Claims

1. A system for displacing an elongate cable, the cable having a first end, a second end, and a length therebetween, the system comprising:

a modular track comprising a plurality of track assemblies couplable or coupled together to form an assembled track and decouplable from each other to form a disassembled track, wherein each track assembly comprises:

an elongate rail couplable or coupled to another elongate rail of an adjacent track assembly; and

a set rail support structures configured for upwardly elevating or suspending the elongate rail of the track assembly away from a floor surface along which the assembled track resides;

a plurality of carts, wherein each cart is slidably mountable or mounted on and slidably displaceable along the assembled track by way of slidable displacement along the rails of the assembled track, wherein each cart is configured for securely holding and supporting or suspending a selected portion of the cable relative to the track, and wherein each cart comprises:

a body having a surface, a seat, a recess, a slot, or a channel configured for receiving the selected portion of the cable that the cart supports or suspends;

a set of rollers coupled to the body and configured for engaging with the rails of the assembled track; and

a band, a belt, a strap, or a wrap engageable or engaged with the selected portion of the cable that the cart supports or suspends, and which is configured for aiding secure retention of the selected portion of the cable to the body;

and

a locomotive displaceable in at least a first direction along the length of the assembled track and couplable or coupled to the first end of the cable for exerting a pulling force on the first end of the cable, wherein when the locomotive is coupled to the

first end of the cable and is displaced in the first direction, (a) a first end of the locomotive is oriented toward the first direction, (b) an opposing second end of the locomotive is oriented in a second direction opposite to the first direction, and (c) the second end of the locomotive faces toward the first end of the cable, and

wherein when the first end of the cable is coupled to the locomotive and selected portions of the cable trailing the first end of the cable in a direction toward the second end of the cable are supported or suspended the plurality of carts on the assembled track, the cable is displaceable or displaced along the assembled track in response to (i) displacement of the locomotive in the first direction, in combination with (ii) slidable displacement of the plurality of carts in the first direction.

2. The system of claim 1, wherein in the absence of the cable, each cart mounted on the assembled track is interfered with or constrained in its slidable displacement along the track in the first direction and the second direction only by the presence of at least one other cart mounted on the assembled track.

3. The system of claim 1 or 2, wherein when carts mounted on the assembled track do not carry any portions of the cable, such carts mounted on the assembled track are coupled to each other only by way of the assembled track.

4. The system of claim 1 or 2, wherein when carts mounted on the assembled track carry selected portions of the cable, such carts mounted on the assembled track are coupled to each other only by way of the assembled track and the cable.

5. The system of any one of claims 1 to 4, wherein in each track assembly, the set of rail support structures is a pair of rail support structures in which a first rail support structure is couplable or coupled to an underside of a first end portion of the rail of the track assembly, and a second rail support structure is couplable or coupled to an underside of an opposing second end portion of the rail of the track assembly.

6. The system of any one of claims 1 to 5, wherein the assembled track is a monorail track.

7. The system of any one of claims 1 to 6, wherein the set of rollers of each cart includes a first roller configured for engaging with left side portions of the assembled track and a second roller configured for engaging with right side portions of the assembled track to facilitate or enable reduced friction slidable displacement of the cart along the track.

8. The system of any one of claims 1 to 7, wherein the locomotive itself is not directly coupled to the assembled track.

9. The system of claim 1, wherein the locomotive is configured for straddling the assembled track when the locomotive is displaced in the first direction.

10. The system of claim 1, further comprising a platform, scaffold, or ramp structure mountable or mounted to the locomotive and providing a sloping path when the plurality of track assemblies are coupled together to form the assembled track, wherein the sloping path is inclined upwardly relative to a horizontal plane that is parallel to the floor surface, wherein a high end of the sloping path corresponding to one end of the locomotive is vertically higher than a low end of the sloping path corresponding to an opposing end of the locomotive, and wherein portions of the cable can progressively travel and/or be guided in an upward direction along the sloping path as the locomotive moves toward other portions of the cable proximate to the low end of the sloping path which have not yet traveled along the sloping path.

11. The system of claim 10, wherein the platform, scaffold, or ramp structure is removably mounted to the locomotive, and wherein the platform, scaffold, or ramp structure further includes a plurality of wheels to facilitate displacement of the platform,

scaffold, or ramp structure along the floor surface as the locomotive is displaced along the floor surface.

12. The system of claim 10 or 11, wherein the platform, scaffold, or ramp structure comprises:

a pair of rails extending upwardly between the low end of the sloping path to the high end of the sloping path; and

a plurality of support bars extending between the pair of rails, wherein each support bar is disposed vertically higher than another support bar, and wherein the plurality of support bars is configured for progressively elevating portions of the cable as such portions of the cable travel away from the low end of the sloping path toward the high end of the sloping path during displacement of the locomotive toward other portions of the cable proximate to the low end of the sloping path which have not yet traveled along the sloping path.

13. The system of any one of claims 10 to 12, further comprising a set of cable guide structures coupled to the platform, scaffold, or ramp structure and configurable or configured for laterally guiding, routing, or directing portions of the cable carried by the platform, scaffold, or ramp structure as such portions of the cable travel along the sloping path during displacement of the locomotive toward other portions of the cable proximate to the low end of the sloping path which have not yet traveled along the sloping path.

14. The system of claim 13, wherein the set of cable guide structures includes a plurality of cable guide structures that are laterally positionable relative to each other along the sloping path, and wherein each cable guide structure is configured for limiting or constraining lateral displacement of portions of the cable as such portions of the cable travel along the sloping path during displacement of the locomotive toward other portions of the cable proximate to the low end of the sloping path which have not yet traveled along the sloping path.