion windings for propulsion of the at least one magnetic levitation vehicle. At least one storage mass is loaded on the at least one magnetic levitation vehicle at the lower end of the magnetic levitation guideway, and the at least one magnetic levitation vehicle is propelled with the at least one storage mass from the lower end of the magnetic levitation guideway to the upper end of the magnetic levitation guideway. The at least one storage mass is unloaded from the at least one magnetic levitation vehicle at the upper end of the magnetic levitation guideway to store gravitational potential energy. The at least one magnetic levitation vehicle can then be moved as desired from the elevated upper end of the magnetic levitation guideway to the lower end of the magnetic levitation guideway to convert the stored gravitational potential energy to electrical power through the propulsion windings of the magnetic levitation guideway.

In one currently preferred embodiment, the magnetic levitation guideway is an inclined guideway, and in another presently preferred embodiment, the magnetic levitation guideway is a vertically oriented guideway. The magnetic levitation guideway can be a surface guideway, can be disposed in a sub-surface tunnel, or can be a combination of a surface guideway and a sub-surface tunnel.

The system of the invention for electrical power storage and

delivery is very flexible and can rapidly alter its power level by changing the rate at which the storage masses are moved up or down the guideway. For example, the power level for the system of the invention for electrical power storage and delivery could go from zero to 100% of full capability, or from 100% to zero, in less than one minute. The storage masses can be rapidly moved onto a maglev vehicle or off the vehicle for storage using an overhead trolley-wheel or surface rollway system. Peak power capabilities of about 1000 MW(e) can be generated using the system of the invention for electrical power storage and delivery. Because of its rapid response capability, in addition to providing peak power, the system of the invention for electrical power storage and delivery could also be used for low cost spinning reserve.

The much steeper grades for the system of the invention for electrical power storage and delivery (45 degrees or more, versus a maximum of about 10 degrees for passenger/freight transport), together with the considerably heavier vehicles (about 100 tons vs a maximum of about 50 tons for freight transport) necessitates much greater propulsion forces, i.e., a factor of 10 or more. The above requirements, coupled with the heavier loads and much shorter vehicles (about 6 meters for the system of the invention for electrical power storage and delivery, vs about 30 meters for passenger/freight vehicles) are accommodated by a magnet configuration which maximizes propulsion force relative to power (I^2R) losses in the propulsive winding. The propulsion winding/vehicle combination can operate with a pure sine wave 60 Hertz input in the motor mode, and can deliver a pure sine wave 60 Hertz output in the generator mode. Alternatively, conventional AC/DC power conversion equipment can be used to have the propulsion winding vehicle system operate at a different frequency than the 60 Hertz external power grid and still allow it to receive and deliver power to the grid as required.

In addition to its economic benefits, the system of the invention for

electrical power storage and delivery is very attractive in terms of the environment. It has minimal impact on the environment, and can be sited virtually anywhere. Moreover, because it has very low cost, and can store large amounts of energy, it is a very attractive partner for solar and/or wind power, since it can deliver reliable power to the grid when the solar or wind plants are not operating. The system of the invention for electrical power storage and delivery would eliminate the need for expensive, fossil fuel burning power plants that normally would be necessary to supply backup power to the grid whenever the sunlight or wind generated power could not meet demand - i.e., during the night time or cloudy days, or when the wind stopped.

Most facilities for the system of the invention for electrical power storage and delivery would be sited in remote areas and would not impact the environment. The total land use for a 2000 MWH facility, including a dual 3 km long guideway, is only about 20 acres. The small land footprint and absence of environmental problems, together with its low storage cost, make the system of the invention for electrical power storage and delivery very attractive for peaking power and spinning reserve applications, in substitution for conventional peaking power plants that burn fossil fuels and produce pollution. The system is completely non-polluting and environmentally benign. At the design speed of 130 mph, the vehicles would be virtually silent, with aerodynamic noise below ambient levels, should make it possible to obtain permits and site approval very quickly and easily. Furthermore, since the maglev guideway would not carry passengers, safety certification would be considerably easier.

The system of the invention for electrical power storage and delivery is very attractive for near term peaking power needs. It is even more attractive for low cost energy storage used in conjunction with solar and wind power generation. Combined with the system of the invention for electrical power storage and delivery, however, solar and wind sources can deliver steady,

reliable power that meets variations in load demand. The system of the invention for electrical power storage and delivery would fit in very well with a natural gas fired power economy, allowing the natural gas plants to operate close to full time during the year, with low cost energy storage provided by the system of the invention providing peak power.

These and other aspects and advantages of the invention will become apparent from the following detailed description and the accompanying drawings, which illustrate by way of example the features of the invention.

BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a chart illustrating the typical power peaking periods on electrical grids.

Figure 2 is a chart illustrating the principal options for providing peaking power requirements.

Figure 3A is a schematic diagram of the energy storage mode of the system of the invention for electrical power storage and delivery.

Figure 3B is a schematic diagram of the power generation mode of the system of the invention for electrical power storage and delivery.

Figure 4 is a schematic diagram illustrating the amount of energy that can be stored by raising a 100 ton mass to a 2000 meter change in elevation, according to the system of the invention for electrical power storage and delivery.

Figure 5 is an operational flowsheet for the system of the invention for electrical power storage and delivery.

Figures 6A-6D illustrate the types of locations for a system for electrical power storage and delivery according to the present invention.

Figure 7A shows an end view of a guideway beam with a typical propulsion loop/vehicle magnet configuration for a passenger/freight vehicle.

Figure 7B shows a side view of a guideway beam with a typical propulsion loop/vehicle magnet configuration for a passenger/freight vehicle.

Figure 8A shows an end view of a guideway beam with a typical propulsion loop/vehicle magnet configuration for an energy storage vehicle according to the system of the invention for electrical power storage and delivery.

Figure 8B shows a side view of a guideway beam with a typical propulsion loop/vehicle magnet configuration for an energy storage vehicle according to the system of the invention for electrical power storage and delivery.

Figure 9A shows an end view of an energy storage vehicle on a guideway beam with a storage mass, according to the system of the invention for electrical power storage and delivery.

Figure 9B shows an end view of an energy storage vehicle on a guideway beam with an energy storage vehicle without a storage mass, according to the system of the invention for electrical power storage and delivery.

Figure 10 illustrates the magnetic functions of a narrow beam guideway providing lift to an energy storage vehicle according to the system of the invention for electrical power storage and delivery.

Figure 11 shows the layout of the energy storage facility according to the system of the invention for electrical power storage and delivery.

Figure 12 is a chart showing the effect of vehicle speed on the performance of the system of the invention for electrical power storage and delivery.

Figure 13 is a chart showing the position and speed of the vehicle in the baseline power storage cycle according to the system of the invention for electrical power storage and delivery.

Figure 14 is a chart illustrating the number of round trips per hour achievable for an energy storage vehicle as a function of vehicle speed and guideway angle.

Figure 15 illustrates the magnetic geometry and calculation of the magnetic propulsive forces and power for an energy storage vehicle according to the invention.

Figure 16 is an illustration of vector addition of magnetic propulsion and magnetic lift forces for an energy storage vehicle according to the invention.

Figure 17 is a graph illustrating the values of By as a function of z and y_0 positions for an energy storage vehicle propulsion system.

Figure 18 is a graph illustrating guideway propulsion current and the magnetic field from energy storage vehicle loops as a function of time.

Figure 19 is a schematic diagram illustrating the geometry of three phase propulsive windings for the system of the invention for electrical power storage and delivery.

Figure 20 is a flow chart illustrating the switching architecture for energizing successive propulsion windings along a guideway for the system of the invention for electrical power storage and delivery.

Figure 21 is a schematic diagram illustrating the (x,y) geometry for energizing guideway propulsion blocks for the system of the invention for electrical power storage and delivery.

Figure 22 is a schematic diagram illustrating the sequence for energizing propulsion blocks along a guideway for the system of the invention for electrical power storage and delivery.

Figure 23 is a schematic diagram of (x, y) switch geometry for the system of the invention for electrical power storage and delivery.

Figure 24 is a schematic diagram of (x, y, z) switch geometry for the system of the invention for electrical power storage and delivery.

Figure 25 is a graph illustrating the magnetic lift force from iron plates in a guideway beam for the system of the invention for electrical power

storage and delivery, as a function of vehicle magnet current and fractional coverage of iron plates.

Figures 26A, B and C illustrate the guideway loop panel layout for vertical stability of the energy storage vehicle of the invention, at vertical equilibrium, above vertical equilibrium, and below vertical equilibrium.

Figures 27A, B and C illustrate the guideway loop panel layout for lateral stability of the energy storage vehicle of the invention, at lateral equilibrium, close to the guideway beam, and far from the guideway beam.

Figure 28 is a cross-sectional schematic diagram of a guideway arrangement for switching energy storage vehicles to a siding when not in use for storage or generation of electric power.

Figure 29 is a top view of the guideway arrangement of Figure 28 for switching energy storage vehicles to a siding when not in use for storage or generation of electric power.

Figure 30A is a top cross-sectional view of an underground shaft with an energy storage vehicle and guideway panels in a vertical shaft for the system of the invention for electrical power storage and delivery.

Figure 30B is a side cross-sectional view of the underground shaft with an energy storage vehicle and guideway panels in a vertical shaft as shown in Figure 30A.

Figure 31 is a schematic diagram of unloading and loading equipment for storage masses using a vertical guideway in the system of the invention for electrical power storage and delivery.

Figure 32 is a schematic diagram illustrating the storage field geometry and dimensions for a vertical shaft guideway in the system of the invention for electrical power storage and delivery.

Figure 33A is an end view illustrating the process of lifting a storage mass from an energy storage vehicle according to the system of the

invention for electrical power storage and delivery.

Figure 33B is a top view illustrating the process for lifting a storage mass from an energy storage vehicle according to the system of the invention for electrical power storage and delivery.

Figure 34 is a schematic diagram illustrating the transfer of storage masses from an unload/loading beam to an on-grade rail support system.

Figure 35 is a schematic diagram of an illustrative storage field geometry and dimensions according to the system of the invention for electrical power storage and delivery.

Figure 36 is a schematic diagram showing an illustrative unloading pattern for storage masses according to the system of the invention for electrical power storage and delivery.

Figure 37 is a flow chart illustrating different alternate embodiments for storing and delivering electrical energy according to the system of the invention for electrical power storage and delivery.

Figure 38 is a cross-sectional view illustrating the iron lift and inductive loop arrangement of the system of the invention for electrical power storage and delivery.

Figure 39 is a cross-sectional view illustrating the iron lift and conducting sheet arrangement of the system of the invention for electrical power storage and delivery.

Figure 40 is a schematic, sectional view illustrating an energy storage vehicle on a planar guideway.

Figure 41 is a schematic, sectional view illustrating an energy storage vehicle utilizing superconducting quadrupole magnet.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

As is illustrated in the drawings, the invention is embodied in a new approach for the storage and rapid delivery of electric power, based on maglev technology. This new system of the invention for electrical power storage and delivery utilizes maglev vehicles to lift storage masses distances such as a kilometer or more in altitude. In doing so, a large amount of electrical energy is drawn out of the power grid and stored as gravitational potential energy. Raising a 100 ton mass two kilometers in altitude, for example, stores 0.5 MWH of energy.

A 100 meter x 600 meter long (6 acres) storage facility could handle and deliver 2000 storage masses, equivalent to 1000 MWH of electrical energy. Overall energy efficiency, output electrical energy / input electrical energy, would be well above 90% - much higher than any other electrical storage technology. Facilities for the system of the invention for electrical power storage and delivery could be erected in a short time, e.g., 3 years or less, to meet increasing peak power demands. Raising 2000 such masses would store 1000 MWH of energy, which would be returned to the power grid at appropriate times by simply transporting the masses down to a lower altitude. During periods of electrical storage, a maglev vehicle would carry masses up to a higher altitude storage facility, with the vehicle operating in the motor mode as shown in Figures 3A and 3B, showing schematic diagrams of the concept of the system of the invention for electrical power storage and delivery. During periods of electrical power delivery, the storage masses would be carried down to lower altitude, with the vehicle operating in the generator mode.

As is illustrated in Figures 3A and 3B, in one presently preferred embodiment of the electrical power storage and delivery system 50 according to the invention, maglev vehicles 52 transport heavy storage masses 54, such as 100

ton unit masses, for example, between the upper and lower ends of an inclined guideway 56. In the storage mode illustrated in Figure 3A, electrical energy is taken from the grid to propel loaded vehicles 58 carrying the storage masses uphill. These masses are unloaded at the upper end 60 of the heavyweight section 62 of the guideway, and the unloaded vehicles 64 return on the lightweight downhill section 66 of the two way guideway 56. When it is desired to deliver electrical energy back into the grid, the direction of vehicle movement on the guideway is reversed, as shown in figure 3B, and the empty vehicles 68 are loaded with the storage masses positioned at the upper end of the guideway. The loaded vehicles 70 then transport the storage masses down to the lower end 72 of the guideway where the masses are unloaded and positioned until the next energy storage period starts.

The electrical energy fed into the grid comes from the gravitational potential energy of the masses stored at the upper end of the guideway. The maglev propulsion windings on the guideway, which acted as an electric motor during the energy storage phase, now act as an electric generator, converting the gravitational potential energy to electrical power.

The system of the invention for electrical power storage and delivery is the mechanical analogue of pumped hydro energy storage, using blocks of solid material rather than streams of water. It has a number of important advantages over pumped hydro:

1. The system of the invention for electrical power storage and delivery can be sited in a much wider range of locations.

2. The system of the invention for electrical power storage and delivery can utilize a much greater change in elevation, i.e., thousands of feet instead of hundreds of feet. The pressure changes

over 6000 feet of elevation change with pumped hydro, for example would be extremely large, on the order of 3000 psi. It would be very difficult to build an efficient, low cost pumped hydro unit under such conditions.

3. The system of the invention for electrical power storage and delivery has a much smaller footprint, and much less environmental impact, than pumped hydro.

4. The system of the invention for electrical power storage and delivery has a much greater overall efficiency (electrical output/ electrical input) than pumped hydro. The system of the invention for electrical power storage and delivery can achieve overall efficiencies approaching 100%.

5. The system of the invention for electrical power storage and delivery can respond very rapidly to fluctuations in load demand, and be efficient over a wide range of power inputs and outputs.

6. The system of the invention for electrical power storage and delivery is very attractive in combination with solar and wind power.

7. The cost of energy storage for the system of the invention for electrical power storage and delivery will be low, compared to other systems.

The total energy delivered is determined by the number of storage

masses carried up and down, while the power delivered is determined by the rate at which they are carried.

Figure 4 illustrates the amount of energy that can be stored by raising a 100 ton mass - a representative load for a vehicle for use in the system of the invention for electrical power storage and delivery - for a 2000 meter change in elevation. Taking electrical inefficiencies into account, the system of the invention for electrical power storage and delivery would draw about 0.56 MWH from the grid in the storage mode and return about 0.52 to it in the power delivery mode.

Figure 5 shows the operational flowsheet for the system of the invention for electrical power storage and delivery. The system of the invention for electrical power storage and delivery is extremely flexible. It can accept power from the grid at any time, and deliver it at any time. Moreover, it can standby for an indefinite period without loss of energy and energy delivery capability. It can start up or shutdown in a very short time, under a minute with no operational problems. It can also change the rate at which it accepts or delivers power in a very short time.

Figures 6A-6D illustrate the types of locations where a system according to the present invention could be sited. Figure 6A illustrates a guideway located on a surface providing a natural elevation change. Figure 6A illustrates a guideway located on a surface providing a natural elevation change. Figure 6B illustrates a guideway located in a slanted tunnel. Figure 6C illustrates a guideway located in a vertical mine shaft. Figure 6D illustrates a guideway located on a natural surface elevation change and a slanted tunnel. In regions with elevated terrain, such as California, Washington, Oregon, the Southwest, Hawaii, Japan, France, Switzerland, and portions of Russia, China, India, and the like, inclined guideways could be used, with the incline angle being in the range from about 30 to 50 degrees. Elevation changes in these regions would probably

range from about 1000 to 3000 meters. In flat plain type regions, such as Florida, the South East, Mid West, New York New Jersey, and portions of Europe, Russia, China, India, and the like, where elevation changes are generally below 1000 meters, the system of the invention for electrical power storage and delivery could be located in sub-surface tunnels. Tunnel depths of up to 2000 meters are readily achieved in underground mines and could be constructed in most of the world. These tunnels could be inclined or vertical shafts depending on the terrain. Finally, the system of the invention for electrical power storage and delivery could be located using a combination of an inclined, above - surface guideway and an inclined, sub-surface tunnel. Such a combination would provide a greater elevation change, e.g., 4000 meters instead of 2000 meters, and more energy storage capability per ton of mass weight.

There are substantial differences between a passenger/freight vehicle and a vehicle for energy storage:

1) Passenger/freight vehicles operate over a range of AC propulsion frequencies, not just the 60 Hertz value for the system of the invention for electrical power storage and delivery.

2) Vehicles used in the system of the invention for electrical power storage and delivery must climb steep grades making the propulsion force comparable to vehicle weight. In the passenger/freight application, the propulsive force is only about 10 % of vehicle weight.

3) The weight per unit length of vehicle is much greater for vehicles used in the system of the invention for electrical power storage and delivery than for passenger/freight vehicles.

4) The speed of vehicles used in the system of the invention for electrical power storage and delivery is much less than passenger/freight vehicles.

Figures 7A and 7B show a typical propulsion loop/vehicle magnet configuration for a passenger/freight vehicle 74, which typically carries vehicle quadrupole magnets 76. The guideway beam box 78 carries the guideway propulsion windings 80. The length/width ratio of the superconducting vehicle magnet loops is substantially greater than one. This is because the long sections of the vehicle superconducting and the guideway loops provide magnetic lift and stability forces, while the shorter width sections and cross-over windings of the vehicle and guideway loops provide the magnetic propulsive forces, which are small compared to the lift and stability forces.

The situation is different for the vehicles for use in the system of the invention for electrical power storage and delivery, as illustrated in Figures 8A and 8B. The vehicle 74 typically carries vehicle dipole loops 82, and the guideway beam box 78 may carry iron plates 84 to assist lift, in addition to the propulsion windings 80 (shown in Figure 8B). Here the ratio of the loop length/loop width is substantially less than 1, in order to maximize the magnetic propulsive force, and to keep the magnet pitch relatively small so that 60 Hertz AC current can be used in the propulsion windings.

The maglev technology for energy storage has certain similarities to that for passenger and freight transport, but there are also important differences. These differences include:

1. much steeper grade for the energy storage guideway;
2. requirement for constant vehicle speed and constant grade for the energy storage guideway;

3. considerably greater vehicle loads for the energy storage guideway;
4. much shorter vehicle lengths for the energy storage guideway;
5. rapid loading and unloading of heavy storage masses from vehicles for the energy storage guideway; and
6. large ratio of load vehicle mass to unloaded vehicle mass for the energy storage guideway.

As a result of these differences, the design of the vehicle and guideway for use in the system of the invention for electrical power storage and delivery differs substantially from that for passenger and freight transport. First, the much steeper grades for the system according to the present invention (45 degrees or more, versus a maximum of about 10 degrees for passenger/freight transport), together with the considerably heavier vehicles (about 100 tons vs a maximum of about 50 tons for freight transport) necessitates much greater propulsion forces, i.e., a factor of 10 or more.

Second, passenger/freight maglev vehicles will operate over a range of speeds and grades on the guideway depending on local conditions. Their maglev propulsion systems can accommodate these varying conditions by changing the frequency and current delivered by the AC power in the propulsion windings.

In order to efficiently levitate the short heavy vehicle with minimum I^2R losses, iron plates incorporated into the narrow beam guideway can assist the levitation force, with null flux loops used for stability and oscillation damping. Depending on system design, iron lift assistance may or may not be employed.

Figures 9A and 9B show the baseline configuration for a vehicle 52 for use in the system of the invention for electrical power storage and delivery in its loaded and unloaded state. The vehicle has a flat upper surface 86 on which a heavy (about 100 ton) reinforced - concrete block 54 is quickly loaded and

unloaded. The concrete block is held in place by a quick acting locking mechanism (e.g., pins or straps or bars) between iron plates on the bottom of the block and DC current windings on the top of the vehicle or by magnetic attractive forces. The vehicle for use in the system of the invention for electrical power storage and delivery is a simple structure of steel I-beams, and plates to which are attached a series of superconducting dipole magnets 82. Total vehicle length is short, typically in the range of 5 to 10 meters.

As is shown in Figures 9A and 9B, the storage masses 54 are simple reinforced large concrete blocks placed on the flat upper surface 86 of the vehicle the system of the invention for electrical power storage and delivery. Typical dimensions for a 100 ton storage mass are 3.5 meters in width, 2.5 meters high, and 4.5 meters in length.

The vehicle rides along a narrow beam guideway 88 (Figure 10) consisting of a hollow concrete box beam to which a series of panels 90 is attached. Each panel contains a set of passive aluminum wire loops (1, 2, 3, 4) to provide passive vertical and lateral stability, along with propulsion windings that are connected to the external electric power grid. When the system of the invention for electrical power storage and delivery operates in the energy storage mode, net electric power flows into the set of propulsion windings, while when the system of the invention for electrical power storage and delivery operates in the power delivery mode, electric power flows out of the propulsion windings.

Iron lift plates 84 are typically attached to the narrow beam guideway 88. If present, they are positioned so that the magnetic attraction between them and the superconducting dipoles on the vehicle provide virtually all of the lift force needed to support the vehicle. By itself, this attractive suspension force is vertically unstable; however, the combination of the iron lift plates and the assembly of null flux aluminum loops in the side panels on the guideway beam has a net stability. That is, if an external force causes the vehicle to move

upwards from its equilibrium suspension point, a net magnetic force develops to push the vehicle downwards towards its equilibrium point; conversely, if the vehicle moves downwards from its equilibrium point due to an external force, a net magnetic force develops to push the vehicle upwards to the equilibrium point. If the iron left plates are not used, the guideway aluminum loops by themselves provide the necessary vertical lift and stability forces, together with the lateral stability forces.

Figure 11 shows the layout of the energy storage facility according to the system of the invention for electrical power storage and delivery. The guideway 56 has end loops 92 at the upper and lower ends (60, 72) of the two way guideway. The end loops enable the vehicles to rapidly traverse the entire guideway, minimizing the number of vehicles needed to store or deliver a given amount of power. Storage masses 54 in the vehicle mass yard 94 are unloaded and loaded from locations along the end guideway loops, using rapid handling equipment.

For those times when the power demand is less than the maximum power capability, the vehicles not engaged in storing or delivering power will be stationed on sidings 96 at the upper and lower ends of the guideway. When needed to boost operating power level, vehicles will be quickly withdrawn over the guideway switches 98 from the two sidings to join those already operating on the guideway. The time required to start operating is less than a minute.

The amount of lift force provided by the iron plates is controlled by how many iron plates (and also how thick they are) are located on the guideway. On the section of the guideway shown in Figures 3A and 3B, where the vehicle transports the heavy storage mass (either up or down, depending on whether the system of the invention for electrical power storage and delivery is in the power storage or power generation mode), more iron plates are used, since the weight of the vehicle plus its storage mass will exceed 100 tons. Referring to Figures 3A

and 3B, in the section of the guideway where the empty vehicle travels up or down, the number of iron plates is much less, since the empty vehicle weighs only about 10 tons.

The number of vehicles is determined by the maximum power rating of the facility for use with the system of the invention for electrical power storage and delivery (the greater the power capability desired, the more vehicles will be needed), and the time required for a vehicle to make a full traverse of the complete guideway circuit, including the time to unload and load as storage mass (the shorter the time, the fewer vehicles will be needed).

Table 1. Illustrative Power Inputs and Outputs

Basis: 100 Ton Net Mass Per Vehicle

60 Meter/Sec Speed (134 mph)

	Guideway Inclination, Degrees					
	30		45		90	
Number of Vehicles on Guideway	Power (MW)	Spacing (Km)	Power (MW)	Spacing (Km)	Power (MW)	Spacing (Km)
1	30	4	40	2.8	60	2
2	60	2	80	1.4	120	1
4	120	1	160	0.7	240	0.5
8 (2 connected vehicles)	240	1	320	0.7	480	0.5
12 (3 connected vehicles)	360	1	480	0.7	720	0.5

Table 1 above shows the power capability of a facility according to

the system of the invention for electrical power storage and delivery based on the number of vehicles operating on the power section of the guideway (i.e., the section that handles the vehicles that carry 100 ton storage masses), and the angle of incline for the guideway. A net mass of 100 tons per vehicle (i.e., the weight of the storage mass) is assumed. Since the vehicles travel on both the up and down sections of the guideway, the net power demand related to the vehicle mass is essentially zero.

A vehicle velocity of 60 meters per second is assumed. This velocity corresponds to a magnet pitch of 1 meter and an AC power frequency of 60 Hertz. The steeper the guideway, the more power is generated per vehicle. This is a result of a faster rate of change in elevation when the guideway incline becomes steeper.

The facility according to the system of the invention for electrical power storage and delivery can store or deliver 480 MW(e) at an incline angle of 45 degrees if there are 12 vehicles operating on the power section of the guideway. Assuming that 3 vehicles are hooked together to form a consist, the corresponding distance between consists would then be 0.7 kilometer.

DESCRIPTION OF THE SYSTEM OF THE INVENTION FOR ELECTRICAL POWER STORAGE AND DELIVERY USING ANGLED ON-GRADE GUIDEWAYS

Description of a Baseline System

The analytical relationships that affect the choice of optimum speed for a facility for the system of the invention for electrical power storage and delivery are set forth below:

Length of Vehicle Magnet:

$v=f\lambda$;

f = frequency (i.e., 60 Hz);

v = speed, m/s;

λ= magnet pole pitch, meters

$\lambda/2 = v/2f$

$\lambda/2$ = length of one superconducting loop on vehicle, m

Ratio, Vehicle Kinetic Energy/ Delivered Electrical Energy:

$R_1 = v^2 / 2g\Delta h_0$

Δh_0 = change in elevation, meters

Height Change to Achieve Vehicle Operating Speed:

$$\Delta h_1 = \frac{v^2}{2g}$$

Ratio, Energy Lost to Air Drag / Delivered Electrical Energy:

$R^* = \frac{1}{2} C_D \rho_{AIR} A_F v^2 / m_g \sin\theta$

C_D = Drag coefficient;

A_F = Frontal Area, m^2;

M = Delivered mass, kg;

θ = Angle to Horizontal

The first decision point is whether the propulsion system should operate at an AC frequency of 60 Hertz, or at some other frequency. If the

frequency of 60 Hertz is selected, it minimizes the cost of the equipment needed to handle the large blocks of power that come into the facility for the system of the invention for electrical power storage and delivery from the grid during the energy storage period, and that go out of the facility to the grid during the power delivery period. The 60 Hertz choice enables the facility to operate using simple transformers that step down the voltage from the grid to match that in the propulsion windings. The speed of the vehicles and pitch of its magnet are chosen to match the frequency and phase angle of the AC grid power. If the propulsion frequency is different from 60 Hertz, then frequency conversion equipment is needed to change the AC power frequency to that used to propel the vehicles (in the motor mode) and to change the frequency of the power delivered by the generator mode to match that in the external power grid. However, the use of an asynchronous DC/AC link between the maglev energy storage system and the electrical grid allows greater system flexibility, in that vehicle speed and inclination angle can vary along the guideway and that transients associated with vehicles entering and leaving the guideway are more readily handled. The choice of operating at 60 Hertz in synchronism with the external grid, or asynchronously with DC/AC conversion will depend on the particular conditions of the site and the external grid.

Figure 12 shows the effect of vehicle speed on the performance of the system of the invention for electrical power storage and delivery. Higher speeds decrease the magnet pitch length, as 1/V, if frequency is to be kept constant at 60 Hertz. Moreover, higher speeds increase the equivalent Δh needed to achieve operating speed. If Δh becomes comparable to the change in elevation for the guideway, the kinetic energy of the moving loaded vehicle becomes comparable to the electrical energy stored by the raising of the transported mass. In addition, the air drag losses increase as the square of vehicle speed. The optimum vehicle speed is chosen to be 60 meters per second. This speed

corresponds to a magnet pitch of 1 meter, which is short enough for an efficient propulsion motor/generator, but long enough that there can be a substantial physical gap between the vehicles and the guideway. Moreover, 60 meters per second is slow enough that the value of Δh is relatively small, 180 meters, compared to the 2000 meters elevation change. In addition, the air drag losses are only about 1 % of the energy stored and delivered by the vehicle. If an asynchronous AC/DC link to the external grid is used, the vehicle speed can be chosen independently of the magnet pitch.

Figure 13 shows the position and speed of the vehicle in the baseline power storage cycle. A time interval of 100 seconds is assumed for the unloading of the storage mass from the vehicle for the system of the invention for electrical power storage and delivery, and an equal interval of 100 seconds for the loading of the storage mass. As shown later, these time intervals appear quite conservative. It is very likely that the unloading and loading processes can be carried out in much shorter time.

The vehicle for use in the system of the invention for electrical power storage and delivery is stationary during the loading and unloading portions of the cycle. There are two short acceleration periods of 8.5 seconds each - the vehicle accelerates after the mass is unloaded and also after it is loaded - and two short deceleration periods, also of 8.5 seconds each.

Table 2: Number of Round Trips Per Hour vs. Vehicle Speed and Guideway Angle

Vehicle Speed (m/sec)	60		50		40	
Guideway Inclination (deg)	45	30	45	30	45	30
Unload and Load (sec)	200	200	200	200	200	200
Ascend 2000 Meters (sec)	47.2	66.7	56.6	80	70.8	100
Descend 2000 Meters (sec)	47.2	66.7	56.6	80	70.8	100

Accelerate and Decelerate 4 Times (sec)	34	34	28	28	23	23
Total (sec)	328	367.4	341.2	388	365	423
Round Trips per Hour	11	9.8	10.6	9.3	9.9	8.5

Table 2 above shows the number of round trips carried out per hour by a vehicle, based on the time periods described above, as a function of vehicle speed. The number of round trips is also shown in Figure 14.

With a load time of 100 seconds, an unload time of 100 seconds, and a 2 kilometer ascend/descend net distance for energy storage and power generation modes, at 60 meters per second, 10 round trips per hour can be carried out. The number of round trips is insensitive to the inclination angle of the guideway. This is a consequence of relatively long periods assumed for loading and unloading the vehicles, compared to the short acceleration and deceleration periods, and to the short travel time on the inclined guideway.

Figure 15 shows the magnetic geometry used to calculate the magnetic propulsive forces and power for the vehicle, while the analytic relationships employed are set out below.

$$Fp(t) = 2\ By(t)\ I_G(t)\ \ell_P = 2(By)^*\ \sin w\,t\ (I_G)^*\ \sin (w\,t + \lambda)[\ell_P]\ \text{Newtons}$$

The factor of 2 reflects the effective doubling of current in the propulsion winding cross-overs, with $w = 2\pi f$ radians per second;

$f = 60$ Hertz;

λ = Phase angle between propulsion current and By magnetic field acting on propulsion winding;

$(By)^*$ = Maximum magnetic field experienced by propulsion winding, Tesla;

$(I_G)^*$ = Maximum current in guideway propulsion loop winding, amp turns;

ℓ_P = Total length of propulsion windings acted on by magnetic field from vehicle magnets, meters;

The time averaged propulsion force resulting from the sine wave field and current is:

$$\overline{F_P} = (2)\left\{\frac{By^* I_G^* \int_0^{2\pi/w} [\sin wt]\sin wt\cos\lambda + \cos wt \sin\lambda\phi dt}{\int_0^{2\pi w} dt}\right\}\ell_P Newtons$$

$$= (2)\frac{By^* I_G^*}{2}\cos\lambda(\ell_P) = By^* I_G^* \cos\lambda(\ell_P)$$

The average propulsion force equals the force required to keep the loaded energy storage vehicle moving up the inclined guideway at a velocity V and angle θ.

$$\overline{F_P} = (M_v + M_{mass})g\sin\theta = M_{TOT}g\sin\theta$$

Combining the two equations, the peak guideway propulsion current is given by:

$$I_G^* = M_{TOT}g\sin\theta / By^* \cos\lambda(\ell_P) amp turns$$

with the rms value of I_G being $(I_G)_{RMS} = 0.707\ I_G^*$

The total length of the propulsion winding is given by

$\ell_P = N_M \ell_M$ meters

where N_M = number of superconducting magnet loops on the vehicle (1 loop per polarity - 2 loops for a pair of + and - polarity) and

ℓ_M = length of propulsion winding in the loop

As an example, for $\ell_M = 1$ meter, and $N_M = 20$ (5 pairs superconducting loops on each side of the vehicle), $\ell_P = 20$ meters.

The actual system and method for storage and generation of electrical energy will have a three phase propulsion winding, with each phase carrying one third of the total current required to propel the vehicle. Accordingly,

$(I_G)^*_{3\varphi} = 1/3\ I_G^*$

and

$$\left[(I_G)_{RMS}\right]_{3\phi} = 1/3(I_G)_{RMS}$$

Per phase, the I^2R losses in the propulsion windings are then:

$$\left(I_G^2 R\right)_{3\phi} = \left[\left(\frac{I_\theta}{3}\right) Rms\right]^2 \frac{\rho_{A1}}{A_{A1}}\left[1+\frac{W_P}{\ell_P}\right]\left(\ell_P\right)\left(\frac{\ell_{EP}}{\ell_P}\right)$$

Where

ρ_{Al} = Resistivity of aluminum conductor = 2.8x10-6 ∩ cm;

A_{Al} = Cross sectional area of aluminum conductor, cm^2;

W_P/ℓ_P = Ratio of propulsion loop width/ length [$W_P/\ell_P = 0.5$];

ℓ_{EP}/ℓ_P = Ratio of length of energized propulsion winding / length of propulsion winding under vehicle.

The total I^2R power in the propulsion winding is:

$$P_{TOT} = 3P(I^2R)_{3\phi} = 3\left[\left(I_G^2R\right)_{3\phi}\right]$$

These analytic relationships are derived based on the magnetic field distributions for an infinitely long bifilar (i.e., parallel wire) electrical circuit, so that the results are somewhat approximate, because they do not include end effects from the ends of the magnet loops. However, they are accurate enough for the purposes of describing the system of the invention for electrical power storage and delivery and scoping out its overall performance capabilities.

Figure 16 illustrates the vector addition of the lift and propulsion forces in the guideway for the system of the invention for electrical power storage and delivery. The propulsion and magnetic lift forces needed are set out in table 3 below.

Table 3: Vector Addition of Magnetic Propulsion and Magnetic Lift Forces

	Loaded Vehicle [110 Metric Tons]			Unloaded Vehicle [10 Metric Tons]		
Guideway Inclination (θ, deg)	30	45	90	30	45	90
Magnetic Propulsive Force, Newtons	$5.4x10^5$	$7.62x10^5$	$1.08x10^6$	$4.9x10^4$	$6.93x10^4$	$9.8x10^4$
Magnetic Lift Force, Newtons	$9.4x10^5$	$7.62x10^5$	0	$8.5x10^4$	$6.93x10^4$	0
Total Gravity Force, Newtons	$1.08x10^6$			$9.8x10^4$		

For a vertical shaft system for electrical power storage and delivery ($\theta = 90$ degrees) the lift and propulsion forces are the same, since the gravity vector acts downwards along the shaft. For inclined guideways, the iron lift plate magnetic vector and the magnetic propulsion vector add together to counter the vertically downwards gravity vector acting on the vehicle.

Table 4: Numerical Values for By Components as a Function of Y_0 and Z

Basis: W=50 Centimeters

	Y_0 = 15 cm (5.9 Inches)			Y_0 = 18 cm (7.1 Inches)		
Term	Z=8	Z=16	Z=25	Z=8	Z=16	Z=25
$Z/Z^2 + Y_0^2$	+0.0277	+0.0333	0.0294	+0.0206	+0.0276	+0.0263
$-(Z+W)/(Z+W)^2 + Y_0^2$	-0.162	-0.0144	-0.0128	-0.0157	-0.0141	-0.0126
$+(Z+2W)/(Z+2W)^2 + Y_0^2$	+0.0091	+0.0085	+0.0079	+0.0090	+0.0084	+0.0078
$+(W-Z)/(W-Z)^2 + Y_0^2$	+0.0211	+0.0246	+0.0294	+0.0201	+0.0230	+0.0263
$+(2W-Z)/(2W-Z)^2 + Y_0^2$	-0.0106	-0.0115	-0.0128	-0.0105	-0.0114	-0.0126
$+(3W-Z)/(3W-Z)^2 + Y_0^2$	+0.0070	+0.0074	+0.0079	+0.0069	+0.0073	+0.0078
SUM	+0.0381	+0.0479	+0.0490	+0.0304	+0.0408	+0.0430

Table 4 above and Figure 17 show how the magnitude of the magnetic field By component (i.e., the component normal to the plane of the superconducting dipole loop on the vehicle) varies with distance z along the vehicle and separation y_o between the plane of the superconducting vehicle loop and the guideway propulsion loop.

Note that By = 0 at z = 0 (directly under one superconductor) and z = 50 centimeters (directly under the adjacent superconductor), and is a maximum at By - 25 centimeters. The 50 centimeter distance between superconductors corresponds to a magnet pitch of 100 centimeters (= 1 meter), the value decided on earlier . The magnitude of By shown in Figure 17 repeats every 50 centimeters, but with an opposite sign.

Also note that By is almost a perfect sine wave over the interval z = 0 to z = 50 centimeters. (The deviations are shown as shaded areas.) With slight changes in placement of the superconducting cables, and/or local placement of iron flux guides, a perfect 60 Hertz sine wave could be achieved. This is important in terms of matching the frequency and phase of the propulsion power input/output to that of the external power grid.

Also shown is the effect of increasing the vertical separation, y_0, between the plane of the superconducting guideway loop and the plane of the superconducting magnet. The magnitude of the By component decreases with increasing y_0, but the shape continues to be close to that of a sine wave.

Figure 18 illustrates the phase angle difference between the propulsion current and the By magnetic field component. With a phase angle of zero degrees, the propulsion force is at its maximum possible value as phase angle increases, propulsion force decreases. By operating at a substantial non-zero value for the phase angle, one ensures that the propulsion system can automatically adjust to, and compensate for, variations in wind force, drag coefficient, and the like, without affecting the synchronicity and constant frequency nature of the propulsion system for the system of the invention for electrical power storage and delivery.

Table 5: Numerical Values of Propulsive Current as a Function of Number of Magnet Pairs

Basis: 110 Tons Total Vehicle Mass (100+10=110 Tons)

45 Degrees Angle Guideway

7 Inch Vertical Separation

30 Degree Phase Angle (λ)

1 Meter Winding Length (ℓm)

Number of Magnet Pairs (Both Sides)	Total Length of Magnets Along Each Side (Meters)	I_G^* (Amp Turns)	
		800 KA Magnet	600 KA Magnet
12	6	53,000	71,000
10	5	64,000	85,000
8	4	80,000	107,000
6	3	107,000	142,000

Note: For a three phase propulsion winding, $(I_G^*)_{3P} = 1/3\ I_G^*$

Table 5 above shows the magnitude of the current in the guideway propulsion loops needed to propel a loaded vehicle uphill, as a function of the number of superconducting magnet pairs on the vehicle (one magnet pair corresponds to a full pitch of one meter, which has two loops of alternating polarity) and the level of current in the superconducting magnets. Note that the total of 10 magnet pairs for the vehicle corresponds to having 5 magnet pairs on each side of the vehicle.

The values of guideway loop current shown in Table 5 correspond to having a connected set of guideway single phase loops with the loops on the left side of the vehicle in series with the loops on the right side. All loops carry the same single phase current.

In practice, the electrical power grid operates on a three phase current arrangement. Accordingly, a three phase propulsion current arrangement is required for the system of the invention for electrical power storage and delivery. Figure 19 shows this arrangement of superconducting loops on an energy storage vehicle, in which the three separated propulsion windings each carry one phase. In Figure 19, phases A, B and C are shown as having different widths for clarity of presentation. They actually will have essentially the same widths. The currents in the Phase A, B and C windings are not in phase, but are timed to give propulsion forces in the left direction. The physical separation between the three windings corresponds to an electrical separation of 120 degrees, with each winding operating at the same phase angle between the magnetic field By from the superconducting magnet and the propulsion current. Each of the three windings carries 1/3 of the total current shown in Table 5 for a given combination of the number of superconducting magnet pairs and the current in the magnets.

Table 6: I^2R Losses in Propulsion Windings as a Function of the Number of Magnet Pairs

Basis: Ac=39 cm^2 [2" x 3" Cross Section], 1 Meter Winding Length

$w_P/ \ell_P = 0.5$, $\theta = 45$ Degrees, 110 Ton Vehicle Mass

900 KA Magnet Current, 30 Degree Phase Angle, 7 Inch Separation

Parameters	$\ell_{EP}/ \ell_P =$	8		10		12	
		2	4	2	4	2	4
I_G^*, KA		80	→	64	→	53	→
$(I_G)_{RMS}$, KA		56.6	→	45	→	37.5	→
$[(I_G)_{RMS}]_{3\theta}$, KA		18.8	→	15	→	12.5	→
ℓ_P, Meters		16	→	20	→	24	→
$P(I^2R)_{3\theta}$, KW		122	244	97	194	81	162
P_{TOT}, KW		366	732	291	582	242	448

The corresponding I^2R losses in the propulsion windings are shown in Table 6 above, as a function of the total number of magnet pairs on the vehicle, and the length of the guideway block that is energized at any given time. Two values of block length energization are shown, with ℓ_{EP}/ ℓ_P values of 2 and 4 (ℓ_{EP}/ ℓ_P block energization length/vehicle length).

The I^2R losses are all well below 1 megawatt. These are small compared to the 40 megawatt power input/output levels for the loaded vehicle, so that the propulsion systems is very efficient. There clearly is a strong incentive to have a short energization block length, i.e., $\ell_{EP}/\ell_P = 2$, rather than a longer one. The I^2R losses decrease as the number of magnet pairs, and consequently LP, increase, because the effect of greater winding length is offset by the smaller

current level needed in the propulsion windings. With 10 magnet pairs and $\ell_{EP}/\ell_P = 2$, the I^2R propulsion loss for a loaded vehicle is only about 300 kilowatts - less than 1 % of the 40 MW power input/output.

The I^2R propulsion losses associated with propelling the unloaded vehicle can be neglected. The propulsion current for the unloaded vehicle is a factor of 10 lower than that for the loaded vehicles, resulting in an I^2R loss that is 100 times lower. The much lower propulsion current is due to the mass of the unloaded vehicle being only about 1/10th that of the loaded vehicle.

An important feature of the system of the invention for electrical power storage and delivery is the unique propulsion switch architecture. With a short energized block length and three phase propulsion windings, one would need many hundreds of electronic switches to channel current into and out of the propulsion windings that were individually connected to the AC power grid.

Instead, a multi-dimensional switch architecture is used. In the two dimensional configuration, each block is connected to the propulsion current control (Figure 20) by two switch lines (x_i, y_j). In Figure 20, one phase is shown; the other two phases are similar. As shown in Figure 21, illustrating a grid of 100 propulsion blocks 100, 20 switches (10 x_i and 10 y_j switches) are sufficient to select any individual block in the grid. Generalizing, the total number of switches is

$$\text{switch \#} = 2\,(\text{\# of blocks})^{1/2}$$

Thus, a grid of 900 blocks would require only 60 switches.

Figure 22 shows how the energized blocks would operate in the case where two sequential blocks were energized to propel the vehicle, in an example such as where there are five magnet pairs per vehicle per side (5 meters total length), the propulsion block length is 5 meters, and a maximum of two

blocks are energized. Energization is shown for one phase only. When the vehicle was traversing the Nth and N+1 propulsion blocks, both would be energized. When the vehicle had advanced to the point where it was on just the Nth block, only that block would be energized. As the vehicle moved further, it would be on both the N-1 and Nth block, and both would then be energized.

Table 7: Number of Switches

Basis: Two kilometer elevation change (2.83 km total upwards length)

$\theta = 45$ Degrees

Propulsion loops on the two sides of vehicle connected together (X,Y) switch geometry

Parameters	ℓ_{EP}/ℓ_P=	Number of Magnet Pairs on Vehicle					
		8		10		12	
		2	4	2	4	2	4
# of Propulsion blocks in 2.83 km up length, per phase		708	354	566	283	472	
# of switches per phase in 2.83 km		54	27	48	24	44	22
Total # of Switches for 3 phases in 2.83 km		162	81	144	72	132	66
Total # of switches for 3 phases in 5.66 km (up & down sections)		324	162	288	144	264	132

Table 7 shows the total number of switches required for the 2.83 kilometer long power input/output section of the guideway for the system of the

invention for electrical power storage and delivery. For all three phases of the propulsion windings, only 72 switches would be required, assuming $\ell_{EP}/\ell_P = 4$ and 10 magnet pairs on the vehicle.

This is a very reasonable number of switches. If the energized block length were cut in half to $\ell_{EP}/\ell_P=2$, the number of switches would be doubled to 144, a still very reasonable number.

The total number of switches for the up and down sections of the two way guideway would be twice that for just the power input/output section, assuming that the energized block length were the same for both sections. In fact, since the propulsion current in the return section is about 1/10th of that in the power input/output section, the energized block length can be much greater, which would reduce the total number of switches to well below 100.

The number of switches can be further reduced by going to a three dimensional switch architecture, as illustrated in Figures 23 and 24, comparing the (x, y, z) switch geometry with (x, y) switch geometry. In Figure 23, the connection to block 22 is made through switches (x2, y2). In Figure 24, the third digit in location number refers to z planes which are stabilized vertically in representation. Cables run vertically from each x, y location to their corresponding location in the z planes. That is, 211 is connected to 212, 213, 214, etc. Each z plane has its own set of y111, y211, y311, etc. switches. The block at 215, for example is energized by switches x2 and y15. Using this connection pattern, 1000 blocks could be individually selected with only (1000)1/3 (3) = 30 switches. A summary of the differences between the (x, y, z) switch geometry with (x, y) switch geometry is given in Table 8 below.

Table 8

	(x, y) Geometry	(x, y, z) Geometry
Number of Superconducting Magnet Pairs/Vehicle	10	10
ℓ_{EP}/ℓ_P	2	2
Switches per phase (up section)	48	27
Switches for 3 φ	144	81
Total Number of Switches (up and down sections)	288	162

The total number of switches for this three dimensional architecture is given by the formula:

$$\#\text{ of switches} = 3\ (\#\text{ of blocks})^{1/3}$$

Thus, for a grid of 1000 blocks, only 30 switches would be required. The choice of the particular architecture used will depend on a number of detailed factors, which in turn will depend on the particular system being considered.

Figure 25 shows the magnetic lift force provided by the iron lift plates as a function of the current in the superconducting magnets and the fractional longitudinal coverage of the guideway beam by the iron plates. For ten magnet pairs (1 meter width/pair), a total vehicle and storage mass weight of 110 tons (i.e., on the power input/output section of the track), a 20 centimeter (8 inch) separation between the superconducting magnet conductor and the iron plate, and a 45 degree guideway inclination, with the forces calculated by their magnetic image relationship, only about 25% of the guideway needs iron plate coverage. However, these calculations are idealized, in that: 1) the vehicle superconductor element is assumed to be an infinite wire of constant current direction, rather than

on assembly of finite length conductors of alternating current direction, and 2) that the attractive force between the superconductor and the iron plates is a pure image force with no allowance for edge effects due to the finite width of the iron plate, and no permeability saturation effects. However, there appears to be a large lift force margin, so that full coverage by the iron plates will not be required, even when the above force correction effects are taken into account. With regard to the return section of the guideway where the unloaded vehicle only weighs about 10 tons, the required fractional coverage by iron plates will be very small, probably less than 10 percent.

Figures 26A-C, showing vehicle vertical position, and 27A-C, showing vehicle lateral position, show the guideway loop arrangement for vertical and lateral stability of the vehicle for the system of the invention for electrical power storage and delivery. These figure of 8 (Figures 26A-C) and cross connected dipole (Figures 27A-C) null flux loop circuits 102 are similar to those used for the passenger/freight application. Vertical and lateral stability is provided automatically and passively by induced non-zero currents 104 in the null flux loops if the vehicle moves upwards or downwards, left or right of its equilibrium suspension point. When at its equilibrium point, there are no induced currents in the null flux loops (the vehicle weight is balanced by the iron lift forces), and there are no I^2R losses in the stability loops. I^2R losses are generated if the vehicle departs from its equilibrium point, but these are small compared to those in the propulsion windings.

Figures 28 and 29 show the switching guideway 106 loop arrangement used to switch vehicles from the main guideway 108 onto a siding 110 if they are not needed to store or generate electric power for the external grid. Referring to Figure 29, the vehicle will follow whichever line of the guideway loops, "A" or "B", is activated. When needed, the stationary vehicles would be switched off the siding and onto the main guideway. The switching step would

be carried out when the vehicle was unloaded, on a planar section of guideway, not a narrow beam section. The switch section has two overlapping lines of loops, one of which continues along the main guideway (which the transitions back to a narrow beam configuration) with the second leading to the siding. If the vehicle is to continue along the main guideway, electronic switches activate the first line of loops and open circuits the second line; if the vehicle is to go onto the siding) another set of electronic switches activates the second line of loops and open circuits on the first line. The switch section is planar, with no projecting structure to obstruct vehicle movement to either line of loops. The lift and stability forces are provided by passive aluminum loops on the guideway. There are no iron lift plates.

Mechanical switching, in which the desired line of guideway loops is brought into position, while the non-operating line of guideway loops is shunted aside, can also be used in place of electronic switching, if desired.

DESCRIPTION OF THE SYSTEM OF THE INVENTION FOR ELECTRICAL POWER STORAGE AND DELIVERY USING VERTICAL SHAFT GUIDEWAYS

The main differences between the system of the invention for electrical power storage and delivery operating on an angled guideway and a vertical shaft guideway are:

1) In the vehicle shaft guideway, all of the lift force on the vehicle must be supplied by the propulsion winding. Iron lift plates cannot be used to provide a partial lift force, as in the angled guideway.

2) The narrow beam type guideway cannot be used to move the

vehicle vertically in the shaft guideway. Instead, guideway panels on end side of the shaft have to be used to move the vehicle vertically, and to stabilize it laterally.

3) Unloading and loading of the vehicle is done at one point at the top and one point at the bottom of the vertical shaft, rather than at a succession of points along the guideway, as was done with the angled guideway.

Figures 30A and B show the layout of an energy storage vehicle 120 according to the system of the invention for electrical power storage and delivery using a vertical shaft guideway 122. Each side of the vehicle has a line of superconducting dipole loops 124 that interact with a line of guideway loop panels 126 on the sides of the vertical shaft. The vehicle typically has open sides 128 and closed sides 130. As is explained further below, a gap 132 is provided between the vehicle structure and the storage mass. The superconducting dipole loops are the same as those for a vehicle operating on an inclined narrow beam guideway, except that instead of being located on the opposite sides of a narrow beam, they are located on the opposite sides of the vertical guideway.

As is illustrated in Figure 30B, the 100 ton storage mass is held in place inside the vehicle according to the system of the invention for electrical power storage and delivery, which is constructed of I-beams as an open cage, by a set of retractable supports 132 positioned on the I-beams of the vehicle. The vehicle has a top 134 and a bottom 136, and the weight of the storage mass is supported by the bottom of the vehicle cage.

Table 9: Numerical Values of Propulsion Current and I^2R Losses as a Function of Number of Magnet Pairs on an Energy Storage Vehicle in a Vertical Shaft Guideway

Parameters	N_m (Number of Magnet Pairs)					
	8		10		12	
	2	4	2	4	2	4
I_G^*, KA	113	→	90	→	75	→
$(I_G)_{RMS}$, KA	80	→	64	→	53	→
$[(I_G)_{RMS}]_{3\theta}$, KA	26.7	→	31	→	18	→
ℓ_P, Meters	16	→	20	→	24	→
$P(I^2R)_{3\varphi}$, KW	244	488	194	388	162	324
P_{TOT}, KW	732	1464	582	1164	484	896

Table 9 above shows the I^2R losses in the propulsion windings for a vertical shaft system according to the invention for electrical power storage and delivery as a function of the number of magnet pairs on the vehicle, and the length of the energized sections of propulsion windings on the guideway. These I^2R losses are twice those for a vehicle according to the system of the invention for electrical power storage and delivery traveling on a narrow beam guideway at an incline angle of 45 degrees (Table 6) because 100% of the vehicle weight in a vertical shaft guideway is supported by the propulsion winding rather than 70.7% of it, as is the case for a 45 degree guideway with iron lift plates.

Storage masses 54 are unloaded and loaded from the vehicle 120 using an overhead trolley 138 of the type shown in Figure 31. As with the storage masses for the angled guideway, the overhead trolley has arms 139 with extendable struts 140 that fasten to the reinforced concrete storage block 54, and

lift it up off the base of the vehicle 120, and move it laterally to the side. The I-beams 142 at the top of the vehicle cage have retractable sections 144 that can swing aside to allow the storage mass to move laterally out of the cage.

The overhead trolley moves the storage masses on a track 146 for the wheels 147 of the trolley along a long transfer tunnel 148 in the rock wall 150 to the left or right of the loading/unloading point, as shown in Figure 32. The two transfer tunnels have a number of side tunnels 152 where the 100 ton masses are stored while not being moved up or down the vertical shaft guideway.

During the power generation phase, loaded vehicles according to the system of the invention for electrical power storage and delivery travel down vertical shaft #1 converting gravitational potential energy into electric power. When the vehicle reaches the unload/load point in the shaft, the 100 ton storage mass is unloaded from the vehicle by the trolley, which transfers the storage mass to a suitable point in one of the side tunnels.

The unloaded vehicle then drops below the unload/load point, and moves sideways to vertical shaft #2, where it travels upwards to the surface unload/load point. There, a new 100 ton storage mass is loaded onto the vehicle, which then transfers back to vertical shaft #1. The vehicle then travels downwards, generating further power.

The process reverses when the system of the invention for electrical power storage and delivery takes electrical energy from the grid and stores it as gravitational potential energy of the 100 ton masses. The 100 ton mass is then loaded onto a vehicle at the bottom of vertical shaft #1, and the loaded vehicle lifted up to the surface unload/load point using electrical power drawn from the power grid. The 100 ton mass is then lifted off the vehicle and stored in a yard at the surface. The unloaded vehicle then moves laterally to vertical shaft #2, in which it travels downwards to the bottom of the shaft. It then moves laterally to the unload/load point at the bottom of shaft #1, where it picks up a new 100 ton

storage mass, and ascends to the surface again.

Example: System Parameters for Vertical Shaft Guideway

2 kilometer elevation change
100 ton storage mass
0.5 MWH stored per unit 100 ton mass
90 degree inclination for guideway
Below surface
>90% energy storage efficiency (output/input)
10 ton vehicle weight (unloaded)
110 ton vehicle weight (loaded)
60 meter/sec (134 mph) vehicle velocity
10 round trips per hour for vehicle
100 seconds to load or unload vehicles
Dipole loop magnets along each side of vehicle
1 meter magnet pitch (distance between loops of same polarity)
10 magnet pairs per vehicle (5 on each side)
0.5 meter loop width
Vertical shaft guideway
Figure of 8 null flux guideway loops provide lateral stability
Dipole null flux guideway loops provide stability normal to superconducting dipole loops
60 hertz, three phase propulsion winding acts as motor to propel loaded vehicle goes down the shaft, to return electric power to grade

The example above summarizes the baseline system parameters for

the vertical shaft guideway configuration. The angled guideway and vertical shaft guideway configuration can be developed in parallel so that systems can be implemented at a wide range of locations, both in flat terrain, and in terrain with substantial elevation changes. The vehicle magnets and guideway panels are very similar. The vehicle configurations are different, but this would not pose any problem.

LOADING AND UNLOADING:

Figures 33A and 33B show an illustration of equipment that could be used to load and unload storage masses from the vehicles. It consists of two overhead beams 146 with four extendable struts 140 that lock onto fastening means 154 such as projections or keyways at attachment points in the upper surface of the block. Alternatively, the struts could contain electromagnets that when energized, attract and stick to iron plates on top of the block, enabling it to be lifted.

Referring to Figure 34, when the block is being unloaded, the struts extend downwards and lock onto the block, and then lift it off the upper surface of the vehicle. The vehicle then moves out, continuing along the guideway. At the same time, the block moves sideways along the overhead beam, supported by wheels that ride on the beam.

The sequence is reversed during the block loading process. The block is moved into position, the vehicle moves in under it, and the block is lowered onto the vehicle and locked into place. The vehicle then moves on. The up and down distance for the block unload/load process is only a few inches. Other methods of unloading storage blocks are possible, including wheeled transfer carts. One promising alternative is the use of a rollway, in which the block would be pushed or pulled off a flat plane of rollers on top of the vehicle to

a corresponding flat plane of rollers on the lateral storage track.

Figure 35 shows an illustrative layout for the mass storage yard, based on a 100 meter wide by 300 meter wide storage area. A typical storage mass has dimensions of about 3.5 meters in width, about 2.5 meters in height, and about 4.5 meters in length. With about 1.5 meters between adjacent masses, along the width and length, a 7 acre yard could store 1000 masses, equivalent to 500 MWH of electrical energy. Additional storage could be easily supplied by increasing the width and/or length of the yard.

The storage masses would be laid out in rows of 20 (10 on each side of the guideway), with approximately 1 meter spacing between masses.

Figure 36 shows an illustrative loading pattern for the storage masses. As successive vehicles moved up to a given row, they would unload their storage masses and then move out to return to the base of a guideway to pick up additional masses to be transported uphill. The unloaded masses would alternately move right and left along the row, to be stored there until they were needed for electrical generation, when they would be moved back along the row to be loaded onto vehicles.

The pattern shown in Figure 36 corresponds to the case where the unload time on a vehicle is shorter than the time internal between arriving vehicles. If the unload time is longer than the interval between vehicles, more than one row would be engaged in unloading vehicles at the same time. The vehicles would then move in coordinated blocks of several rows, with the number of rows determined by the ratio of unload time to the time interval between arriving vehicles.

The load pattern for the system of the invention for electrical power storage and delivery would be similar to the unload pattern, except that the storage masses would move inward along the rows towards the guideway rather than outward.

Example: System Parameters for Baseline Vehicle/Guideway Configuration

2 kilometer elevation change;
100 ton storage mass;
0.5 MWH stored per unit 100 ton mass;
45 degree angle of inclination for guideway (nominal);
Either above surface or below surface (tunnel) guideway;
>90 % energy storage efficiency (output/input);
10 ton vehicle weight (unloaded);
110 ton vehicle weight (loaded);
60 meter/sec (134 mph) vehicle velocity;
10 round trips per hour for vehicle;
100 seconds to load or unload vehicle;
Dipole loop magnets along each side of vehicle;
1 meter magnet pitch (distance between loops having same polarity);
10 magnet pairs per vehicle (5 on each side);
0.5 meter loop width;
Narrow beam guideway;
Iron plates above vehicle dipole loops provide vehicle lift force;
Figure of 8 null flux guideway loops provide vertical stability; and
Dipole null flux guideway loops provide lateral stability.

A 60 hertz, three phase propulsion winding acts as motor to propel loaded vehicle up grade to store energy, and as generator when loaded vehicle goes down grade, to return electric power to grade.

One facility for the system of the invention for electrical power storage and delivery could deliver, if desired, 1000 MW(e) , or more, of output power; or 1000 MWH, or more, of stored electric energy.

The facility for the system of the invention for electrical power storage and delivery could come on line in less than one minute, and can be used as spinning reserve.

The system of the invention for electrical power storage and delivery has minimum environmental impact: i.e., producing no pollution (gases, CO_2, or thermal); producing no significant noise; requiring a small land foot print for an above surface facility (40 acres for 1000 MWH); and requiring no land foot point for sub-surface facility.

The principal parameters for a baseline system utilizing an inclined guideway are given in the example above. The values are illustrative and could be somewhat different for an actual application, depending on terrain, required storage capacity, and the like However, it appears simple to adjust the parameters to whatever conditions exist in the actual application.

The input/output voltage of the propulsion windings for the system of the invention for electrical power storage and delivery is determined by the number of turns in the guideway propulsion loops. At 60 meters per second and 7 inch separation, the 5 magnet pairs on each side of the vehicle will generate 500 volts rms in each phase of the three phase windings, per turn of winding. Depending on the desired voltage level for the transformers that connect the system of the invention for electrical power storage and delivery to the grid, the number of turns in the propulsion winding will be determined. At 12 KV, for example, the propulsion winding would require 12,000/500 or 24 turns, if the windings on the sides of the vehicle were connected in parallel, or 12 turns if connected in series.

The blocks can be rapidly moved onto or off from the vehicle using an overhead trolley-wheel system as illustrated in Figures 33A and 33B, or on rollways, and can be stored on pads located adjacent to the maglev guideway at its high and low altitude points. A 100 meter x 600 meter long (6 acres) storage

facility could handle and deliver 2000 storage masses, equivalent to 1000 MWH of electrical energy at an elevation change of 2 kilometers (6000 feet). Overall energy efficiency, output electrical energy/input electrical energy, would be well above 90% - much higher than any other electrical storage technology.

For a mass unload time of 100 seconds and a mass load time also of 100 seconds (both steps are necessary during a vehicle round trip, whether the system of the invention for electrical power storage and delivery is operating in the power storage or power delivery mode) a given vehicle for the system of the invention for electrical power storage and delivery could make 10 round trips per hour. This is quite conservative, since the 100 second intervals could probably be reduced to about 30 seconds, considering the simplicity of the transfer process, and the fact that the block only has to be lifted by a few inches to enable the vehicle to move forward for the return half of its round trip. The total number of round trips per hour would then approach 20.

The small land footprint and absence of environmental problems, together with its low storage cost, make the system of the invention for electrical power storage and delivery very attractive for peaking power and spinning reserve applications. In the near term, buying excess baseload night-time power at $50 per MWH (5 cents/KWH), storing it in the system, and selling it at $200 per MWH for peaking power, a price that corresponds to typical peaking power cost in California, would yield a return on the total capital investment (ROD in the system of the invention for electrical power storage and delivery of approximately 67 percent per year, assuming that it delivered power for 1500 hours annually. Such a rate of return would make the system of the invention for electrical power storage and delivery a very attractive investment proposition. A 500 MW(e) unit delivering power for 4 hours daily would produce net revenues (sales - cost of purchased power - O&M costs) of 100 million dollars per year on a total capital investment of 150 million dollars.

A second, very attractive feature is the completely non-polluting environmentally benign nature of the system of the invention for electrical power storage and delivery. This feature, and its ability to substitute for peaking plants that burn fossil fuels and produce pollution, should make it possible to obtain permits and site approval very quickly and easily. Furthermore, since the maglev guideway would not carry passengers, safety certification would be considerably easier.

Facilities for the system of the invention for electrical power storage and delivery could be erected in a short time, e.g., 3 years or less, to meet increasing peak power demands. The total land use for a 2000 MWH facility, including a dual 3 km long guideway, is only about 20 acres. Most facilities would be sited in remote areas and would not impact the environment. At the design speed of 130 mph, the vehicles would be virtually silent, with aerodynamic noise below ambient levels.

The system of the invention for electrical power storage and delivery is very attractive for near term peaking power needs. It is even more attractive for low cost energy storage used in conjunction with solar and wind power generation. The electric output from solar and wind power sources is inherently variable and nonpredictable. Combined with the system of the invention for electrical power storage and delivery, however, solar and wind sources can deliver steady, reliable power that meets variations in load demand.

The cost of steady power from solar electrical generation in combination with the system of the invention for electrical power storage and delivery is competitive with the cost of new combined cycle natural gas power plants, and is expected to be increasingly competitive as demand for oil and gas grows and reserves are depleted, and their cost rises.

Wind power capacity is increasing very rapidly in this country, and by the end of the decade, it could easily reach 10% of US capacity, especially if

there were a low cost energy storage system available to it. The present invention, when used in combination with wind power generation of electricity, allows even greater reliance to be placed on normally unpredictable wind power, since power can be supplied to the grid even when the wind was not blowing.

An attractive spin-off of the system of the invention for electrical power storage and delivery is the demonstration of a practical maglev mining capability. The about 100 ton mass lifting capability of the system of the invention for electrical power storage and delivery substantially exceeds the lifting capability required for mining, which is probably 20 to 30 tons at a maximum.

There are a number of different alternate embodiments that can store and deliver electrical energy. As is illustrated in Figure 37, storage and delivery of stored electrical energy can be accomplished by superconducting maglev vehicles via (1) the narrow beam configuration for inclined guideways, and its derivative configuration for vertical shaft guideways, and (2) a planar configuration for inclined guideways. Embodiments for the system of the invention for electrical power storage and delivery in which electromagnets or permanent magnets are used in conjunction with iron lift plates are also possible (Figure 37). However, expensive fast response servo control of the magnetic lift force would be required on each vehicle. In addition, the lift force is substantially weaker than that with superconducting magnets, and the suspension gap would be much smaller - e.g., a quarter of an inch compared to about 6 inches with superconducting magnets. The much greater precision required for such smaller gap suspensions would greatly increase guideway cost relative to that for superconducting maglev.

Systems according to the invention for electrical power storage and delivery can also be designed to use steel wheel on rail suspensions for the vehicle, with electromagnetic propulsion, as indicated in Figure 37. The method

of propulsion can use either superconducting magnets permanent or electromagnets on the vehicle.

The use of steel wheel on rail suspensions for an energy storage vehicle, while technically feasible appears to have significant limitations:

1) Operating speed of 60 mph (134 mph) would be hard to achieve.
2) The vehicles would need elaborate, heavy secondary suspensions.
3) The rails and wheels would require frequent maintenance and repair, due to the heavy usage.

Figures 38 and 39 show two alternate designs to the baseline design for the narrow beam guideway. The design in Figure 38 provides for an attached support structure 156 for (1-1) and (3-3) guideway dipole loops 158. The design in Figure 39 uses the iron lift plates positioned to provide lateral stability instead of null flux dipole loops. If the vehicle moves either left or right laterally due to an external force, the iron plates generate an equal and opposite force to move the vehicle back to its equilibrium lateral position.

The iron plate suspension is not stable vertically, however. The inductive loops at the bottom of the narrow beam provide vertical stability, instead of the null flux Figure of 8 loops. If the vertical moves upwards or downwards due to an external force, the combination of lift forces from the iron lift plates, together with the lift forces from the inductive loops is stabilizing. That is, if the vehicle is pushed upwards, the lift force becomes smaller than the vehicle weight, causing it to return to its equilibrium position. If the vehicle is pushed downwards, the lift force becomes greater than the vehicle weight, causing it to return to its equilibrium position.

Figure 39 shows a variant on the Figure 38 design, in which the guideway inductive loops are replaced by conducting sheets 160, such as aluminum sheets, for example. It will behave like the inductive loop design, except that the I^2R losses are greater with the conducting sheet design.

Figure 40 shows a configuration for a planar guideway 162 for the system of the invention for electrical power storage and delivery while Figure 41 shows a narrow beam configuration using superconducting quadrupole magnets on the vehicle instead of dipole. The quadrupole design would enable the vehicle to travel on, and transition between, both the narrow beam and planar guideways.

The technology for the system of the invention for electrical power storage and delivery can be used for other applications besides energy storage. One promising application is the upwards transport of mine ores from underground and open pit mines. In general, open pit mines would use angled surface guideways, while underground mines could use either angled underground tunnels or vertical shafts. In contrast to the system of the invention for electrical power storage and delivery, maglev mining systems would only transport the heavy masses upwards, and not upwards during electrical storage periods and downwards during electrical delivery periods.

A second difference between the system of the invention for electrical power storage and delivery and maglev mining is that the magnitude of the masses carried will be considerably smaller, e.g., 20 to 30 tons for mining compared to 100 tons for the system of the invention for electrical power storage and delivery. This greatly reduces the I^2R losses in the propulsion windings, as well as the electric power needed to push the vehicles upwards.

Example: Principal Parameters for Baseline maglev Mining System Using Angled Guideways

500 meter elevation change;
25 ton ore mass;
45 degree angle of inclination;
Either open pit surface or underground mine;

>90% electrical storage efficiency;
10 ton vehicle weight (unloaded);
35 ton gross vehicle (loaded);
30 meter/sec (67 mph) vehicle velocity;
60 seconds to load or unload vehicle;
20 round trips per hour for vehicles;
500 tons per hour capacity per vehicle;
Dipole loop magnets along each side of vehicle;
1 meter magnet pitch (distance between loops having same polarity);
30 hertz frequency in propulsion winding;
10 magnet pairs per vehicle (5 on each side);
Narrow beam guideway;
Iron plates above vehicle dipole loops provide vehicle lift force;
Figure of 8 null flux guideway loops provide vertical stability;
Dipole null flux guideway loops provide lateral stability; and
A 30 hertz propulsion winding acts as motor to propel loaded vehicle up the guideway.

The example above gives the principal parameters for a baseline maglev mining system using energy storage vehicles according to the system of the invention for electrical power storage and delivery on an inclined guideway. The example below give the principal parameters for a baseline maglev mining system using energy storage vehicles according to the system of the invention for electrical power storage and delivery on a vertical shaft guideway.

Example: Principal Parameters for Baseline maglev Mining System Using Vertical Shaft Guideway

2000 meter elevation change;

25 ton ore mass;

90 degree angle of elevation;

Below surface;

10 ton vehicle weight (unloaded);

35 ton vehicle weight (loaded);

30 meters/sec (67 mph);

10 round trips per hour for vehicle;

100 seconds to load or unload vehicle;

Dipole loop magnets along each side of vehicle;

1 meter magnet pitch (distance between loops of same polarity);

10 magnet pairs per vehicle (5 on each side);

0.5 meter loop width; and

A 30 hertz propulsion winding acts as motor to propel loaded vehicle up the shaft.

It will be apparent from the foregoing that while particular forms of the invention have been illustrated and described, various modifications can be made without departing from the spirit and scope of the invention. Accordingly, it is not intended that the invention be limited, except as by the appended claims.

WHAT IS CLAIMED IS:

1. A method for generation of electrical energy, comprising the steps of:

a) providing at least one magnetic levitation vehicle;

b) providing a magnetic levitation guideway for the at least one magnetic levitation vehicle, the magnetic levitation guideway extending between an elevated upper end and a lower end at a lower elevation, the magnetic levitation guideway having a plurality of magnetic propulsion windings for propulsion of the at least one magnetic levitation vehicle;

c) loading a storage mass on the at least one magnetic levitation vehicle; and

d) moving the at least one magnetic levitation vehicle from the elevated upper end of the magnetic levitation guideway to the lower end of the magnetic levitation guideway to generate electrical energy through the propulsion windings of the magnetic levitation guideway.

2. The method of Claim 1, further comprising the step of unloading the storage mass from the at least one magnetic levitation vehicle at the lower end of the magnetic levitation guideway.

3. The method of Claim 2, further comprising the step of moving the unloaded at least one magnetic levitation vehicle from the lower end of the magnetic levitation guideway to the upper end of the magnetic levitation guideway.

4. The method of Claim 3, further comprising repeating steps c) and d).

5. The method of Claim 1, wherein said magnetic levitation guideway is an inclined guideway.

6. The method of Claim 1, wherein said magnetic levitation guideway is a vertically oriented guideway.

7. The method of Claim 1, wherein at least a portion of said magnetic levitation guideway is a surface guideway.

8. The method of Claim 1, wherein at least a portion of said magnetic levitation guideway is disposed in a sub-surface tunnel.

9. A method for generation of electrical energy, comprising the steps of:

providing at least one magnetic levitation vehicle;

providing a magnetic levitation guideway for the at least one magnetic levitation vehicle, the magnetic levitation guideway extending between an elevated upper end and a lower end at a lower elevation, the magnetic levitation guideway having a plurality of magnetic propulsion windings for propulsion of the at least one magnetic levitation vehicle;

loading at least one storage mass on the at least one magnetic levitation vehicle at the lower end of the magnetic levitation guideway;

propelling the at least one magnetic levitation vehicle with the at least one storage mass from the lower end of the magnetic levitation guideway to the upper end of the magnetic levitation guideway; and

unloading the at least one storage mass from the at least one magnetic levitation vehicle at the upper end of the magnetic levitation guideway to store gravitational potential energy.

10. The method of Claim 9, further comprising the step of moving the at least one magnetic levitation vehicle from the elevated upper end of the magnetic levitation guideway to the lower end of the magnetic levitation guideway to convert the gravitational potential energy to electrical power through the propulsion windings of the magnetic levitation guideway.

11. The method of Claim 9, wherein said magnetic levitation guideway is an inclined guideway.

12. The method of Claim 9, wherein said magnetic levitation guideway is a vertically oriented guideway.

13. The method of Claim 9, wherein at least a portion of said magnetic levitation guideway is a surface guideway.

14. The method of Claim 9, wherein at least a portion of said magnetic levitation guideway is disposed in a sub-surface tunnel.

15. A system for generation of electrical energy, comprising:

at least one magnetic levitation vehicle to transport a storage mass;

a magnetic levitation guideway for the at least one magnetic levitation vehicle, the magnetic levitation guideway extending between an elevated upper end and a lower end at a lower elevation, the magnetic levitation guideway having a plurality of magnetic propulsion windings for propulsion of the at least one magnetic levitation vehicle; and

means for moving the at least one magnetic levitation vehicle from the elevated upper end of the magnetic levitation guideway to the lower end of

the magnetic levitation guideway to generate electrical energy through the propulsion windings of the magnetic levitation guideway.

16. The system of Claim 15, wherein said magnetic levitation guideway is an inclined guideway.

17. The system of Claim 15, wherein said magnetic levitation guideway is a vertically oriented guideway.

18. The system of Claim 15, wherein at least a portion of said magnetic levitation guideway is a surface guideway.

19. The system of Claim 15, wherein at least a portion of said magnetic levitation guideway is disposed in a sub-surface tunnel.

20. A system for generation of electrical energy, comprising the steps of:

at least one magnetic levitation vehicle;

a magnetic levitation guideway for the at least one magnetic levitation vehicle, the magnetic levitation guideway extending between an elevated upper end and a lower end at a lower elevation, the magnetic levitation guideway having a plurality of magnetic propulsion windings for propulsion of the at least one magnetic levitation vehicle;

means for loading at least one storage mass on the at least one magnetic levitation vehicle at the lower end of the magnetic levitation guideway;

means for propelling the at least one magnetic levitation vehicle with the at least one storage mass from the lower end of the magnetic levitation guideway to the upper end of the magnetic levitation guideway;

means for unloading the at least one storage mass from the at least one magnetic levitation vehicle at the upper end of the magnetic levitation guideway to store gravitational potential energy;

means for moving the at least one magnetic levitation vehicle from the elevated upper end of the magnetic levitation guideway to the lower end of the magnetic levitation guideway to convert the gravitational potential energy to electrical power through the propulsion windings of the magnetic levitation guideway.

21. The system of Claim 20, wherein said magnetic levitation guideway is an inclined guideway.

22. The system of Claim 20, wherein said magnetic levitation guideway is a vertically oriented guideway.

23. The system of Claim 20, wherein at least a portion of said magnetic levitation guideway is a surface guideway.

24. The system of Claim 20, wherein at least a portion of said magnetic levitation guideway is disposed in a sub-surface tunnel.

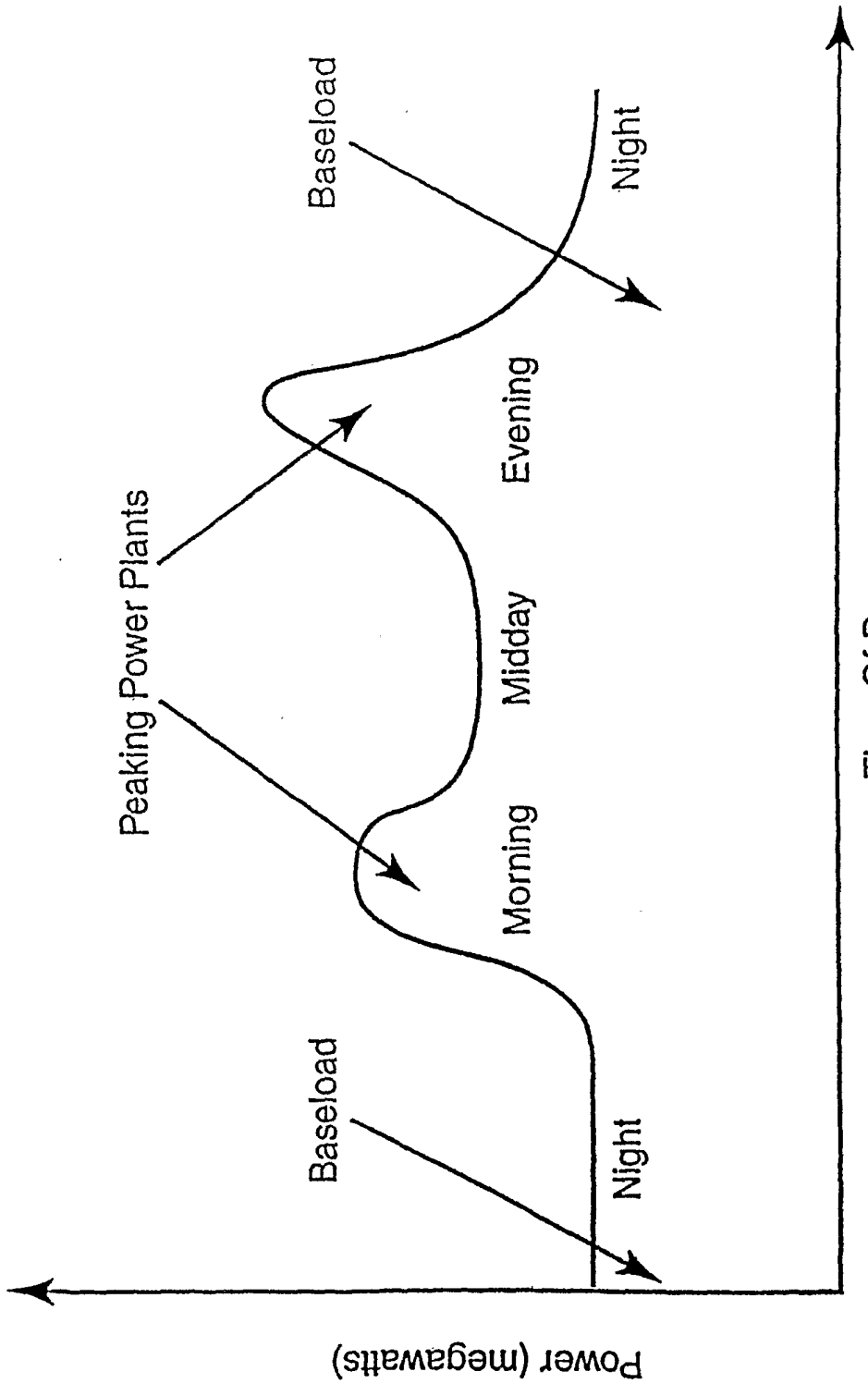

Power (megawatts)
Time Of Day
Baseload
Night
Peaking Power Plants
Morning
Midday
Evening
Baseload
Night

FIG. 1

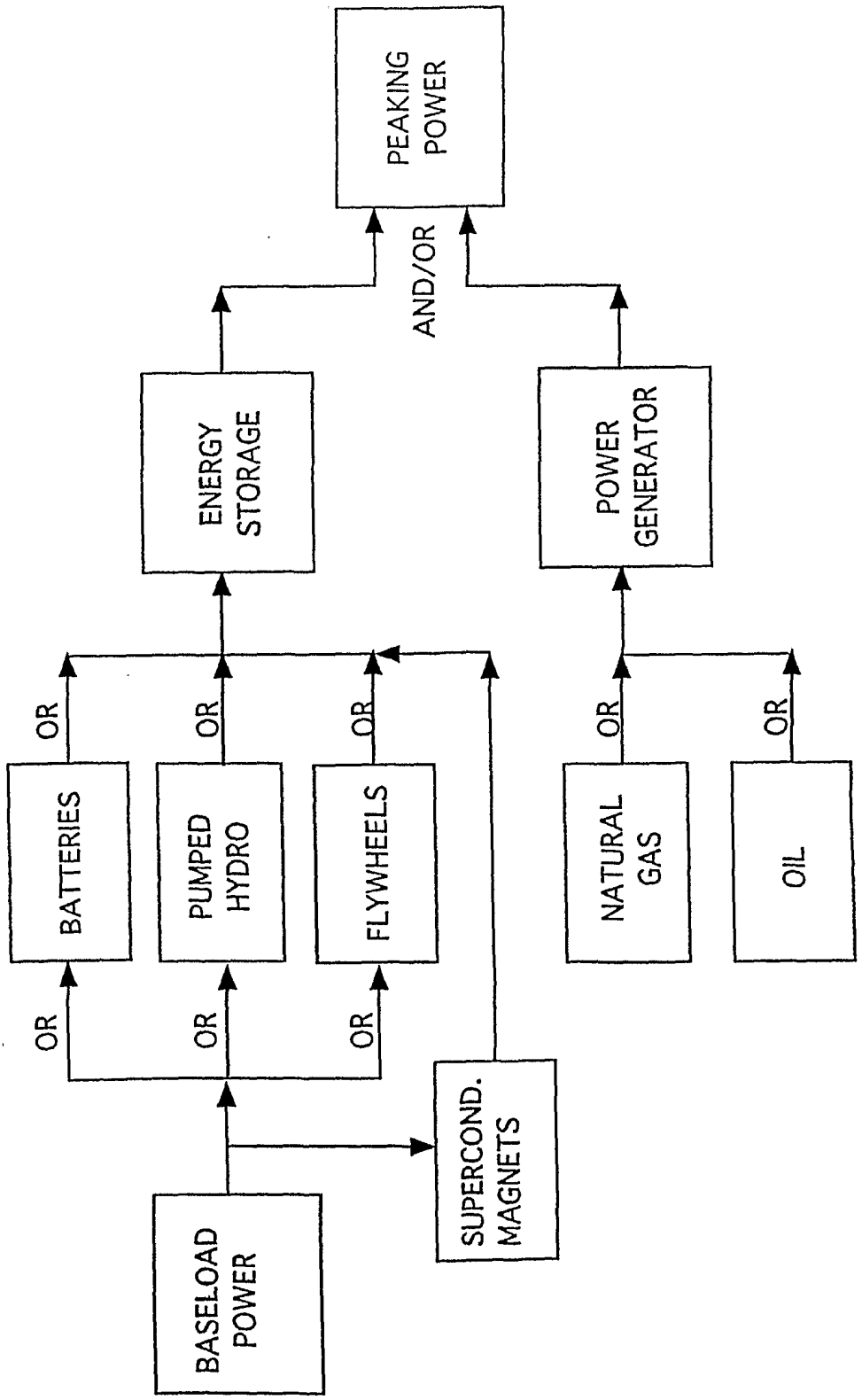

PEAKING POWER
AND/OR
ENERGY STORAGE
POWER GENERATOR
OR
BATTERIES
PUMPED HYDRO
FLYWHEELS
NATURAL GAS
OIL
SUPERCOND. MAGNETS
BASELOAD POWER

FIG. 2

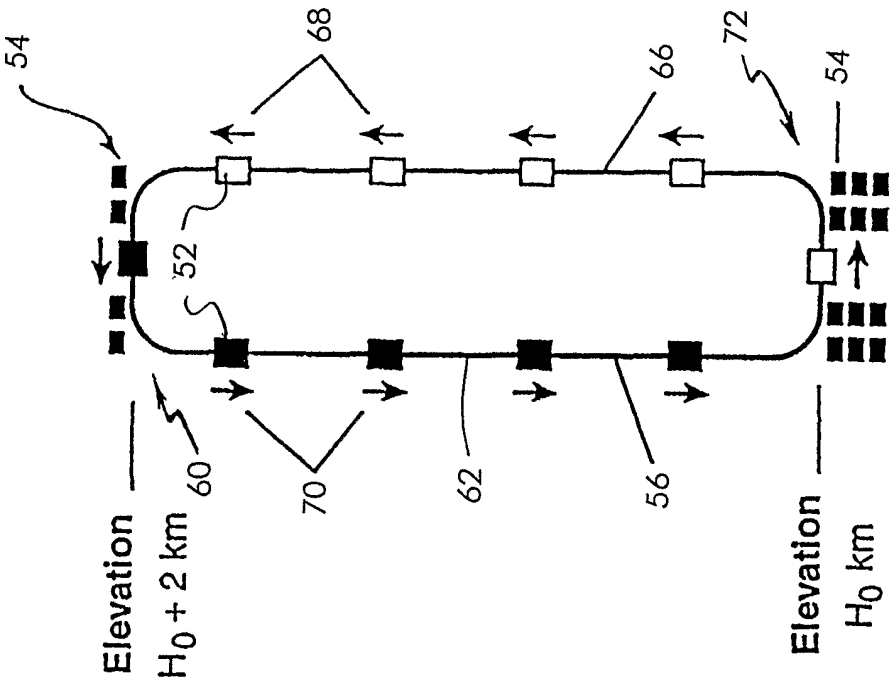

54
68
66
72
54
52
60
70
62
56
Elevation
H_0 + 2 km
Elevation
H_0 km

FIG. 3B

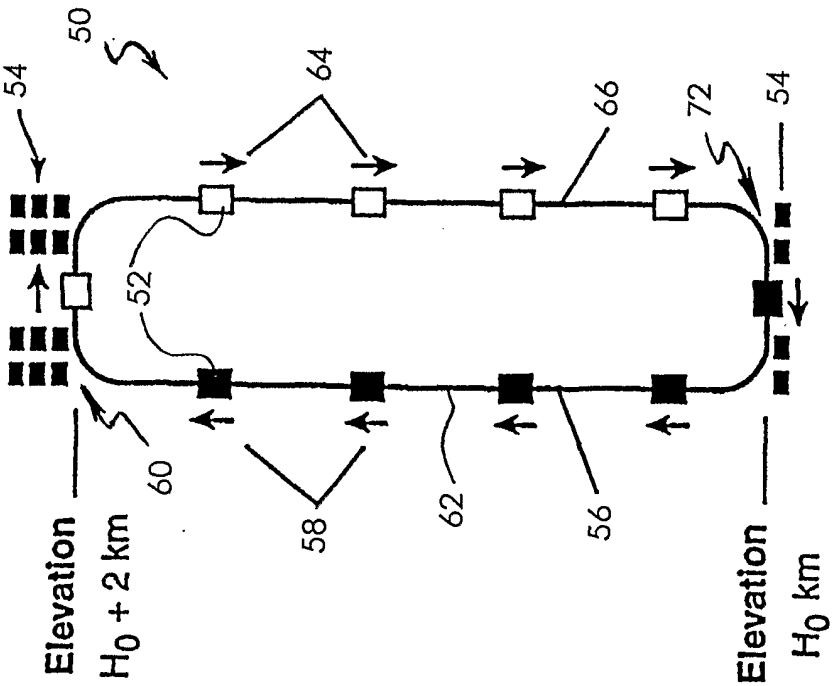

50
54
64
66
72
54
52
60
58
62
56
Elevation
H_0 + 2 km
Elevation
H_0 km

FIG. 3A

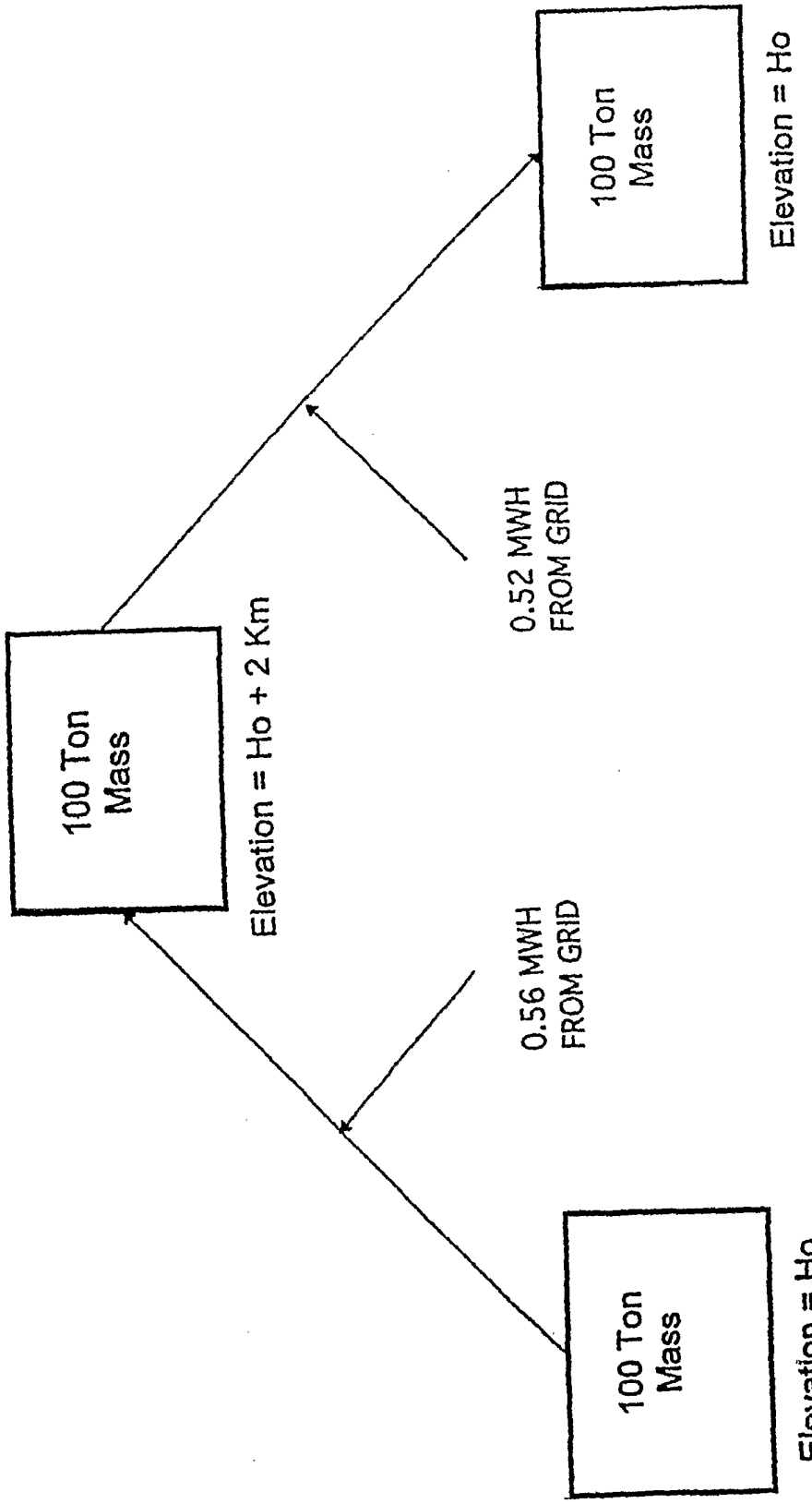

100 Ton Mass
Elevation = Ho + 2 Km
0.52 MWH FROM GRID
100 Ton Mass
Elevation = Ho
0.56 MWH FROM GRID
100 Ton Mass
Elevation = Ho
1 MWH = 1000 KWH = 3.6 x 10^9 Joules

FIG. 4

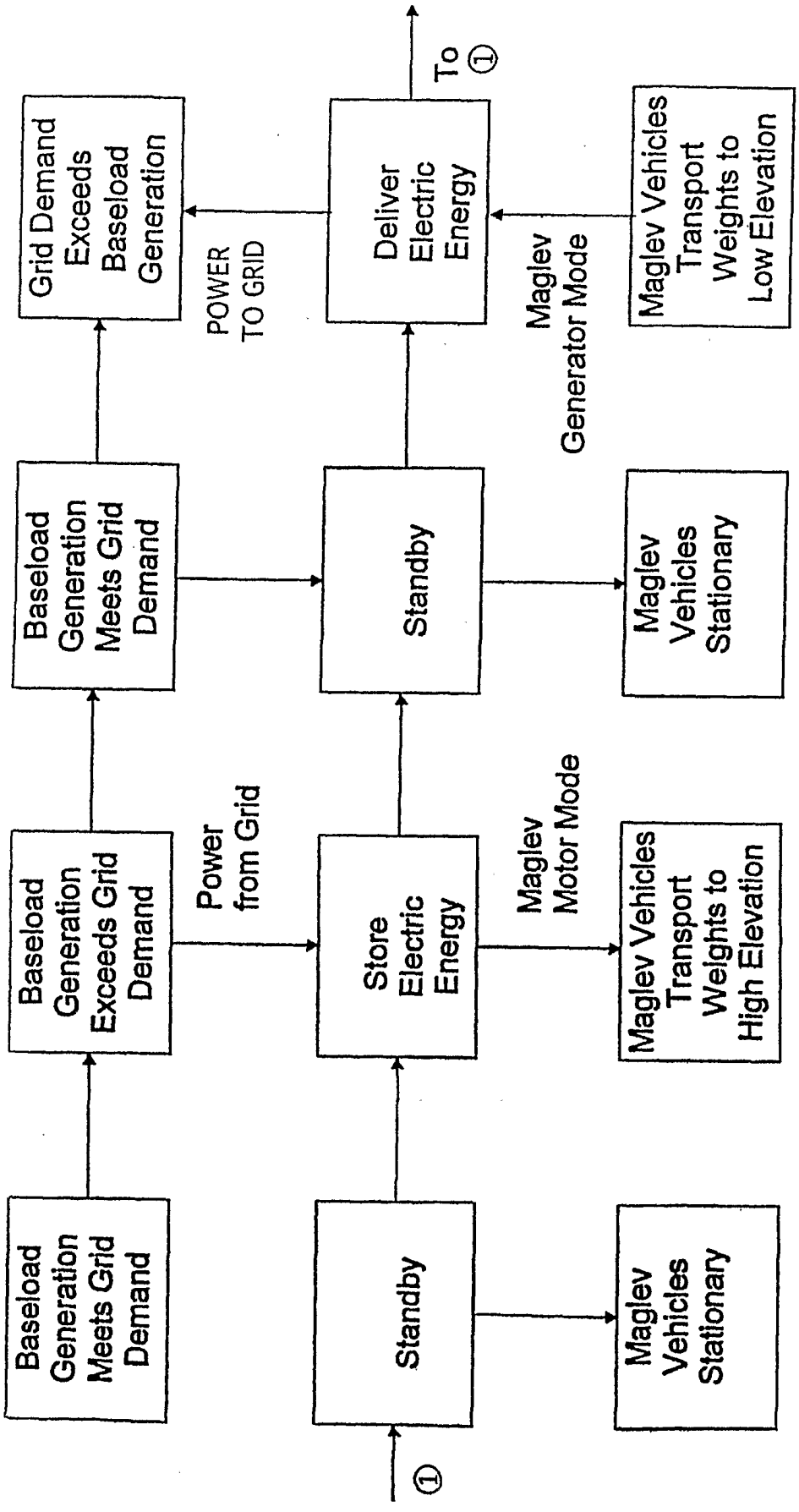

①
Standby
Maglev Vehicles Stationary
Baseload Generation Meets Grid Demand
Power from Grid
Store Electric Energy
Maglev Motor Mode
Maglev Vehicles Transport Weights to High Elevation
Baseload Generation Exceeds Grid Demand
Standby
Maglev Vehicles Stationary
Baseload Generation Meets Grid Demand
POWER TO GRID
Deliver Electric Energy
Maglev Generator Mode
Maglev Vehicles Transport Weights to Low Elevation
Grid Demand Exceeds Baseload Generation
To ①

FIG. 5

FIG. 6A

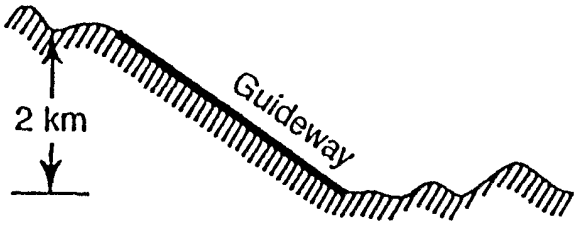


FIG. 6B

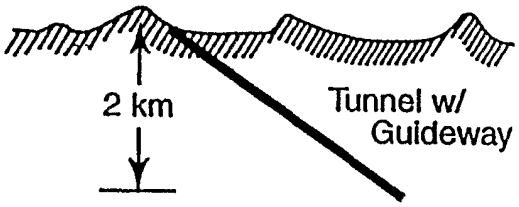


FIG. 6C

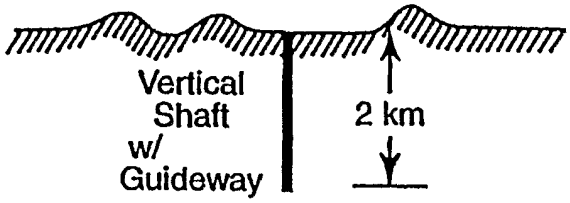
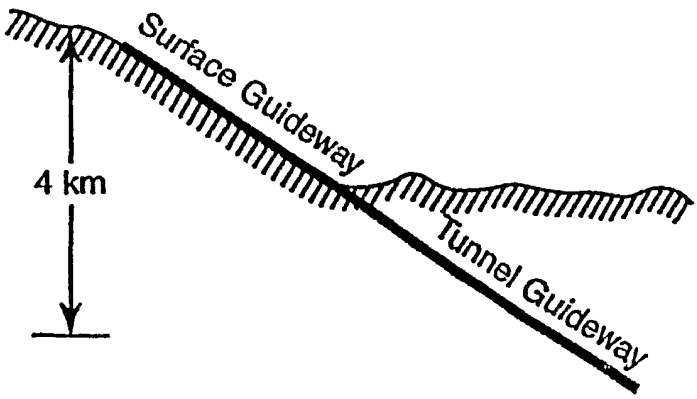


FIG. 6D



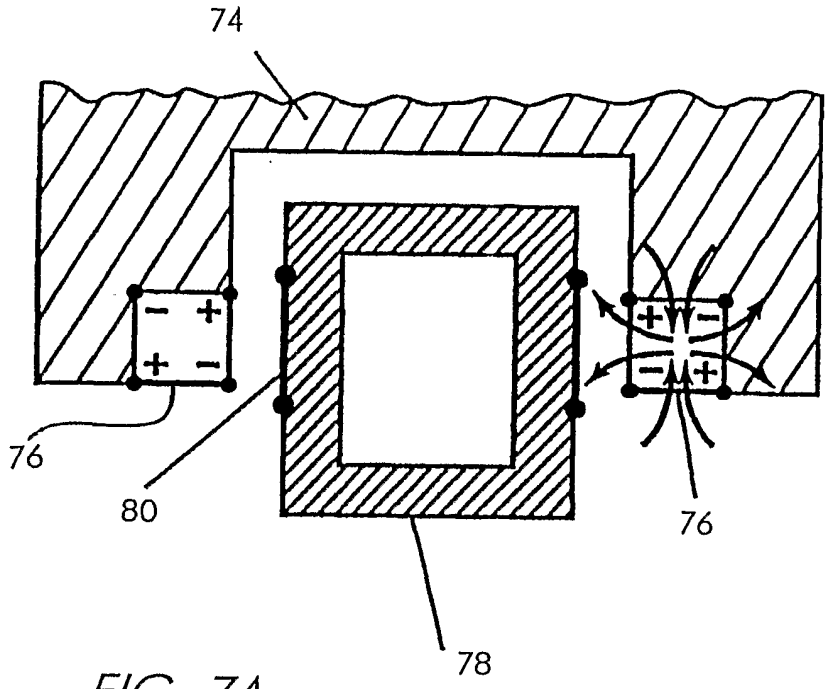

74
76
80
76
78

FIG. 7A

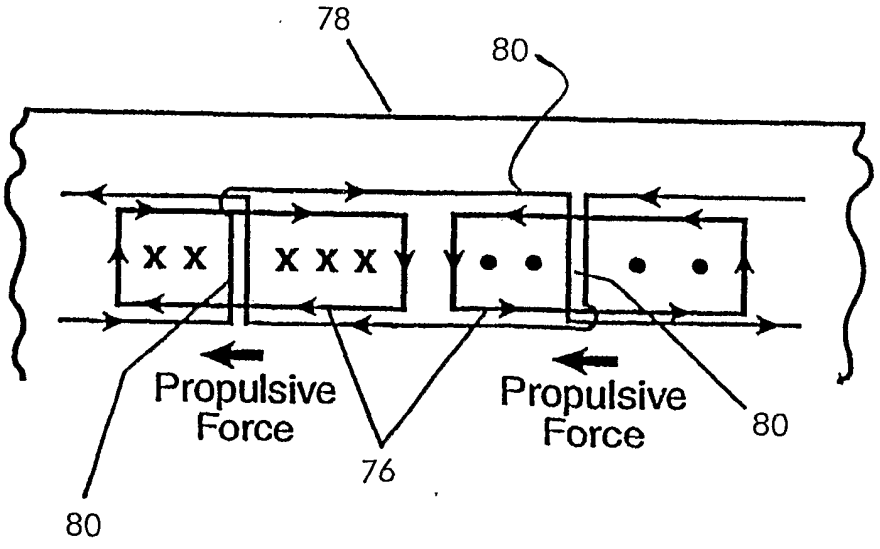

78
80
x x
x x x
Propulsive Force
Propulsive Force
76
80
80

FIG. 7B

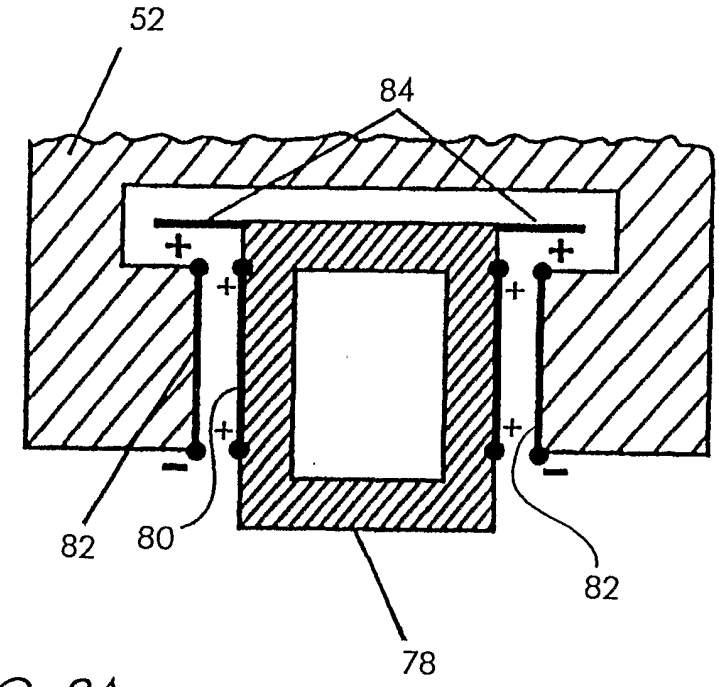


FIG. 8A

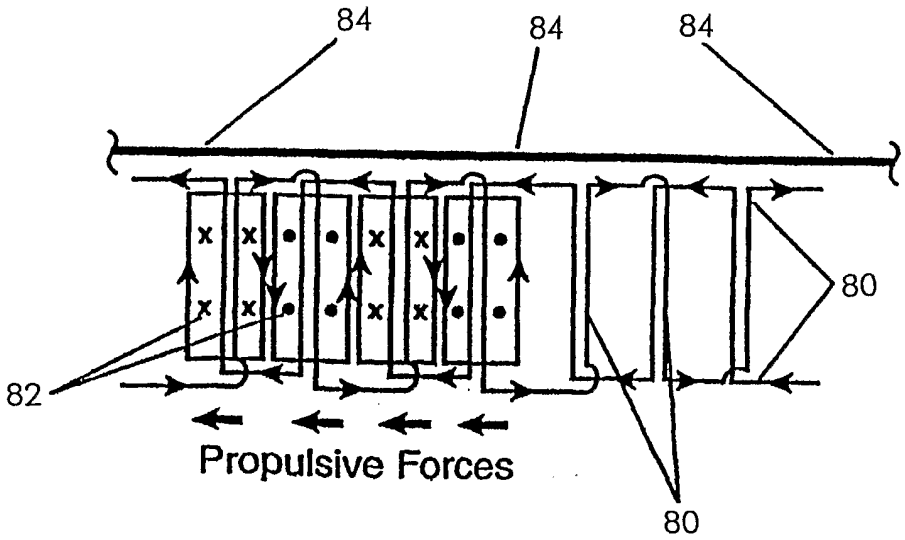


FIG. 8B

FIG. 9A

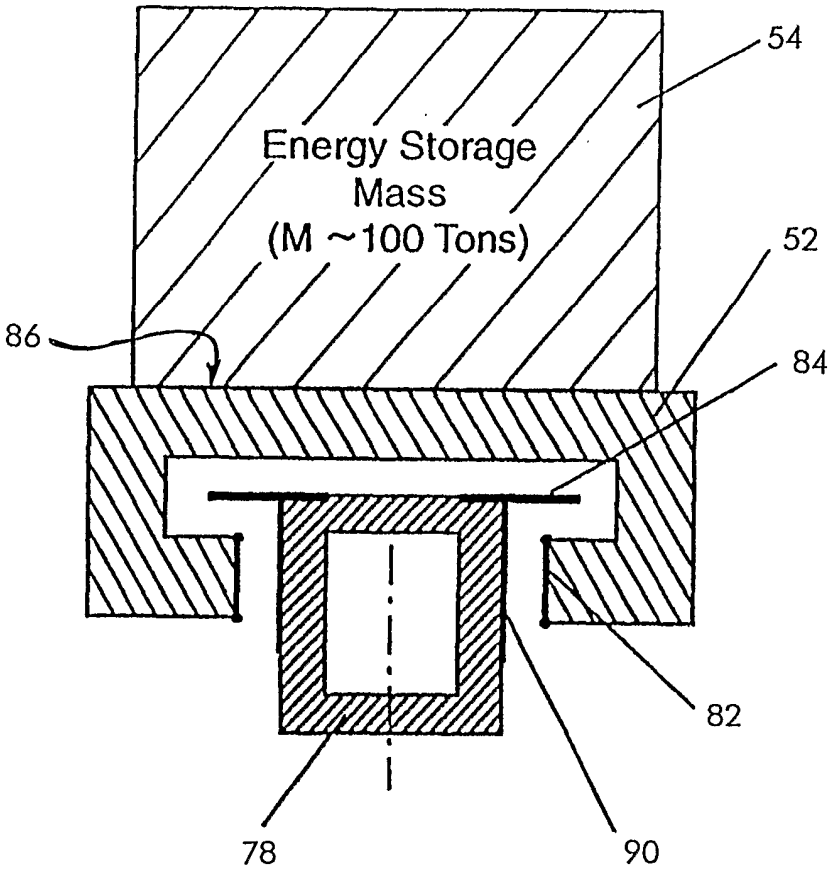
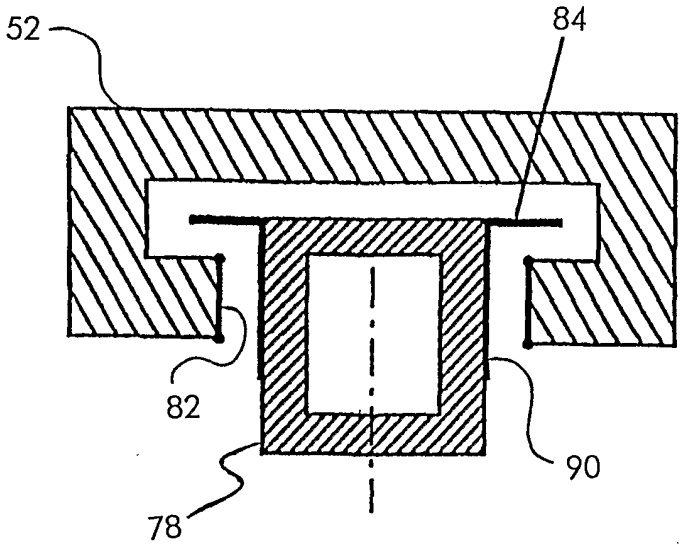


FIG. 9B



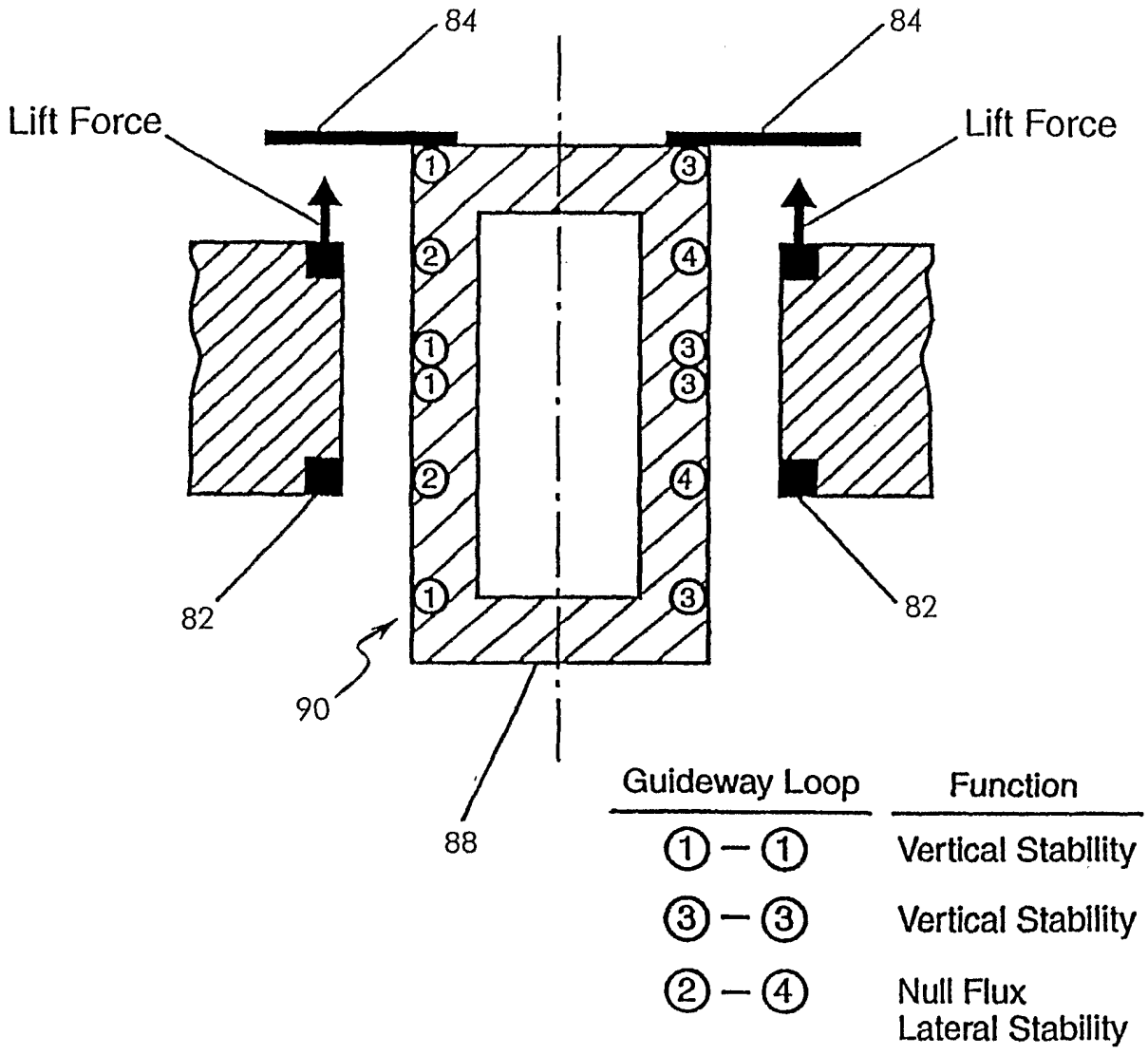

84
84
Lift Force
Lift Force
82
82
90
88
Guideway Loop
Function
① — ①
Vertical Stability
③ — ③
Vertical Stability
② — ④
Null Flux
Lateral Stability

FIG. 10

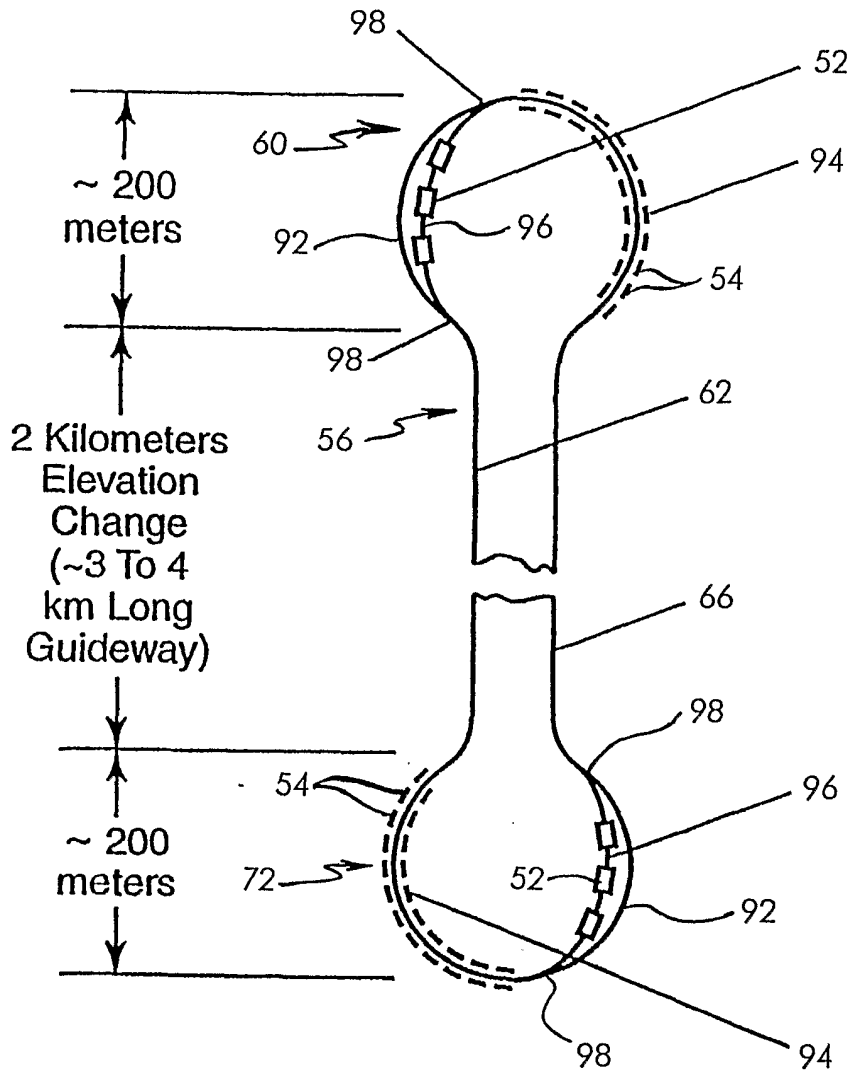

98
52
60
94
~ 200
meters
92
96
54
98
62
56
2 Kilometers
Elevation
Change
(~3 To 4
km Long
Guideway)
66
98
54
96
~ 200
meters
72
52
92
98
94

FIG. 11

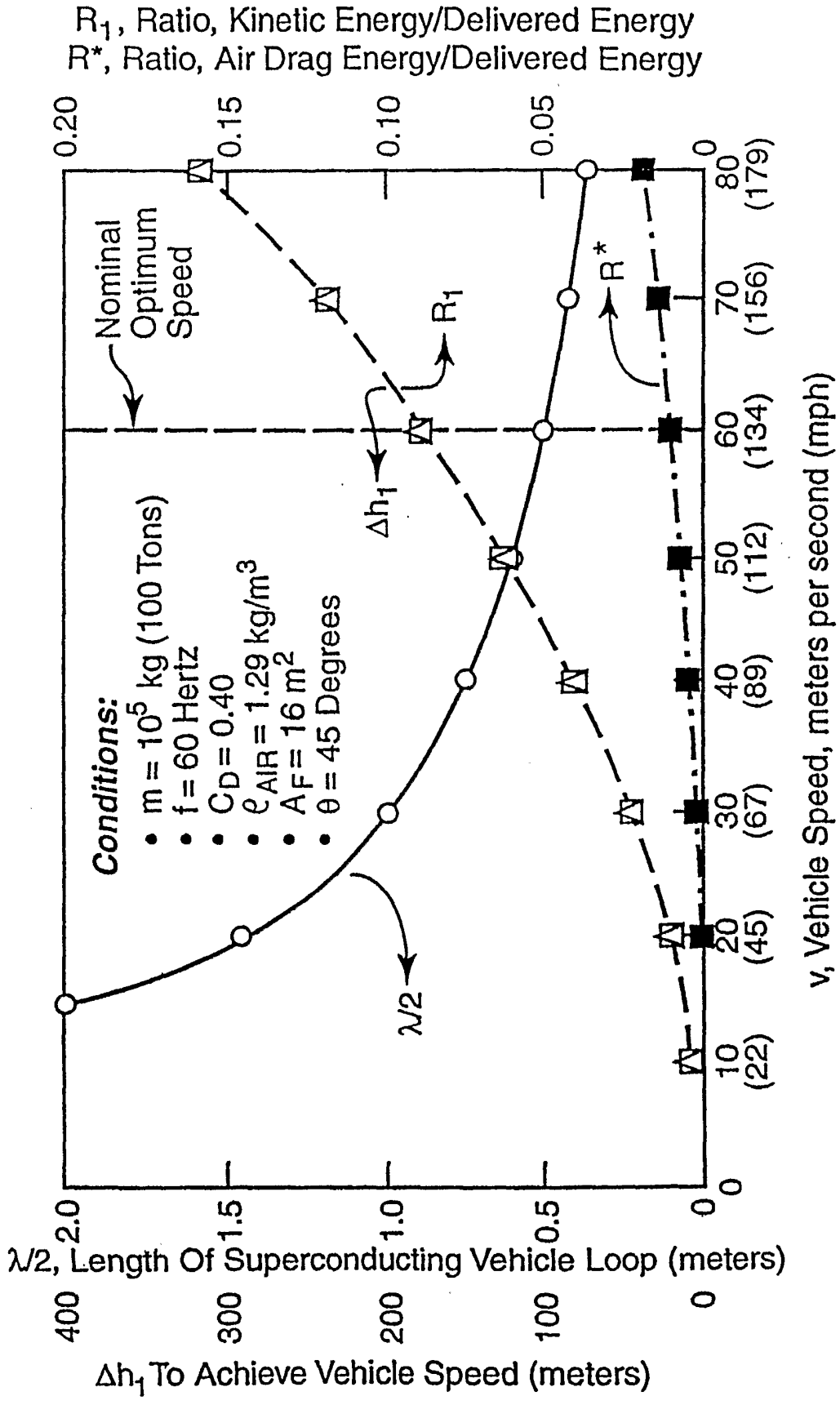

R1, Ratio, Kinetic Energy/Delivered Energy
R*, Ratio, Air Drag Energy/Delivered Energy
0.20
0.15
0.10
0.05
0
Nominal Optimum Speed
R1
R*
Δh1
λ/2
Conditions:
• m = 10^5 kg (100 Tons)
• f = 60 Hertz
• CD = 0.40
• ρAIR = 1.29 kg/m^3
• AF = 16 m^2
• θ = 45 Degrees
80 (179)
70 (156)
60 (134)
50 (112)
40 (89)
30 (67)
20 (45)
10 (22)
0
v, Vehicle Speed, meters per second (mph)
2.0
1.5
1.0
0.5
0
λ/2, Length Of Superconducting Vehicle Loop (meters)
400
300
200
100
0
Δh1 To Achieve Vehicle Speed (meters)

FIG. 12

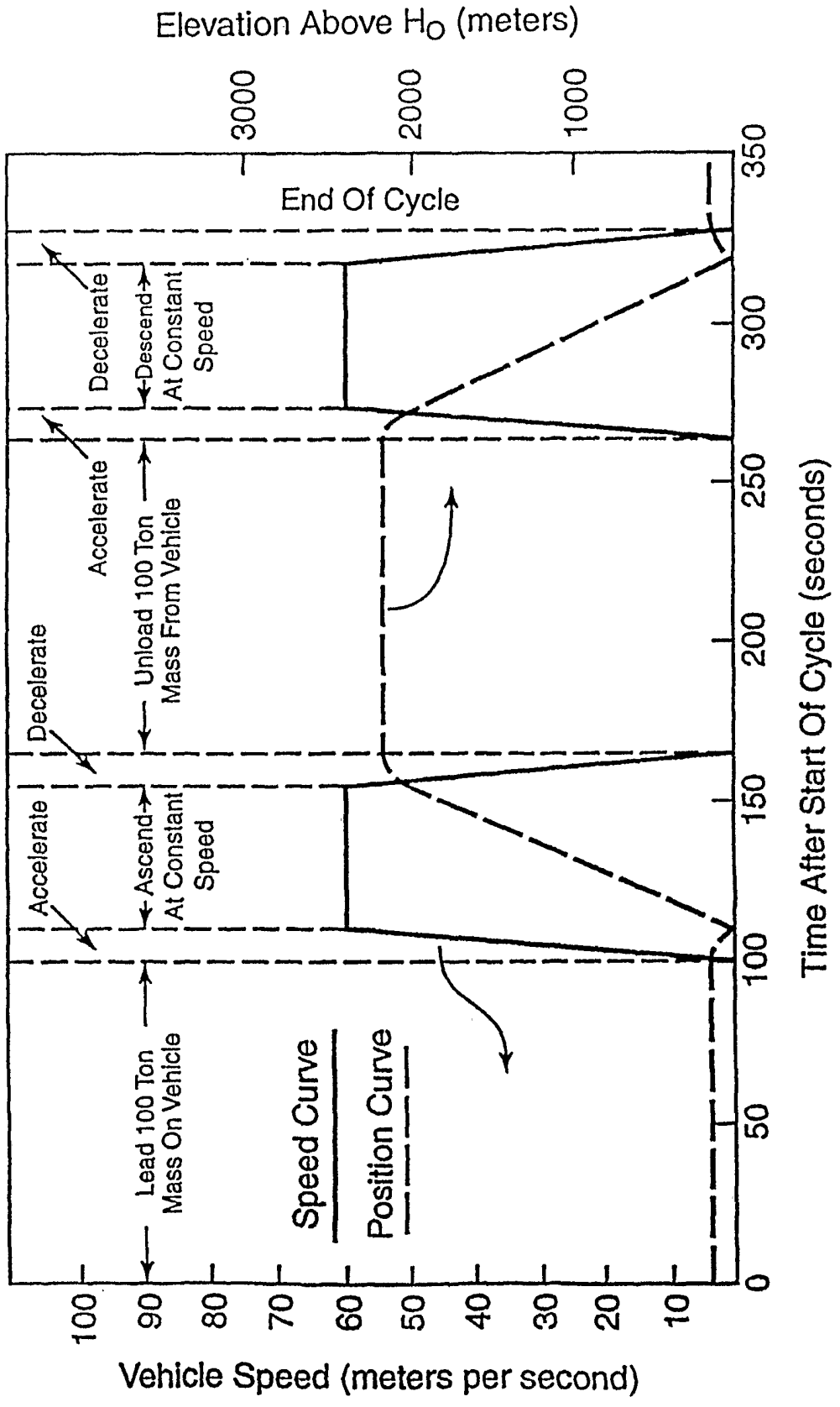

Elevation Above H_O (meters)
3000
2000
1000
End Of Cycle
Decelerate
Descend At Constant Speed
Accelerate
Unload 100 Ton Mass From Vehicle
Decelerate
Accelerate
Ascend At Constant Speed
Lead 100 Ton Mass On Vehicle
Speed Curve
Position Curve
100
90
80
70
60
50
40
30
20
10
Vehicle Speed (meters per second)
0
50
100
150
200
250
300
350
Time After Start Of Cycle (seconds)

FIG. 13

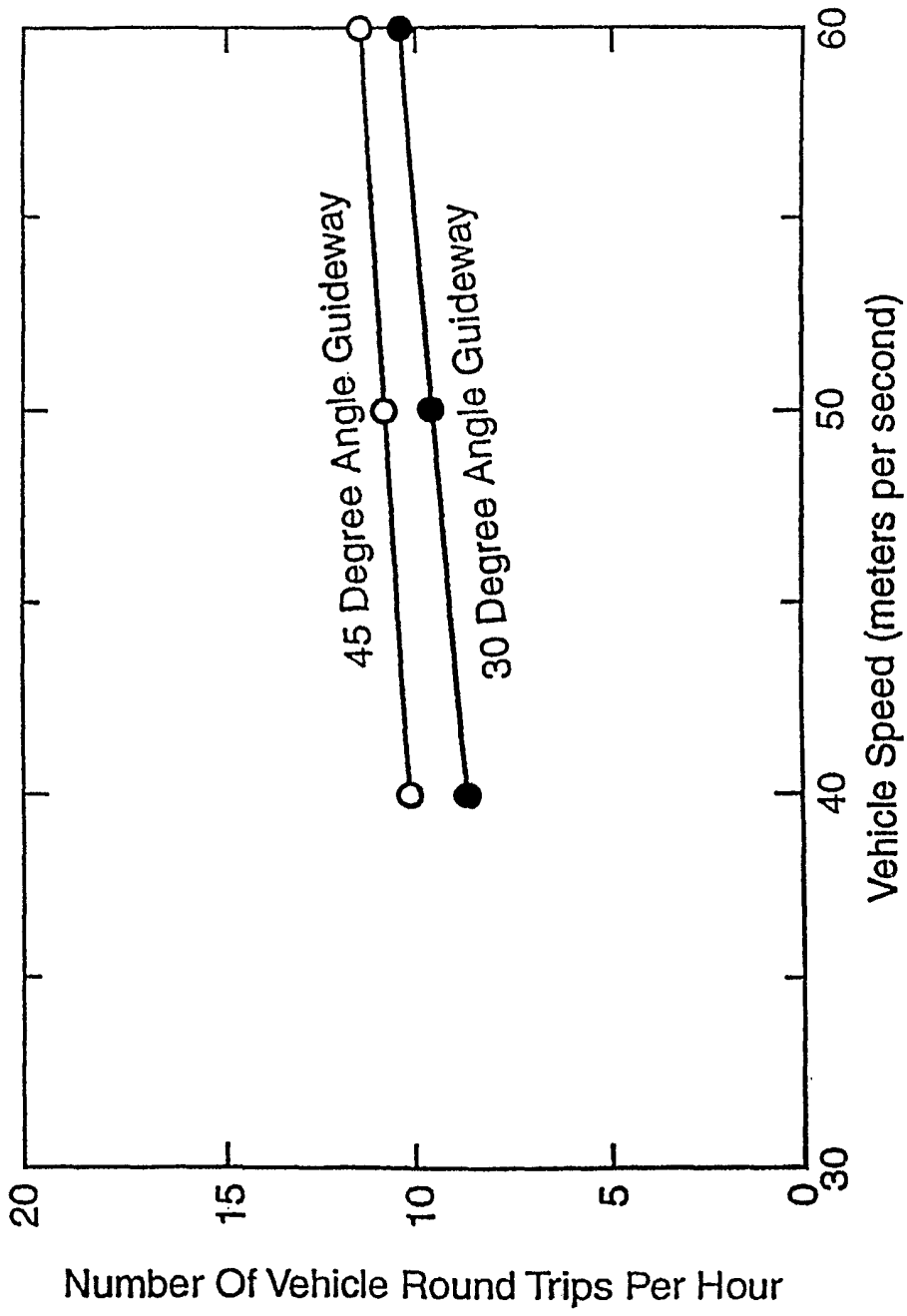
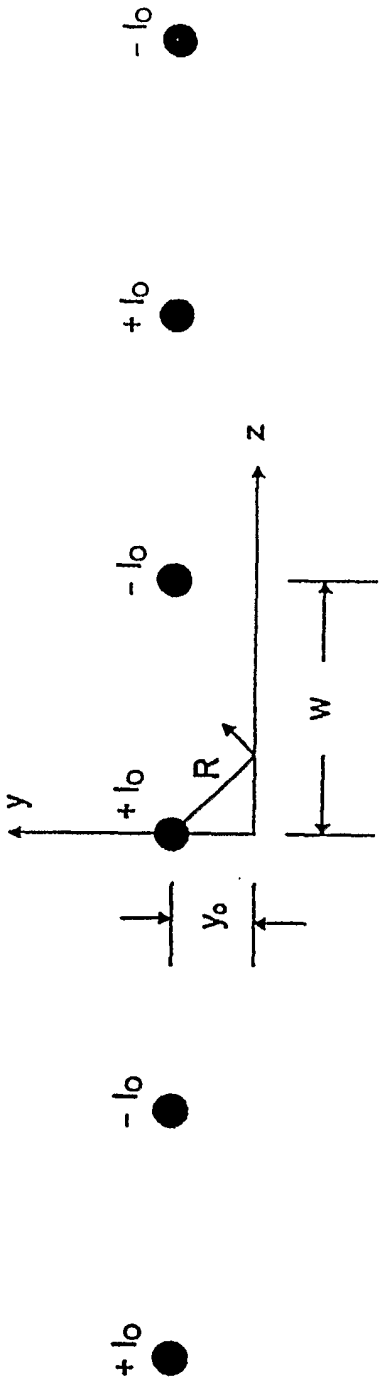

45 Degree Angle Guideway
30 Degree Angle Guideway
20
15
10
5
0
30
40
50
60
Number Of Vehicle Round Trips Per Hour
Vehicle Speed (meters per second)

FIG. 14



$$R^2 = Z^2 + y_o^2$$

$$By\,(Z) = \left(\frac{\mu_o}{2\pi}\right)\frac{I_o}{0.01}\left[\frac{Z}{Z^2 + y_o^2} - \frac{Z + W}{(Z + W)^2 + y_o^2} + \frac{(Z + 2W)}{(Z + 2W)^2 + y_o^2}\right.$$

$$\left. + \frac{(W - Z)}{(W - Z)^2 + y_o^2} - \frac{(2W - Z)}{(2W - Z)^2 + y_o^2} + \frac{3W - Z}{(3W - Z)^2 + y_o^2}\right]$$

for Z, W, and y_o expressed in centimeters

FIG. 15

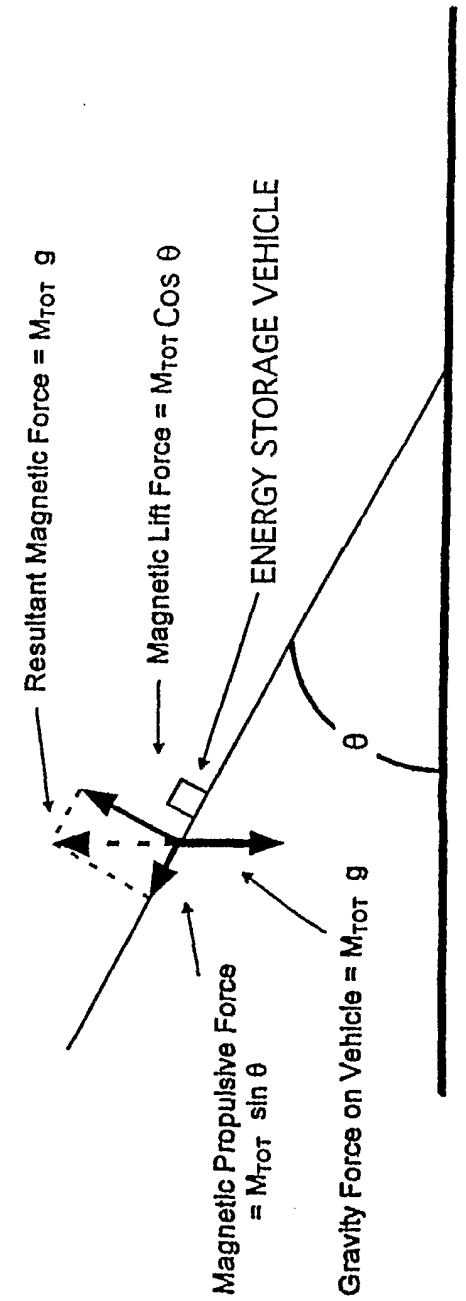

Resultant Magnetic Force = M_{TOT} g
Magnetic Lift Force = M_{TOT} Cos θ
ENERGY STORAGE VEHICLE
θ
Magnetic Propulsive Force = M_{TOT} sin θ
Gravity Force on Vehicle = M_{TOT} g

FIG. 16

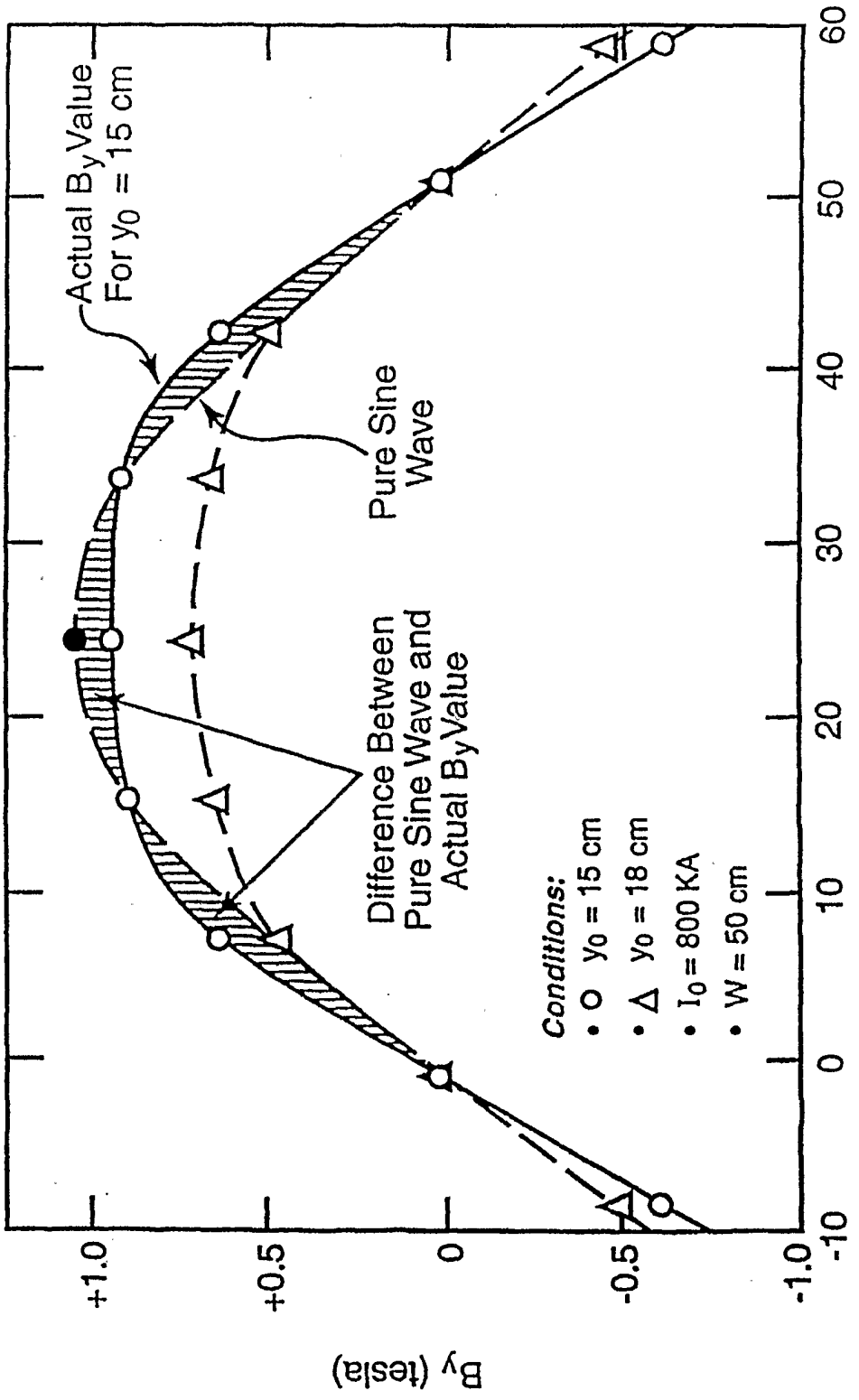

Actual B_y Value For y_0 = 15 cm
Pure Sine Wave
Difference Between Pure Sine Wave and Actual B_y Value
Conditions:
• O y_0 = 15 cm
• Δ y_0 = 18 cm
• I_0 = 800 KA
• W = 50 cm
B_y (tesla)
+1.0
+0.5
0
-0.5
-1.0
-10
0
10
20
30
40
50
60
z Distance (centimeters)

FIG. 17

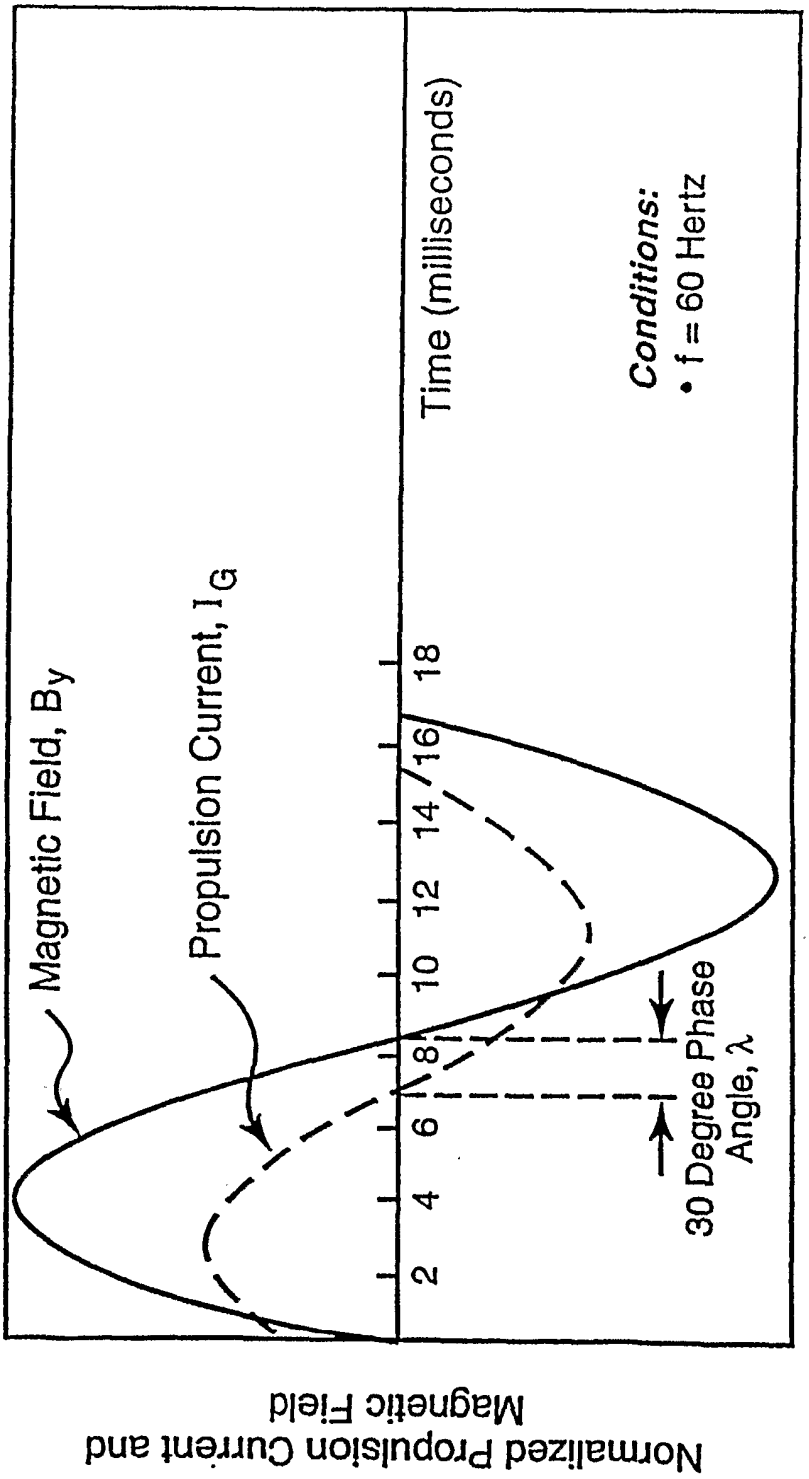

Normalized Propulsion Current and Magnetic Field
Magnetic Field, B_y
Propulsion Current, I_G
Time (milliseconds)
2
4
6
8
10
12
14
16
18
30 Degree Phase Angle, λ
Conditions:
• f = 60 Hertz

FIG. 18

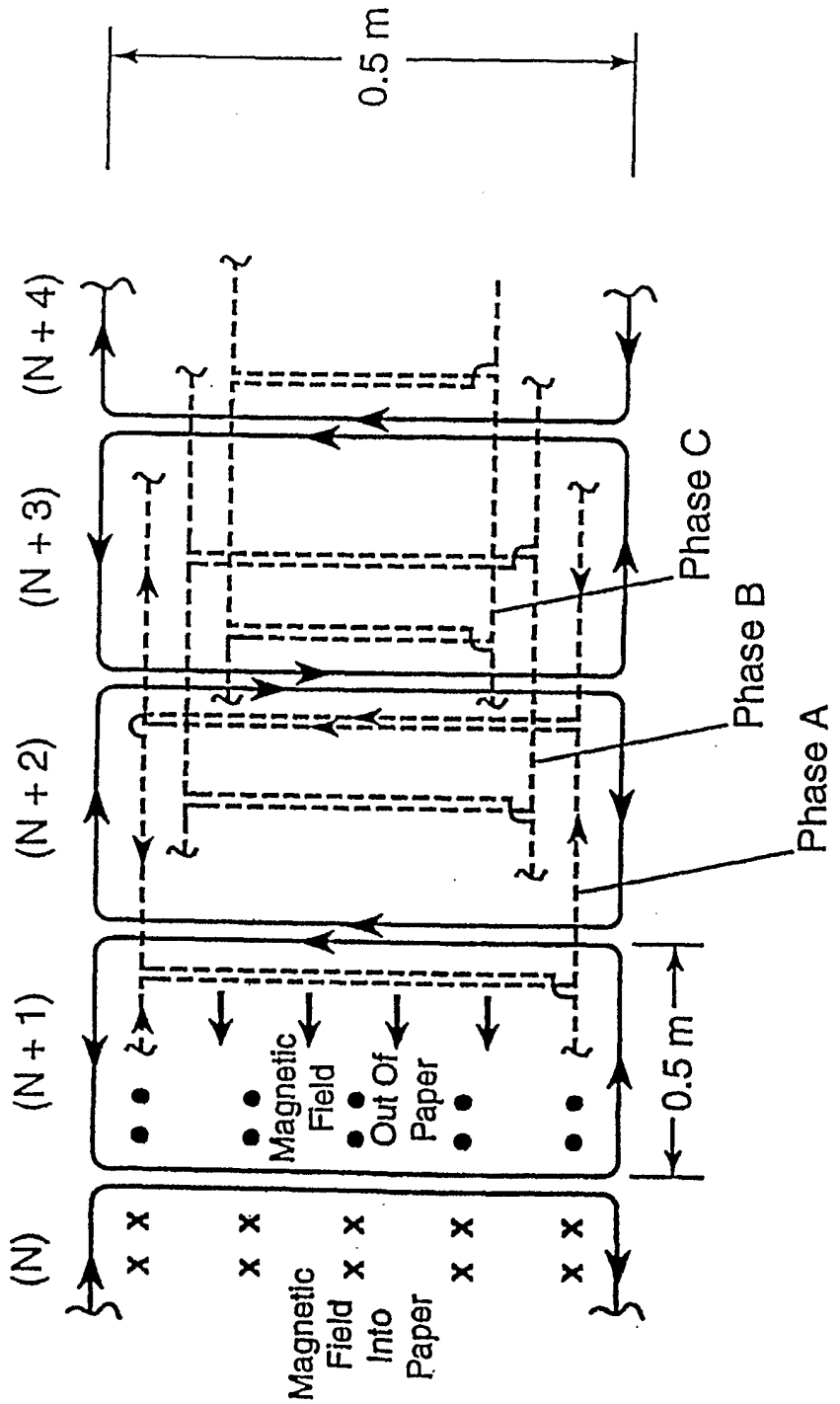

0.5 m
(N + 4)
(N + 3)
(N + 2)
(N + 1)
(N)
Phase C
Phase B
Phase A
Magnetic Field Out Of Paper
Magnetic Field Into Paper
0.5 m

FIG. 19

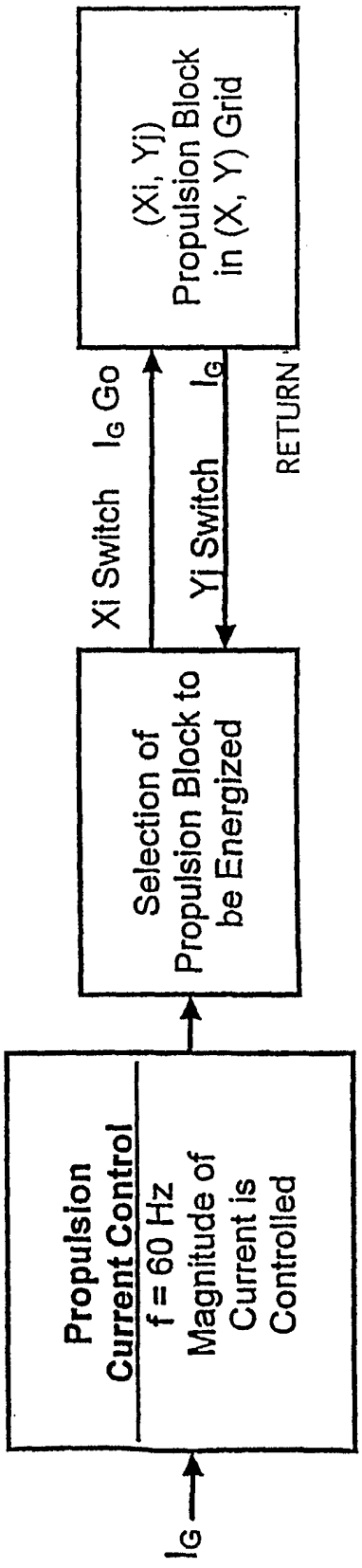

Propulsion
Current Control
f = 60 Hz
Magnitude of
Current is
Controlled
I_G
Selection of
Propulsion Block to
be Energized
Xi Switch I_G Go
Yj Switch I_G
RETURN
(Xi, Yj)
Propulsion Block
in (X, Y) Grid

FIG. 20

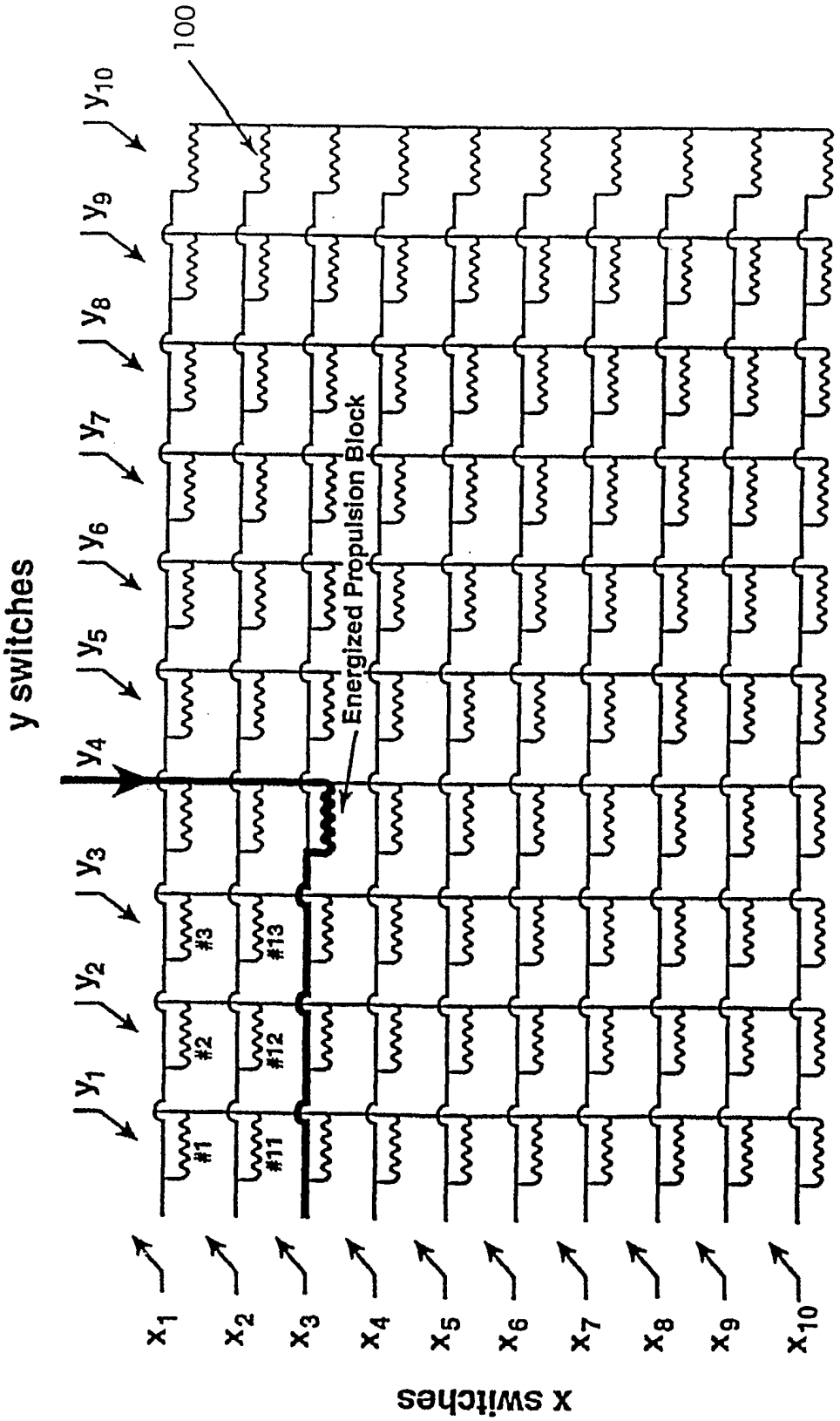

100
y switches
x switches
Energized Propulsion Block
y1
y2
y3
y4
y5
y6
y7
y8
y9
y10
x1
x2
x3
x4
x5
x6
x7
x8
x9
x10
#1
#2
#3
#11
#12
#13

FIG. 21

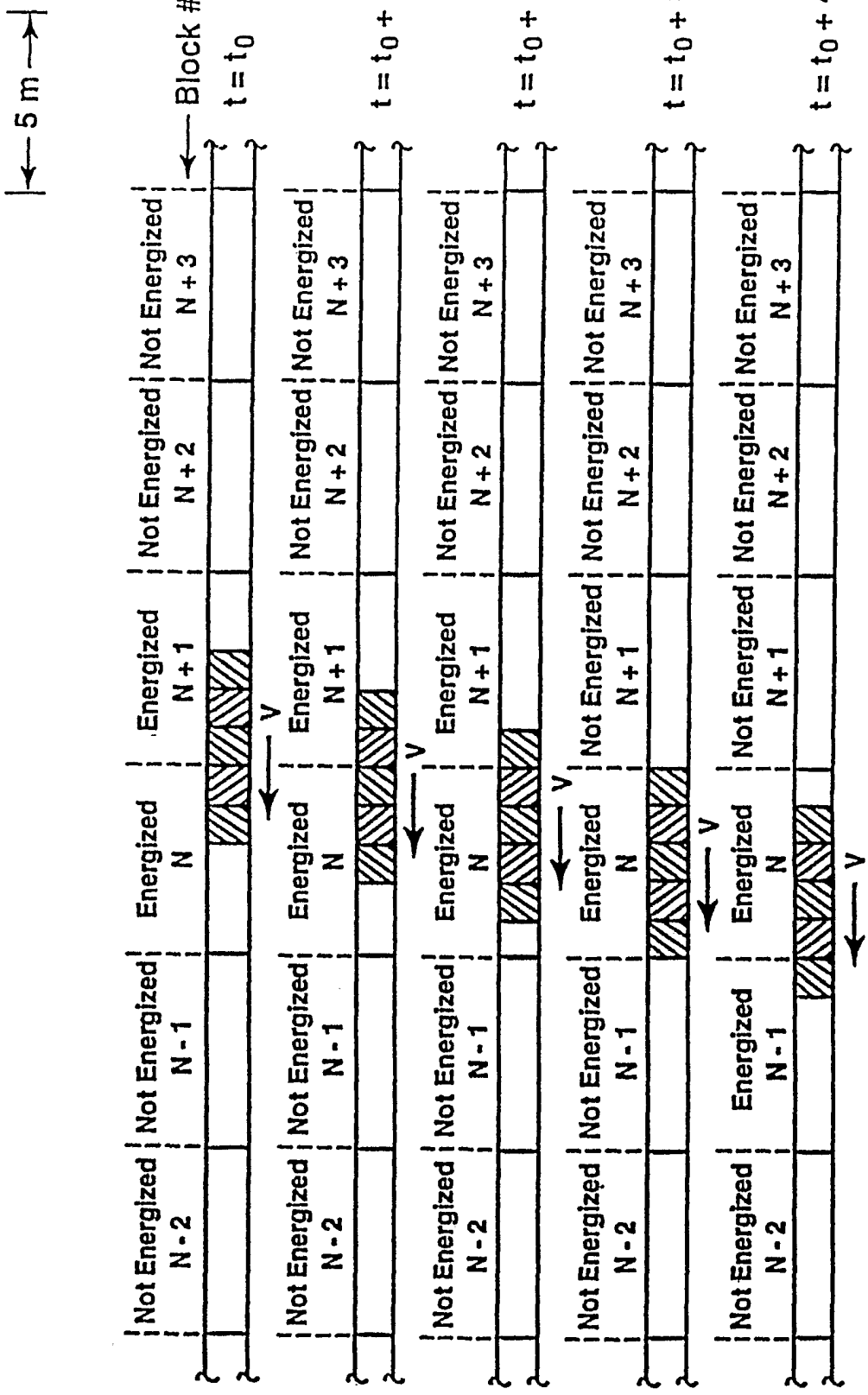

5 m
Block #
t = t0
t = t0 + 1/V
t = t0 + 2/V
t = t0 + 3/V
t = t0 + 4/V
Not Energized N - 2
Not Energized N - 1
Energized N
Energized N + 1
Not Energized N + 2
Not Energized N + 3
V

FIG. 22

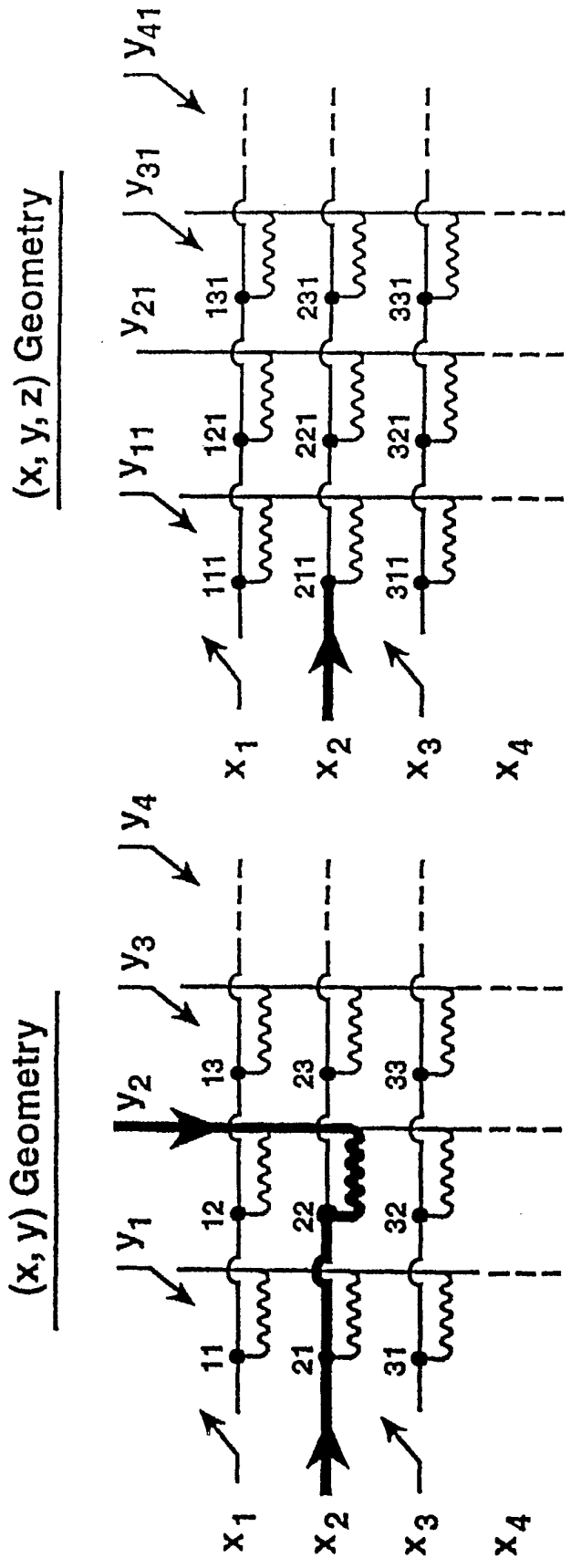

(x, y) Geometry
y1
y2
y3
y4
11
12
13
21
22
23
31
32
33
x1
x2
x3
x4

FIG. 23

(x, y, z) Geometry
y11
y21
y31
y41
111
121
131
211
221
231
311
321
331
x1
x2
x3
x4

FIG. 24

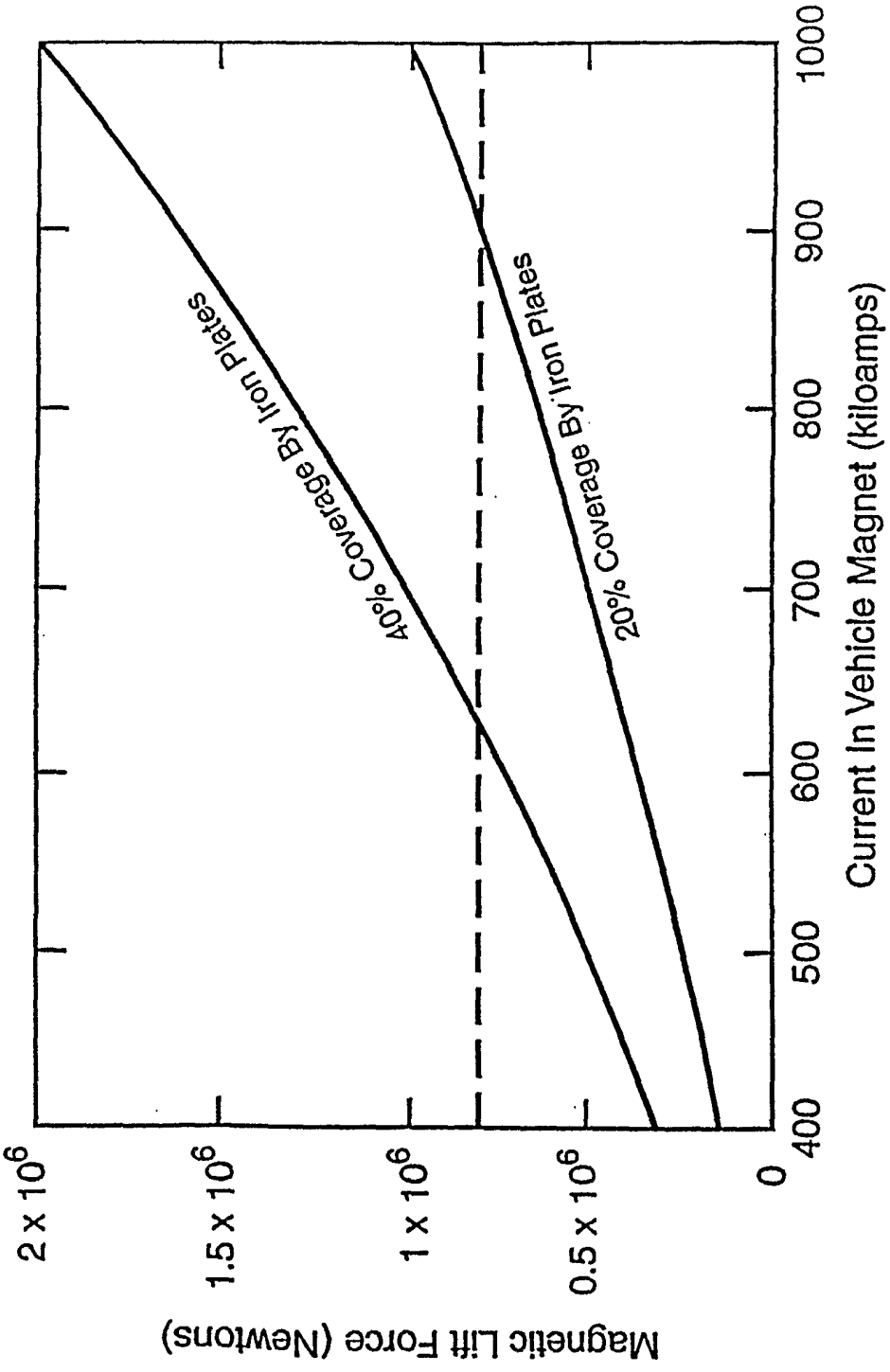

Magnetic Lift Force (Newtons)
2 x 10^6
1.5 x 10^6
1 x 10^6
0.5 x 10^6
0
400
500
600
700
800
900
1000
Current In Vehicle Magnet (kiloamps)
40% Coverage By Iron Plates
20% Coverage By Iron Plates

FIG. 25

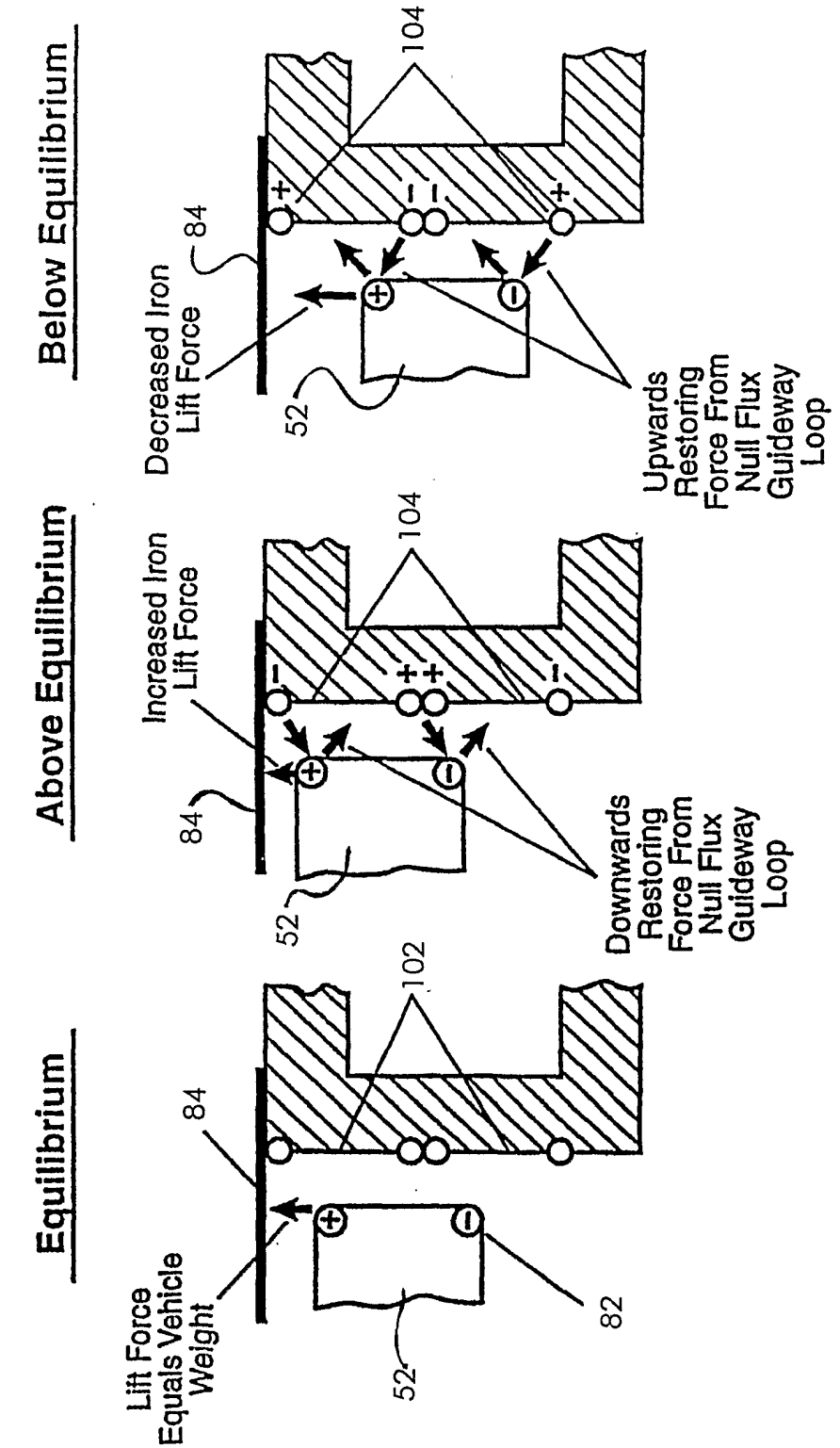


FIG. 26A FIG. 26B FIG. 26C

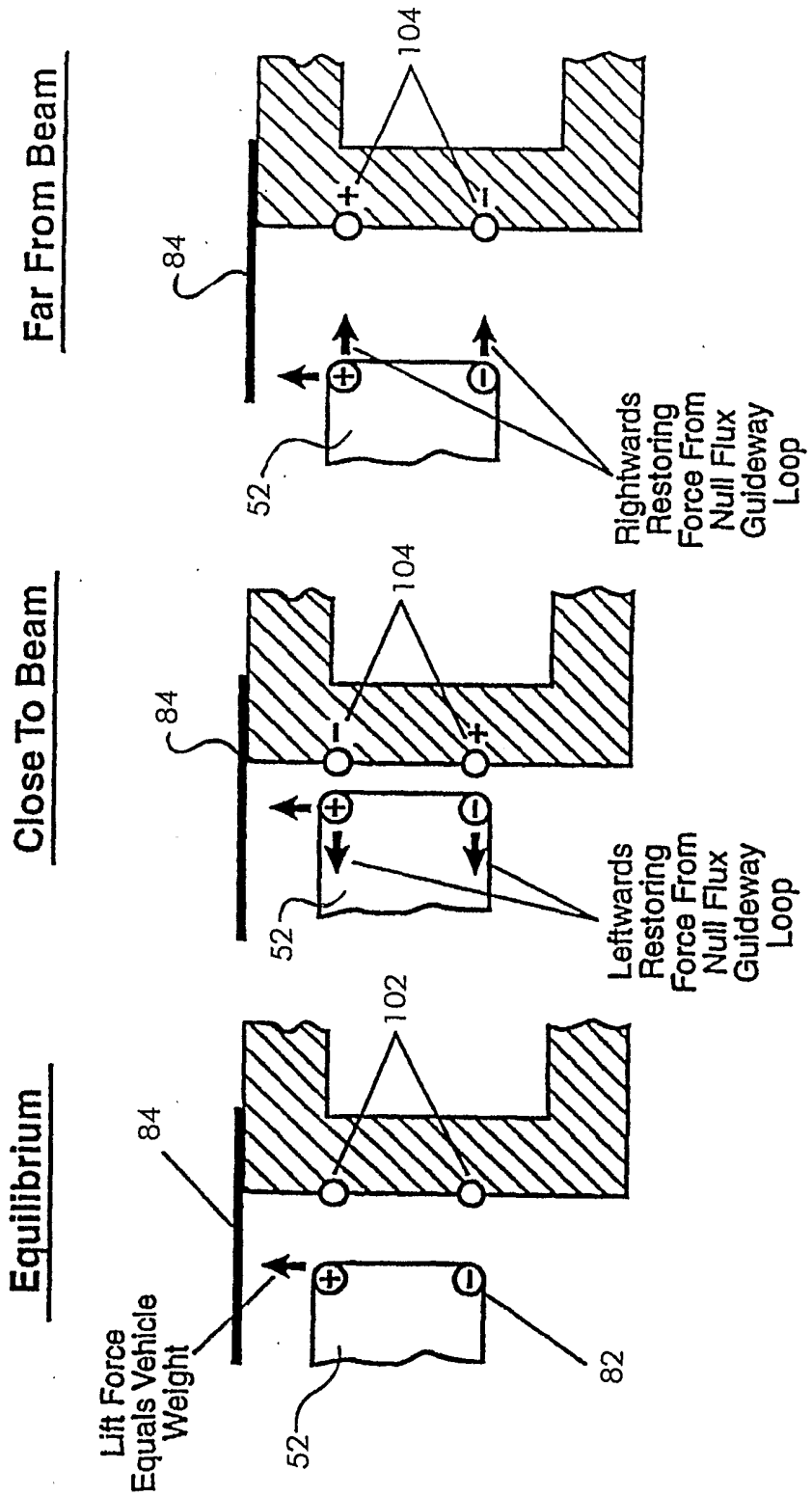


FIG. 27A FIG. 27B FIG. 27C

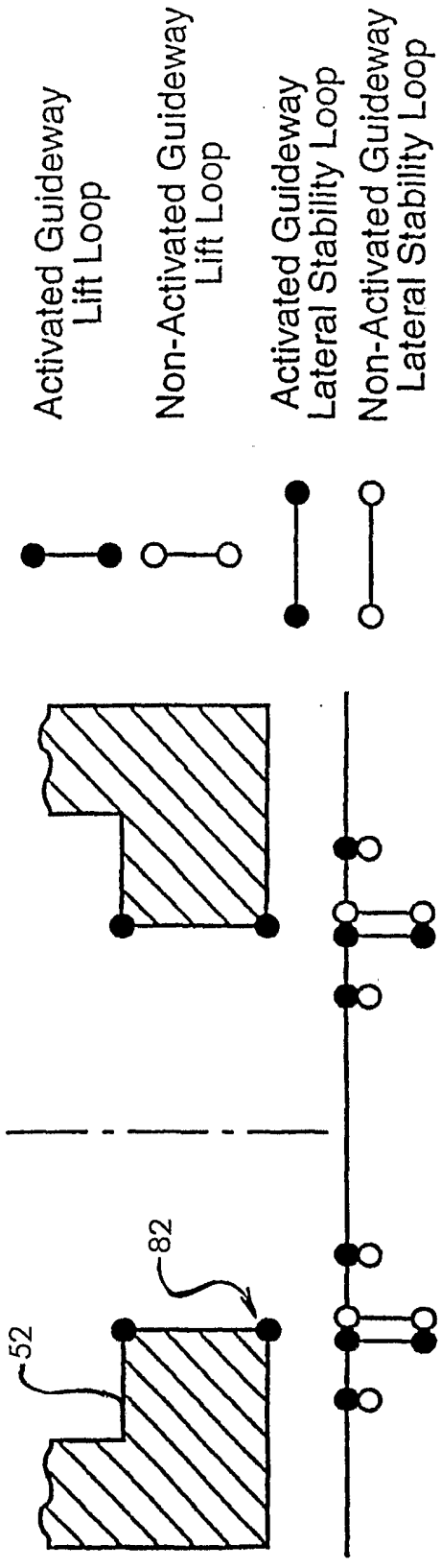

Activated Guideway Lift Loop
Non-Activated Guideway Lift Loop
Activated Guideway Lateral Stability Loop
Non-Activated Guideway Lateral Stability Loop
52
82
106

FIG. 28

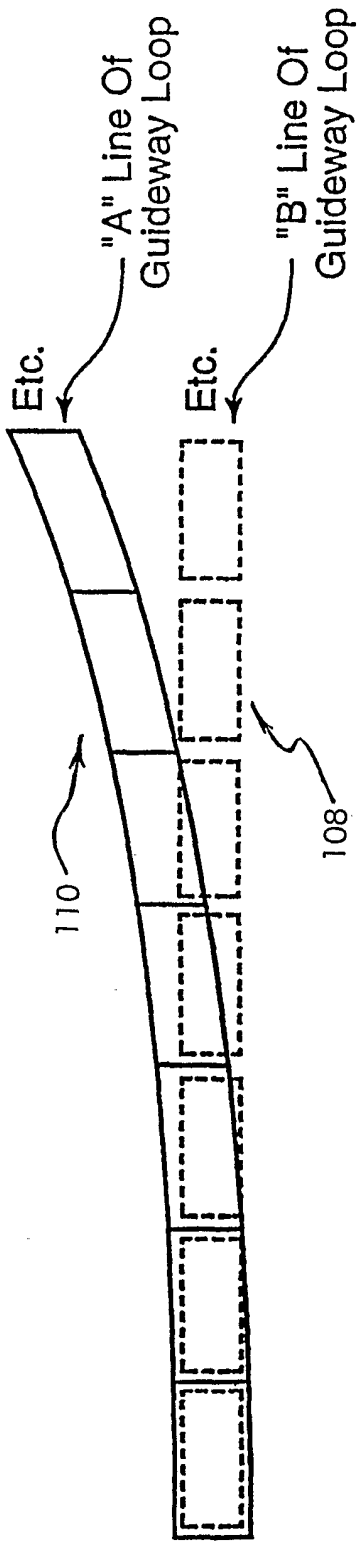

Etc.
"A" Line Of Guideway Loop
Etc.
"B" Line Of Guideway Loop
110
108

FIG. 29

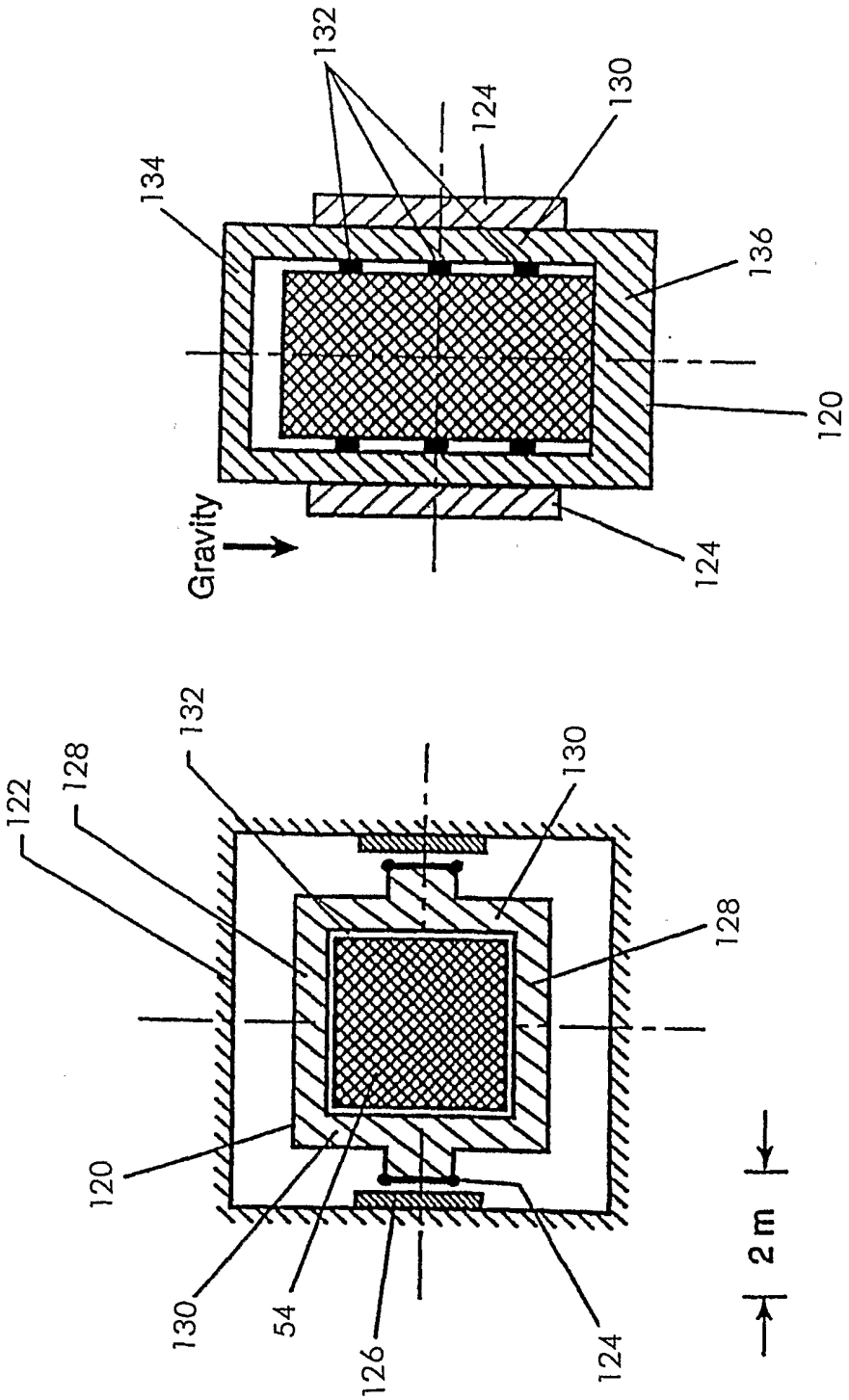


FIG. 30B

FIG. 30A

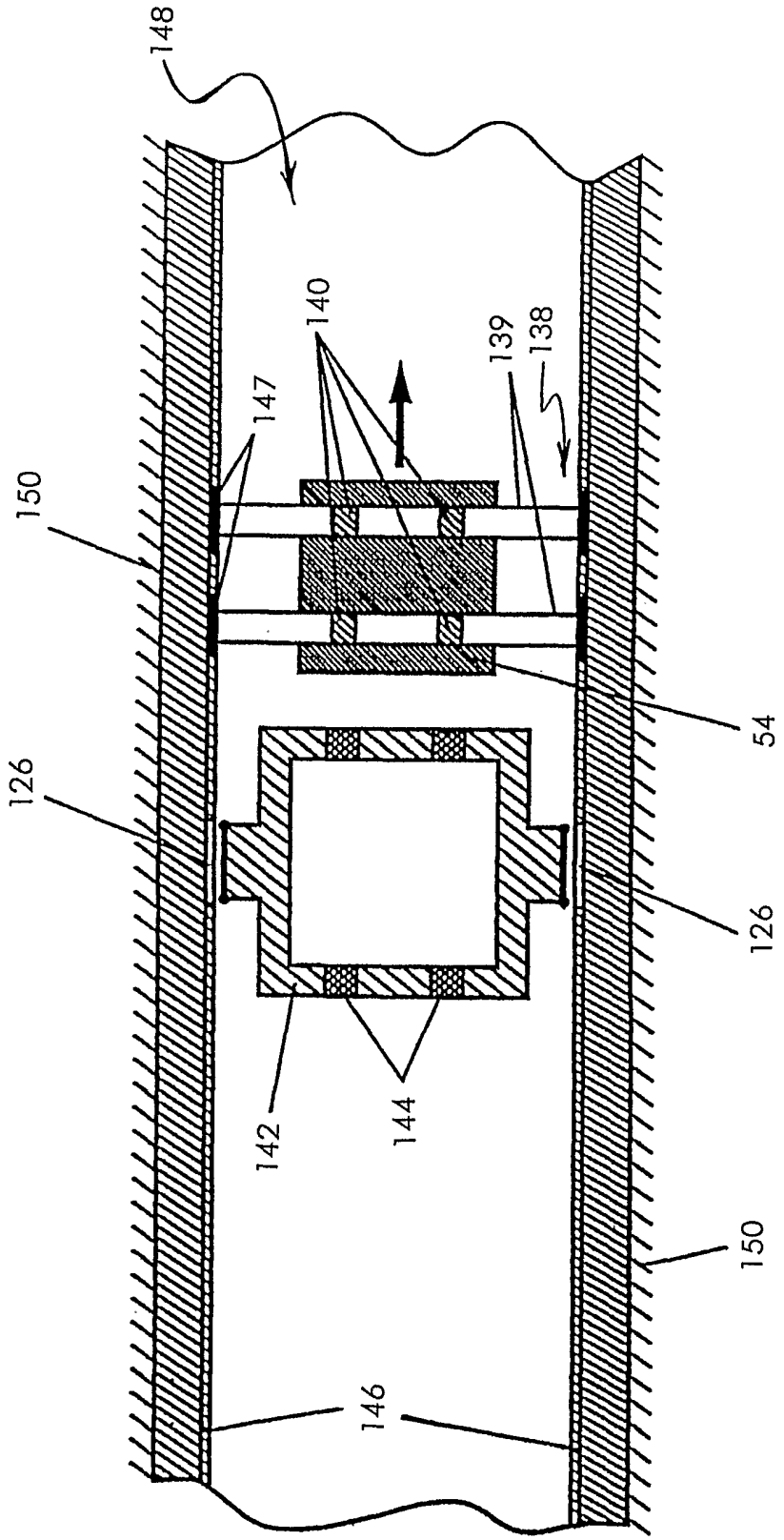


FIG. 31

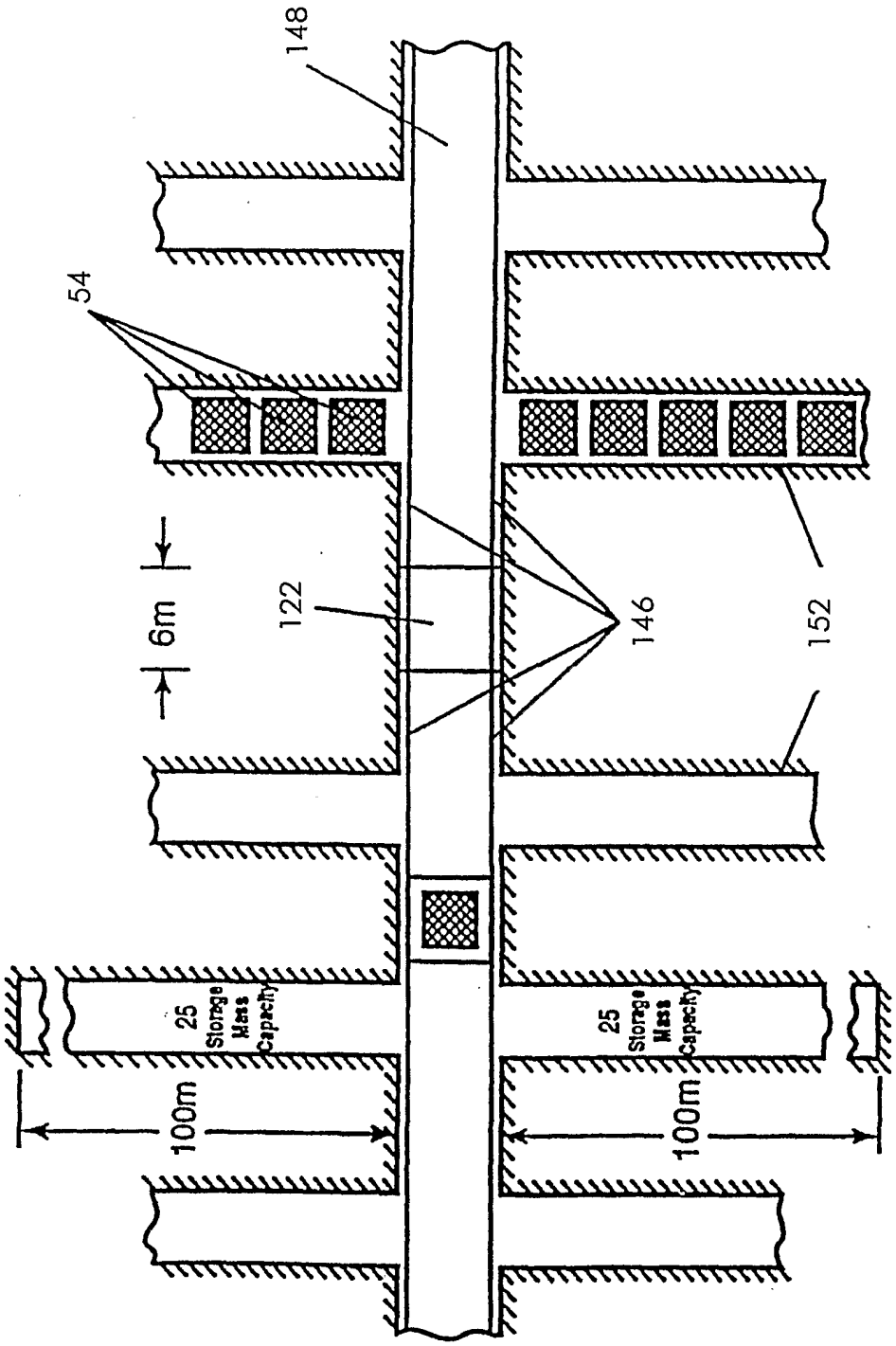

148
54
6m
122
146
152
25 Storage Mass Capacity
25 Storage Mass Capacity
100m
100m

FIG. 32

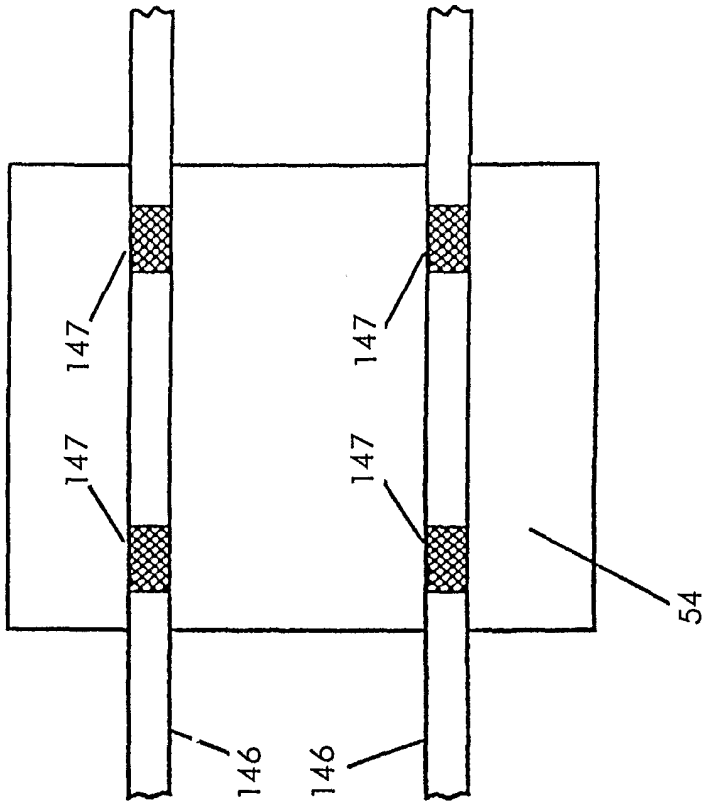


FIG. 33B

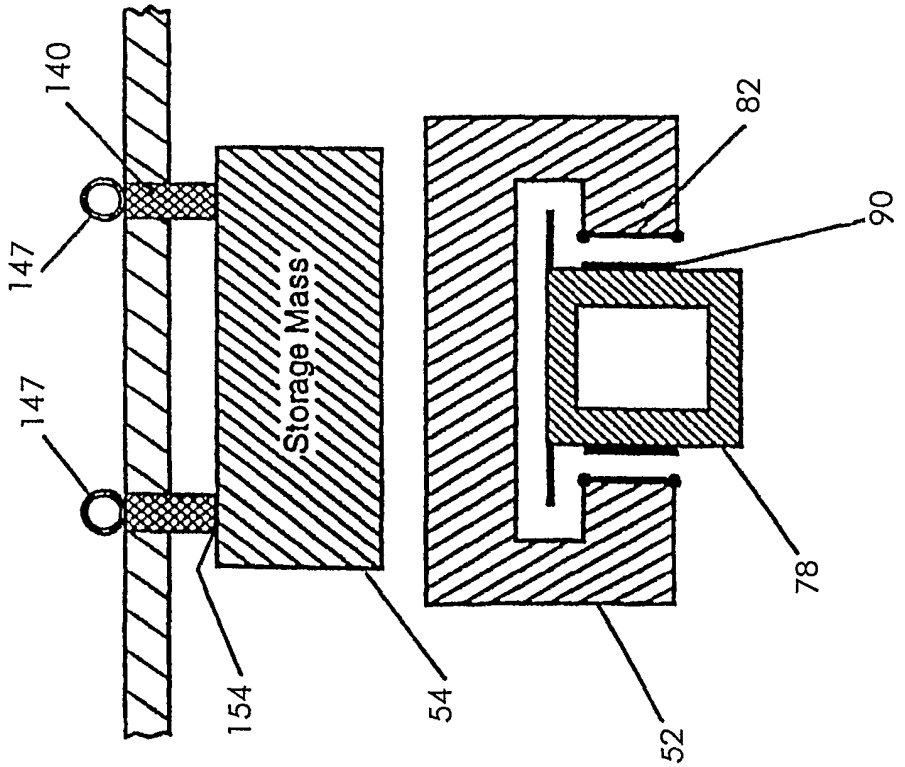


FIG. 33A

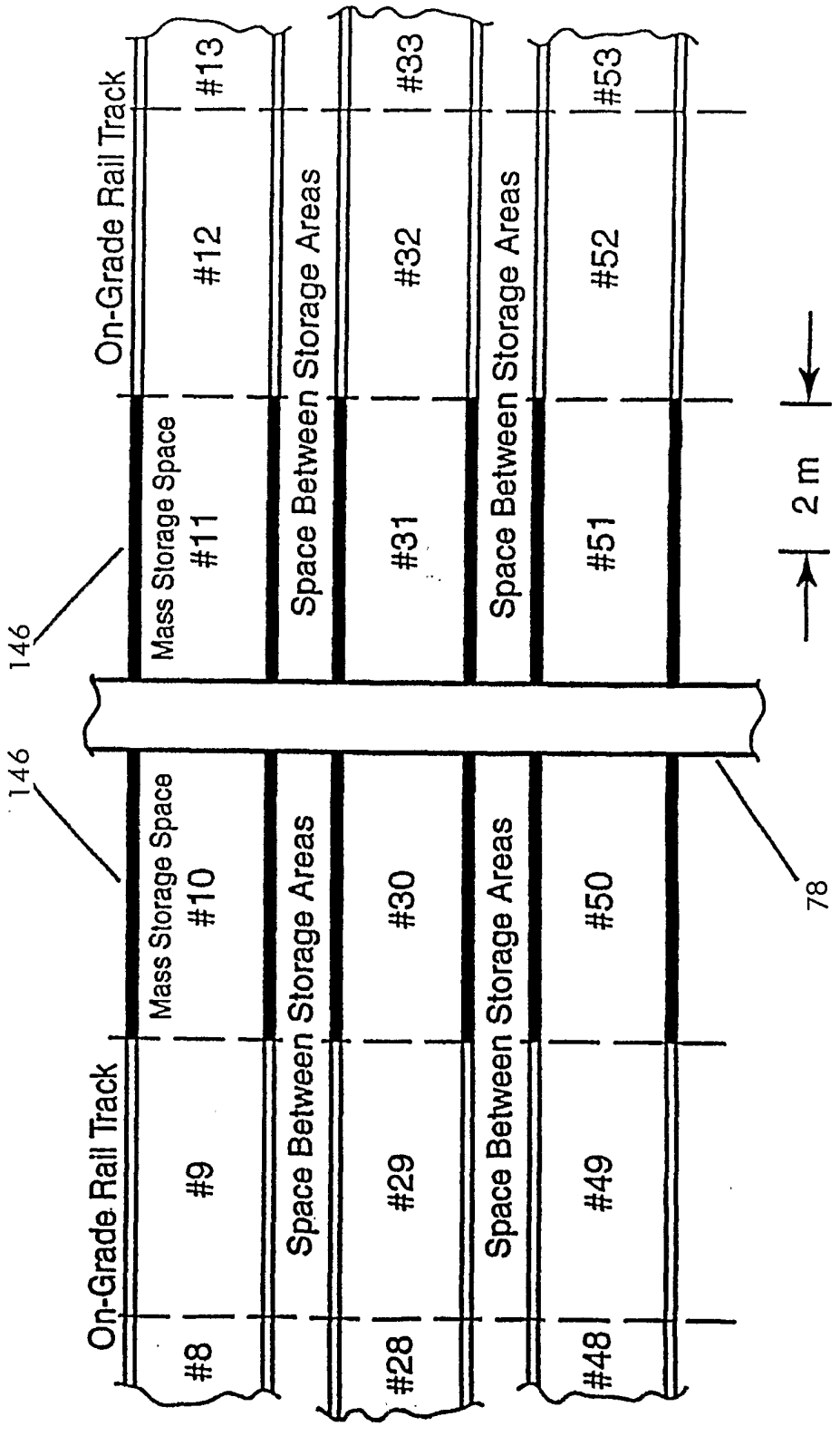

On-Grade Rail Track
#8
#9
#10
#11
#12
#13
Mass Storage Space
Space Between Storage Areas
#28
#29
#30
#31
#32
#33
#48
#49
#50
#51
#52
#53
146
146
78
2 m

FIG. 34

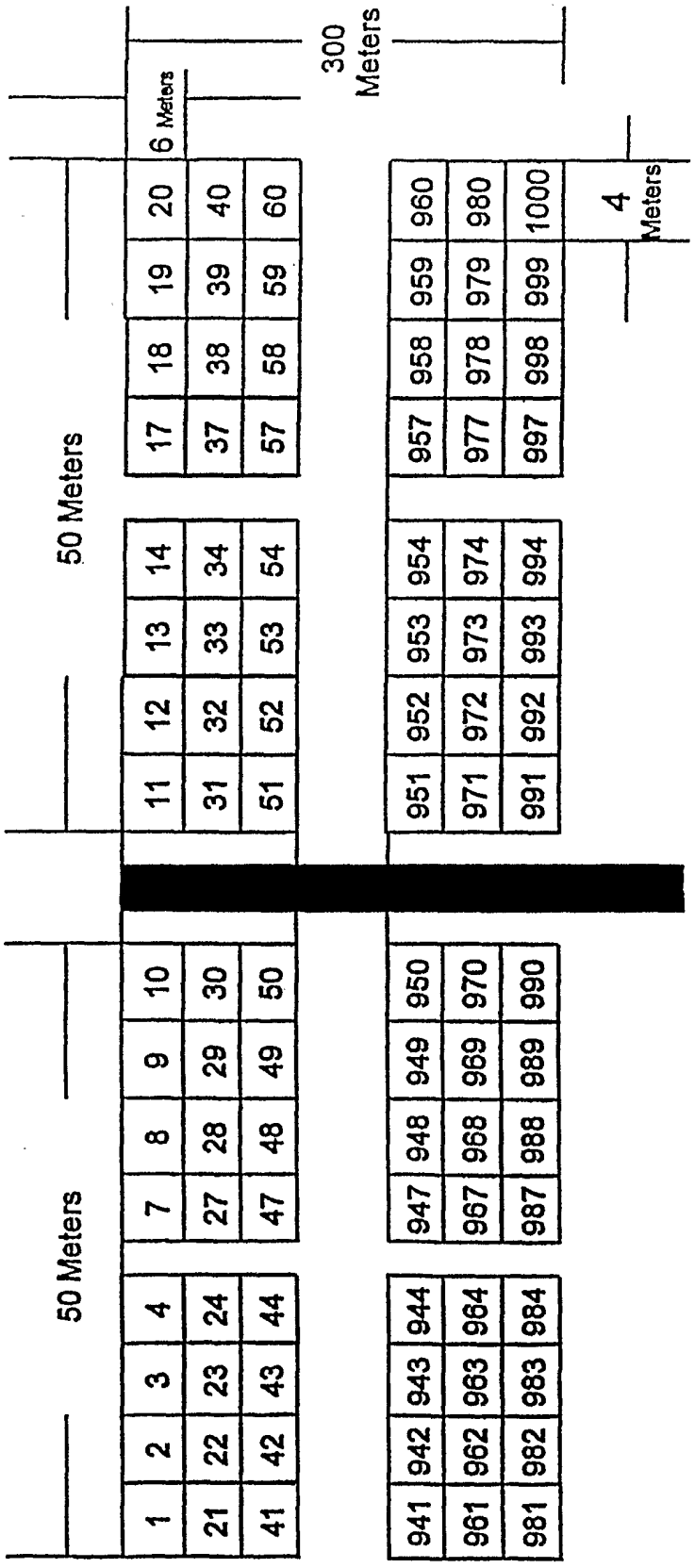

50 Meters
50 Meters
300 Meters
6 Meters
4 Meters
Guideway Beam
Channel for Vehicle Travel

FIG. 35

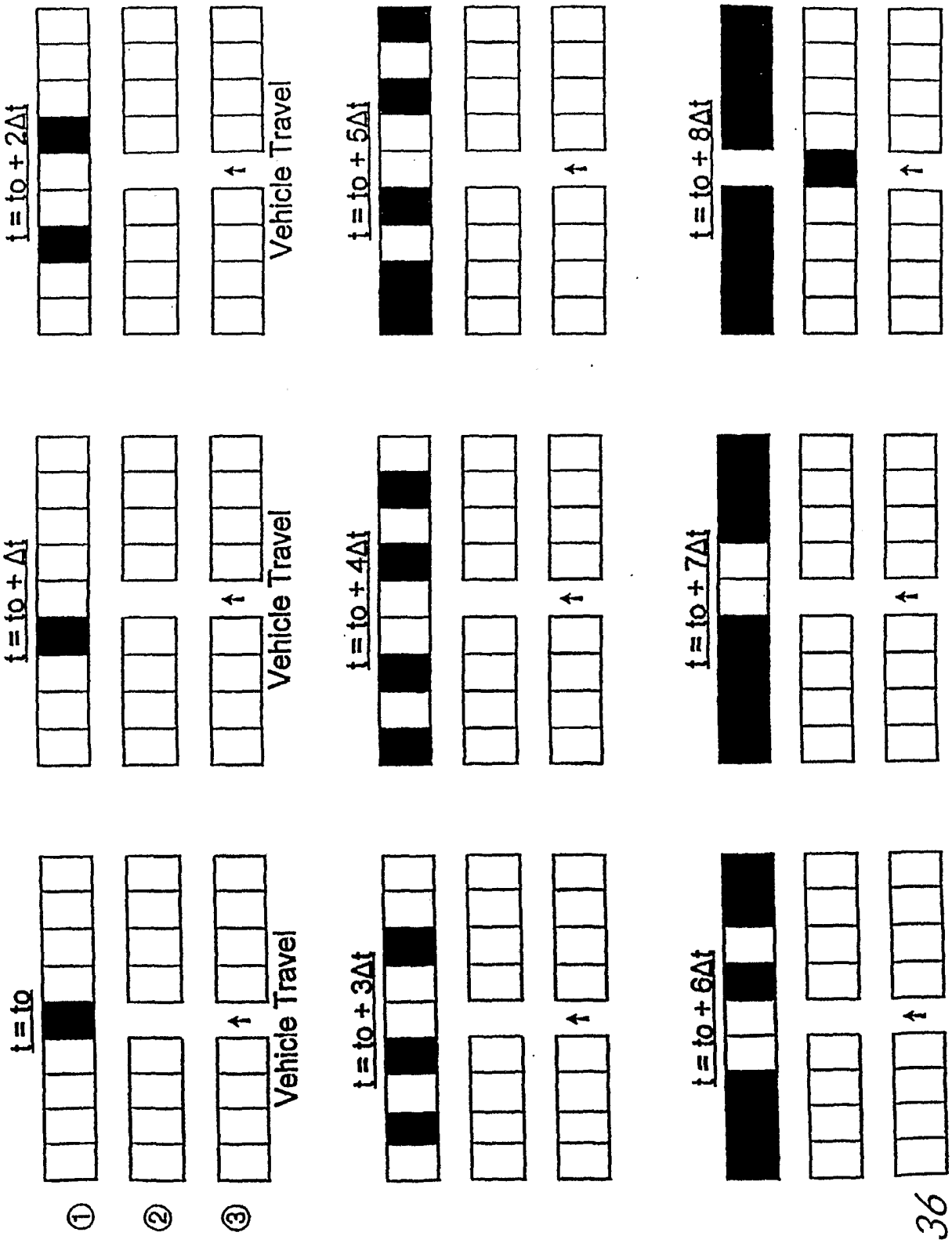

t = to
t = to + Δt
t = to + 2Δt
t = to + 3Δt
t = to + 4Δt
t = to + 5Δt
t = to + 6Δt
t = to + 7Δt
t = to + 8Δt
Vehicle Travel
Vehicle Travel
Vehicle Travel
①
②
③

FIG. 36

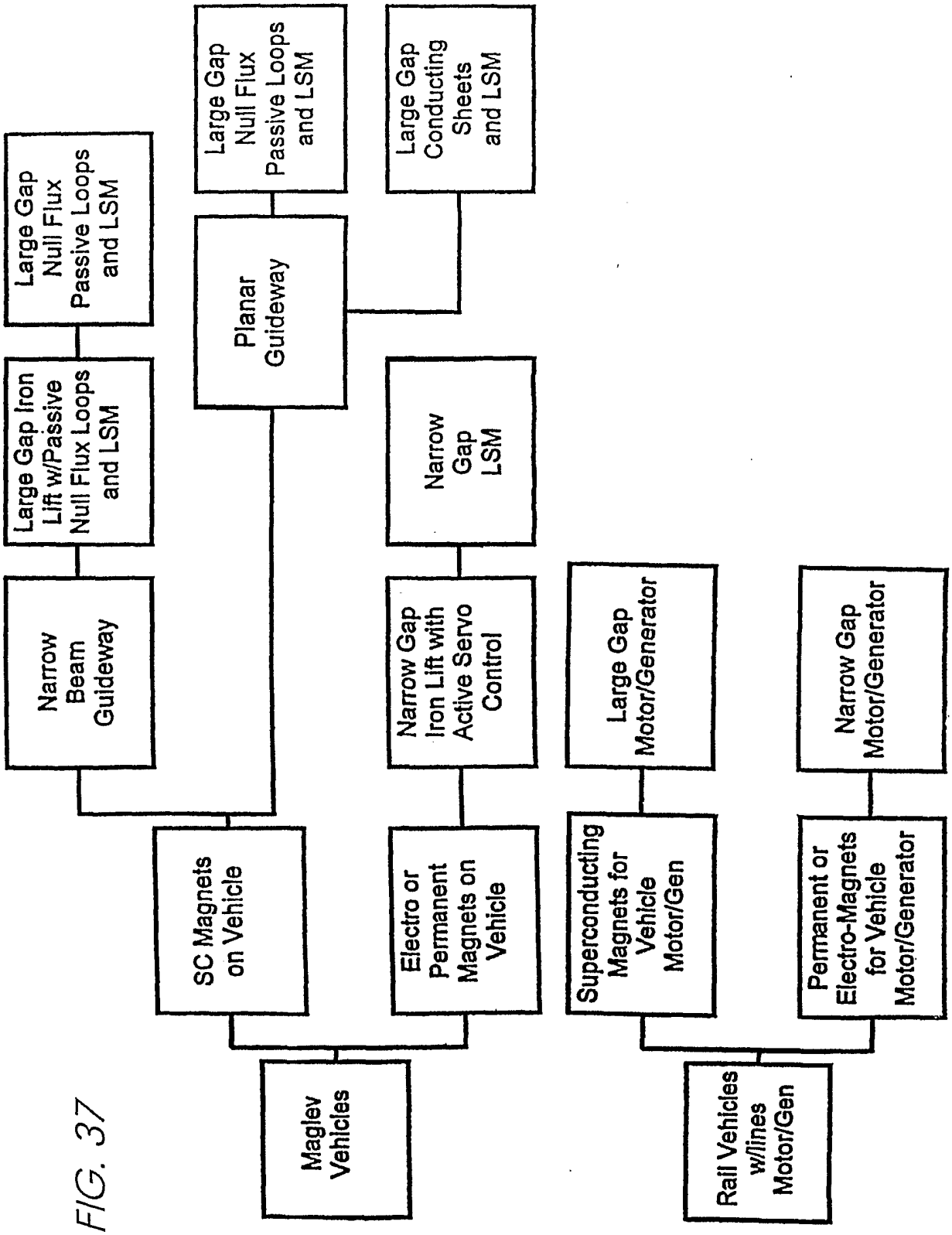

Maglev Vehicles
Rail Vehicles w/lines Motor/Gen
SC Magnets on Vehicle
Electro or Permanent Magnets on Vehicle
Superconducting Magnets for Vehicle Motor/Gen
Permanent or Electro-Magnets for Vehicle Motor/Generator
Narrow Beam Guideway
Narrow Gap Iron Lift with Active Servo Control
Large Gap Motor/Generator
Narrow Gap Motor/Generator
Large Gap Iron Lift w/Passive Null Flux Loops and LSM
Narrow Gap LSM
Planar Guideway
Large Gap Null Flux Passive Loops and LSM
Large Gap Conducting Sheets and LSM
Large Gap Null Flux Passive Loops and LSM

FIG. 37

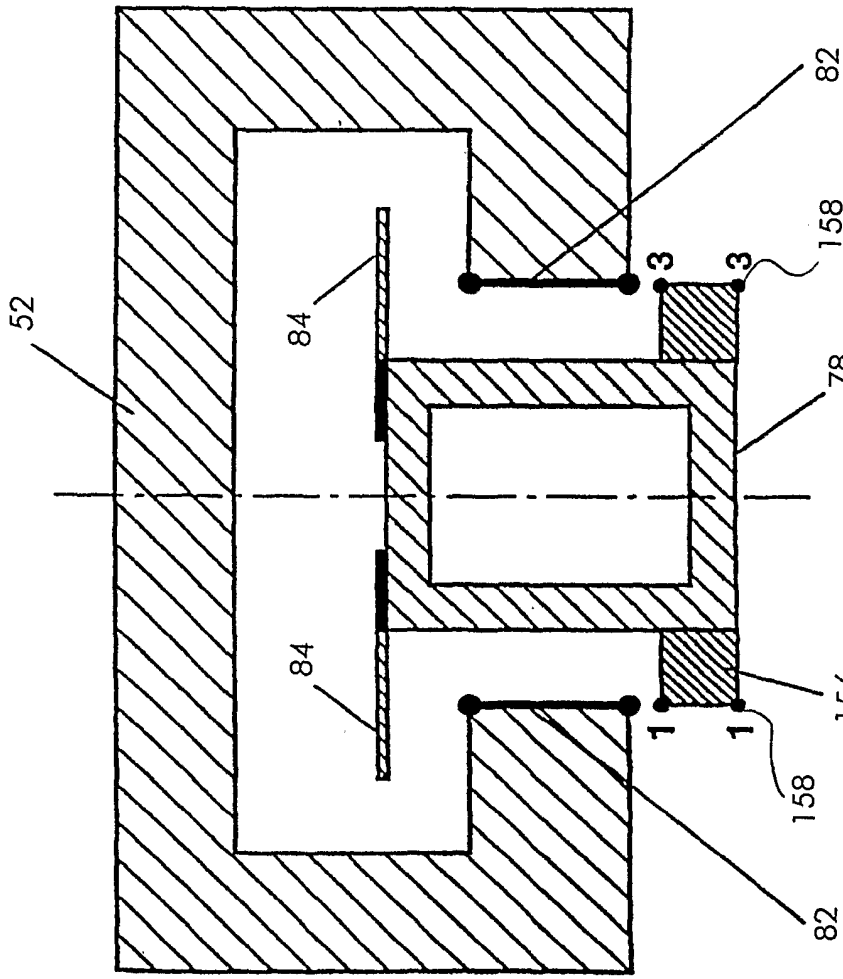


FIG. 38

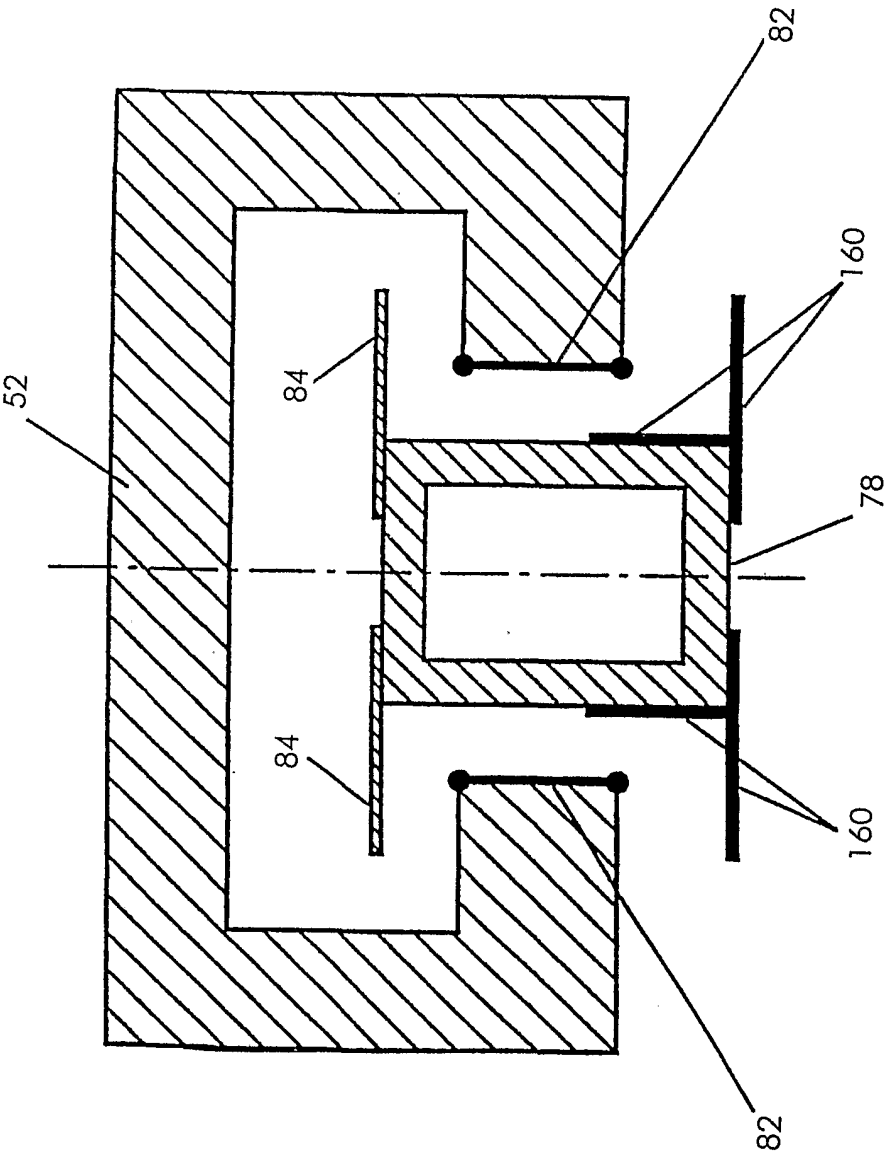


FIG. 39

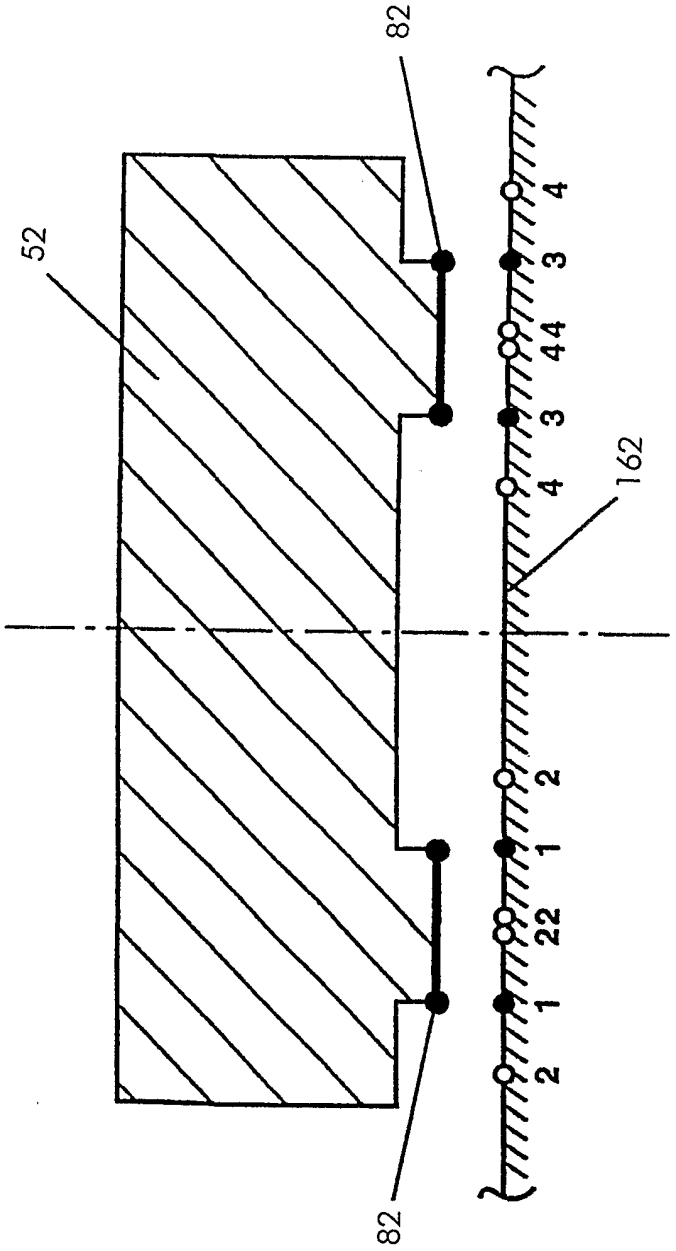
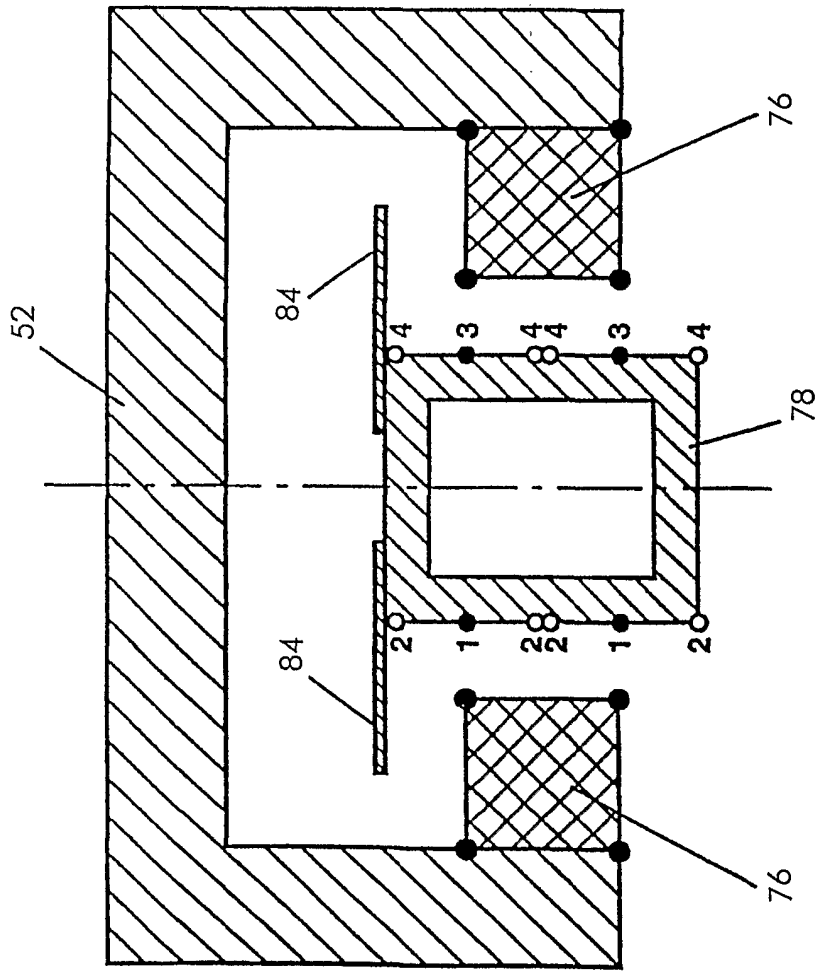

82
52
162
82
2 1 22 1 2
4 3 44 3 4
11 and 33 Are Guideway Dipole Loops
2222 and 4444 Are Guideway Figure Of 8 Loops

FIG. 40



11 and 33 Are Guideway Dipole Loops
2222 and 4444 Are Guideway Figure Of 8 Loops

FIG. 41