

FAST TRACK SWITCH

Background of the Invention

Field of the Invention

- 5 **[0001]** The subject matter described herein relates generally to devices and methods for switching and, more particularly, to track switches.

Related Art

- 10 **[0002]** Switching for tracks along which a vehicle travels is well known. For example, a known reciprocal track switch for train tracks includes a pair of rails each hinged at one end to a main track and each being free at the other. The free ends are connected with a bar that is actuated to slide the track within a single plane to optionally complete one segment of track or another segment of track. The bar may be reciprocated by a motor.

- 15 **[0003]** The reciprocal track switch suffers from the deficiency that it is limited in its range of angle between track segments thus generally prevents use of it for track crossings. Also, the reciprocal track switch suffers from a relatively lengthy duration of time to complete the switching.

- 20 **[0004]** The latter deficiency is particularly evident in today's switching systems for amusement park or theme park rides and attractions. For example roller coasters utilize track switches that shuttle entire track segments in and out of the path of the vehicle. This system requires moving large masses of steel track more than twice

the distance of the vehicles pathway. This switch requires on the order eleven seconds to switch from one track segment to another.

[0005] It is desired to provide a switching system that allows for multiple vehicles with multiple track engaging wheel assemblies to make quick changes in direction via fast changing track switching.

[0006] Accordingly, to date, no suitable system or method is available for rapid switching of a vehicle from one track segment to another.

Brief Description of the Invention

[0007] In accordance with an embodiment of the present invention, a system for sequentially switching a plurality of guide ways to accommodate at least one vehicle with a plurality of ground engaging portions following a plurality of plural track segments is provided. The system comprises a primary guide way to receive at least one of the plurality of ground engaging portions of the at least one vehicle and a secondary guide way located in proximity to the primary guide way. The secondary guide way may be configured to receive another of the plurality of ground engaging portions of the at least one vehicle. The system may also comprise a controller configured to sequentially switch the primary guide way and the secondary guide way whereby the at least one vehicle may travel in one direction or in another direction.

[0008] In accordance with another embodiment of the present invention, a method of switching a plurality of guide ways to accommodate at least one vehicle with a plurality of ground contacts following a plurality of optional track segments, comprises providing a primary locked rotatable switch member comprising a plurality of primary

guide way tracks; providing a secondary locked rotatable switch member comprising a plurality of secondary guide way tracks; unlocking the primary rotatable switch member; rotating the primary switch member to position one of the plurality of primary guide way tracks within and thereby complete one of a plurality of primary track segments; relocking the primary rotatable switch member; confirming continuity of the primary switch member with one of the plurality of primary track segments; unlocking the secondary rotatable switch member; rotating the secondary switch member to position one of the plurality of secondary guide way tracks within and thereby complete one of a plurality of secondary track segments; relocking the secondary rotatable switch member; and confirming continuity of the secondary switch member with one of the plurality of secondary track segments.

Brief Description of the Drawings

[0009] The following detailed description is made with reference to the accompanying drawings, in which:

[0010] Figure 1 is a top, diagrammatical view showing a first embodiment of a guide way completing a first track segment along with an additional pair of guide ways each in accordance with another embodiment of the present invention;

[0011] Figure 2 is a top, diagrammatical view showing the first embodiment of the guide way of Figure 1 completing a second track segment;

[0012] Figure 3 is a sectional view taken along line 3-3 of Figure 1, showing further details of a frame, a pivot actuator, a switch member and a guide way track;

[0013] Figure 4 is a further sectional view taken along line 4-4 of Figure 3 showing further details of the frame and a bearing mounted thereon;

[0014] Figure 5 is a further sectional view taken along line 5-5 of Figure 3 showing further details of the frame and pivot actuator;

5 **[0015]** Figure 6 is a sectional view taken along line 6-6 of Figure 1, wherein, a rocker arm is disposed in a locked position;

[0016] Figure 7 is a sectional view taken along line 6-6 of Figure 1, wherein, a rocker arm is disposed in an unlocked position;

10 **[0017]** Figure 8 is a sectional view taken along line 8-8 of Figure 2, wherein, a rocker arm is disposed in a locked position;

[0018] Figure 9 is a sectional view taken along line 8-8 of Figure 2, wherein, a rocker arm is disposed in an unlocked position;

[0019] Figure 10 is a plan view showing the another embodiment of Figure 1, wherein track segments cross;

15 **[0020]** Figure 11 is a sectional view taken along line 11-11 of Figure 2 showing further details of a frame, a pivot actuator, a switch member and a guide way track in accordance with the another embodiment;

[0021] Figures 12 and 13 are opposing sectional views taken along lines 12-12 and 13-13 of Figures 1 and 2, respectively, showing movement of a rocker arm in
20 accordance with the another embodiment;

[0022] Figure 14 is a diagram showing a control system in accordance with another aspect of the present invention;

[0023] Figure 15 is a bottom view of an exemplary vehicle usable in accordance with another aspect of the present invention;

[0024] Figure 16 is a flow diagram showing a method of switching a plurality of guide ways in accordance with a further embodiment of the present invention; and

5 **[0025]** Figure 17 is a flow diagram showing another method of switching a plurality of guide ways in accordance with still a further embodiment of the present invention.

Detailed Description of the Preferred Embodiment

10 **[0026]** One embodiment of the present invention concerns a system and a method for providing for the switching of track segments by at least one vehicle with a plurality of ground engaging portions in a relatively short period of time. In one embodiment, each of a plurality of guide ways for switching between a plurality of track segments comprises a rotatable switch member that comprises a plurality of guide way tracks.

15 Each switch member may be rotated, in a sequential fashion, to position one of the plurality of guide way tracks within and to thereby complete one of the plurality of track segments thereby providing for the vehicle to travel in one direction or another.

[0027] Referring to Figure 1, a track switch or main guide way switch element assembly in accordance with one embodiment of the present invention is illustrated
20 generally at 10. In this embodiment, the main guide way switch element assembly 10 comprises a frame 12, a pivot actuator 14, a switch member 16 and guide way tracks 17 (see Figure 6) and 18.

[0028] The frame 12 comprises any suitably strong and durable material capable of supporting the pivot actuator 14, the switch member 16, the guide way track 18, and other associated components along with a ride vehicle (not shown). One suitable material is a steel with a low carbon content.

5 **[0029]** Referring now also to Figures 3-5 and in one embodiment, the frame 12 may be located within a recessed cement foundation 19 and may comprise a pivot actuator mount 20, a plurality of cross beams 22, a plurality of side beams 24 and a pair of bearings 26.

[0030] The pivot actuator mount 20 comprises a mounting plate 28 that is supported
10 by a cross beam 30 and a pair of side posts 32 that are interconnected with a pair of separator beams 34. The separator beams 34 are connected with a cross beam 22. Each of the cross beams 22 are connected with a side beam 24 and a side post 36. The frame 12 may be fixed in place in a known manner such as via fasteners and cement pilings.

15 **[0031]** The bearings 26 are located on separate cross beams 22 and interconnected with the switch member 16. The bearings 26 may be any suitable bearing such as a cylindrical type bearing well known for producing very low frictional rotation while supporting very high loads.

[0032] The pivot actuator 14 may comprise any suitably powerful actuator that is
20 capable, in this embodiment, of rotationally driving the switch member 16. It will be appreciated that a suitably powerful actuator provides sufficient rotational torque to complete rotation within the timing described in more detail below. A couple 38 is provided for coupling the pivot actuator 14 to the switch member 16.

[0033] As best seen in Figures 1-3, the switch member 16 may comprise any suitably strong material such as that described above with respect to the frame 12 and may comprise a generally cylindrical outer configuration as shown. The switch member 16 also comprises a pair of mounting rods 40, located at opposing ends thereof for connecting with each bearing 26, and an axis 42. In this embodiment, the axis 42 is centrally disposed through the switch member 16 and it will be understood that the switch member is rotated about axis 42 by the pivot actuator 14.

[0034] Referring now to Figures 1, 3 and 6, a locking arm 44 and an extension leg 46 each extend in a radial direction from the axis 42 of the switch member 16. The locking arm 44 may have a generally rectangular configuration, comprise a similar material to that of the frame 12 and function to lock the switch member from further rotation. The locking arm 44 may comprise an pivot lock strike 48 the function of which will be described in more detail below.

[0035] The extension leg 46 may also comprise a similar material to that of the frame 12, have a generally rectangular configuration and functions to provide additional support for the guide way tracks 17 and 18. The extension leg 46 may comprise a pair of engagement pads 50 and 51 located on opposing surfaces thereof. A pair of support posts 52 and 53 are provided for engaging the extension leg 46 and are located on opposing sides of the frame 12. Dampening devices 54 and 55 are configured to correspond with engagement pads 50 and 51 and are optionally mounted to the support posts 52 and 53, respectively. The dampening devices 54 and 55 function to slowly reduce the rotational velocity of the extension leg 46 during movement thereof.

[0036] Locking assemblies 56 may be provided for engaging the locking arm 44 to prevent any rotational movement of the switch member 16. A second locking assembly 58 is shown, although, it will be understood that a single locking assembly 56 may be sufficient. Where employed, each locking assembly 56 and 58 may

5 comprise similar components and thus for clarity only the locking assembly 56 will now be described. As illustrated in Figure 7, the locking assembly 56 may comprise a rocker arm 60, a hub 62, an axle 64, a clevis 66 and a pivot lock actuator 68. A roller 70 may be disposed at one end (not numbered) of the rocker arm 60 and the roller is configured to engage the correspondingly configured pivot lock strike 48
10 during locking of the locking arm 44. The hub 62 is interconnected with the frame 12 and the axle 64 extends through the hub. The axle 64 also may extend through a central portion (not numbered) of the rocker arm. The clevis 66 may be connected to a second end (not numbered) of the rocker arm 60 and the pivot lock actuator 68 is provided for reciprocating the clevis.

15 **[0037]** Bus bar segments 72 and 74 may be located between the extension leg 46 and the guide way tracks 17 and 18 and each comprise two spacer members 76 and 78 and 80 and 82.

[0038] In the present embodiment, the guide way tracks 17 and 18 each comprise a rail 83 and 84, respectively for engaging a vehicle, such as that shown in Figure 15
20 and described in more detail below. It will be appreciated however that the term "guide way track" may comprise a flat or non-railed track such as a flat track or road bed as well as a track with grooves, dual rails or a single monorail.

[0039] Operation of the main guide way switch element assembly 10 will now be described with respect to Figures 1, 2 and 6-9. As shown in Figures 1 and 6, the main guide way switch element assembly 10 is disposed in a locked position wherein the guide way track 18 is interposed between a pair of track sections 90 and 92.

5 Altogether the track section 90, guide way track 18 and the track section 92 comprise a first track segment that is completed by the guide way track 18. In order to switch from the first track segment to a second track segment, shown in Figure 2 and that is formed by the track section 90, guide way track 17 and a track section 94, the rocker arm 60 of the locking assembly 56 is rotated away from the cap 48 as reflected
10 between Figures 6 and 7. Next, the switch member 16 and, in turn, the locking arm 44, extension member 46, bus bar segments 72 and 74 and guide way tracks 17 and 18, may be rotated by the pivot actuator 14 (Figure 1) in the direction of arrow 96. The switch member 16 is rotated until the contact pad 50 of the extension leg 46 engages the dampening device 54 and the extension leg engages support post 52
15 and guide way track 17 is now interposed between track section 90 and track section 94 thereby completing the second track segment.

[0040] Referring now to Figures 2 and 9, the main guide way switch element assembly 10 may be rotated in the reverse direction or in the direction of arrow 98 to again complete the first track segment wherein the guide way track 18 is interposed
20 between track section 90 and track section 92.

[0041] Another embodiment of additional guide ways in accordance with the present invention are each illustrated at 100 in Figures 1, 2 and 10-13. In this embodiment, each guide way 100 may be generally similar to the main guide way switch element

assembly 10 excepting that rather than comprising two bus bar segments 72 and 74 the guide way 100 comprises only one bus bar segment 172 and rather than including a rail 184 for engaging wheels from a vehicle, described in more detail below, a guide way track 199 is provided which is flat or has a flat bed for receiving
5 tires or castors of the vehicle. Accordingly, similar components in Figures 10-13 to those in Figures 3-9 are labeled similarly excepting that each begins with one hundred.

[0042] Operation of the guide way 100 is similar to that of the main guide way switch element assembly 10 and thus will only be described with respect to the flat guide
10 way track 199. As shown in Figures 2 and 12, the guide way track 118 or guide way track 199 is interposed between the track section 92 and a track section 202 to complete a first track segment. Upon energizing the pivot actuator 114, the switch member 116 and, in turn, extension leg 146 is rotated in the direction of arrow 204. Figure 13 shows a completed rotation of the pivot actuator 114 to complete a second
15 track segment where the guide way track 199 is interposed between a track section 206 and 208 (Figure 2).

[0043] Referring now to Figure 14, a controller 300 usable to control operation of each of guide ways 10 and 100 is shown. The controller 300 may operate to switch each of the main guide way switch element assembly 10 and the guide ways 100 to
20 provide a path of travel of a vehicle in one direction or another. Also, the controller 300 may function to confirm continuity or re-locking of each guide way 10 and 100.

[0044] In one embodiment, the controller 300 may operate to switch each of guide ways 10 and 100 in a sequential manner as described below. In general, the

controller 300 may unlock each guide way, energize each pivot actuator for rotation of the switch member, relock each guide way and confirm relocking within a range of between about 1.2 and 2.5 seconds, and in one specific embodiment about 2.0 seconds. Such a fast track switch provides for an enhanced entertainment activity
5 whereby multiple vehicles may be traversing a set of tracks and one after another going in different directions with apparent near misses thereby substantially enhancing a guests experience at a theme park or the like.

[0045] It will be appreciated that the controller 300 may be configured with the ability to create a path through each guide way rapidly and independently. In this way,
10 each guide way is quickly postured for a next switching event and the transit of one or more vehicles across the guide way. The controller 300 may then reconfigure each guide way to a planned position or to remain in a current configuration as required. The ability for the controller 300 to plan ahead and configure each of the independent guide ways lends significantly to the response time. It will be
15 understood that the initiation of switching of a guide way is determined to a required degree by a geometry of the vehicle in a given switch layout, i.e. turning radius of the track path through the switch assembly. Delaying element switching to a just-in-time is advantageous to allow wheel clearance between closely adjacent vehicles.

[0046] The ability of the controller 300 to plan guide way positions and motion
20 initiation based on vehicle positions on the track at specific system events enhances theme park experience. An example is the switch control system can take advantage of adjacent vehicle positions while they are traversing through the track. A path direction change command may be used to allow a vehicle to receive clearance to

proceed at the last second and avoiding a system stop condition that might have otherwise occurred with prior art roller coaster systems.

[0047] The individual guide ways require a unique capture mechanism as a result of the stopping inertia of the guide way. Accordingly, it will be appreciated that the

5 controller 300 may be configured to consider the time required to slow, stop and lock each guide way in order to provide for the operational timing of each guide way. This unique mechanism will elevate the de-bounce time normally experienced in such mechanisms.

[0048] Referring now to Figure 15, an exemplary vehicle 400 for traversing the track

10 segments and guide ways described above in connection with, e.g., Figure 1 above is shown. The vehicle 400 comprises a bottom surface 410 from which extends a plurality of ground engaging portions comprising a central support member 412 and a number of casters 414. The central support member 412 comprises a rotatable assembly 416 connected with a platform 418 and a pair of wheels 420 configured to

15 mate with rails 84 and 184 (Figure 12). It will be appreciated that for other configurations of the guide way tracks 17 and 18, such as dual rails (not shown) rather than the monorails 84 and 184, the wheels 420 may be otherwise oriented or configured, such as in a vertical position to engage a dual railed track.

[0049] The casters 414 are spaced about the cornered portions (not numbered) of the

20 bottom surface 410 and each comprise a rotatable assembly 422 and a tire 424. It will be appreciated that in the practice of the present invention many other vehicle configurations of ground engaging portions may be employed, for example, rather than having five ground engaging portions any number of ground engaging portions

may be provided. Also, in addition to or instead of a variation in number, the locations of the ground engaging portions along the bottom surface 410 may be varied. Further, while the vehicle 400 requires three separate tracks, it will be understood that a vehicle requiring only two separate tracks may be employed.

5 **[0050]** As shown in Figure 16, a method of switching between a plurality of generally parallel track segments to accommodate at least one vehicle with a plurality of ground contacts in accordance with another embodiment of the present invention is shown generally at 500. The method 500 comprises, as shown at 502, providing a primary rotatable switch member comprising a plurality of primary guide way tracks;
10 as shown at 504, providing a secondary rotatable switch member comprising a plurality of secondary guide way tracks; as shown at 506, rotating the primary rotatable switch member to position one of the plurality of primary guide way tracks within and thereby complete one of a plurality of track segments; and thereafter as shown at 508, rotating the secondary rotatable switch member to position one of the
15 plurality of secondary guide way tracks within and thereby complete another of the plurality of track segments.

[0051] It will be understood that the method of switching between a plurality of generally parallel track segments may further comprise providing an additional secondary rotatable switch member comprising a plurality of additional secondary
20 guide way tracks; and rotating the secondary rotatable switch member to position one of the plurality of secondary guide way tracks within and thereby complete another of the plurality of track segments. It has been found that where the at least one vehicle comprises multiple vehicles each traveling at approximately four feet per second and

spaced at about four feet apart and each of the steps of rotating may be completed within between about 1.2 seconds and about 2.5 seconds and, more preferably, within about 2.0 seconds.

[0052] A method of switching a plurality of guide ways to accommodate at least one vehicle with a plurality of ground contacts following a plurality of optional track segments in accordance with a further embodiment of the present invention is shown generally at 600 in Figure 17. As shown at 602, the method comprises providing a primary locked rotatable switch member comprising a plurality of primary guide way tracks; as shown at 604, providing a secondary locked rotatable switch member comprising a plurality of secondary guide way tracks; as shown at 606, unlocking the primary rotatable switch member; as shown at 608, rotating the primary switch member to position one of the plurality of primary guide way tracks within and thereby complete one of a plurality of primary track segments; as shown at 610, relocking the primary rotatable switch member; as shown at 612, confirming continuity of the primary switch member with one of the plurality of primary track segments; as shown at 614, unlocking the secondary rotatable switch member; as shown at 616, rotating the secondary switch member to position one of the plurality of secondary guide way tracks within and thereby complete one of a plurality of secondary track segments; as shown at 618, relocking the secondary rotatable switch member; and as shown at 620, confirming continuity of the secondary switch member with one of the plurality of secondary track segments.

[0053] It will be understood that the method of switching a plurality of guide ways may further comprise providing an additional secondary locked rotatable switch member

comprising a plurality of additional secondary guide way tracks; unlocking the additional secondary rotatable switch member; rotating the additional secondary switch member to position one of the plurality of additional secondary guide way tracks within and thereby complete one of a plurality of additional secondary track segments; relocking the additional secondary rotatable switch member; and confirming continuity of the additional secondary switch member with one of the plurality of additional secondary track segments.

[0054] It has been found that where the at least one vehicle comprises multiple vehicles each traveling at approximately four feet per second and spaced at about four feet apart that each of the steps of unlocking, rotating, relocking and confirming may be completed within between about 1.2 seconds and about 2.5 seconds and more preferably within about 2.0 seconds.

[0055] While the present invention has been described in connection with what are presently considered to be the most practical and preferred embodiments, it is to be understood that the present invention is not limited to these herein disclosed embodiments. Rather, the present invention is intended to cover all of the various modifications and equivalent arrangements included within the spirit and scope of the appended claims.

What is Claimed is:

1. A system for sequentially switching a plurality of guide ways to accommodate at least one vehicle with a plurality of ground engaging portions following a plurality of plural track segments, comprising:

a primary guide way to receive at least one of the plurality of ground engaging

5 portions of the at least one vehicle;

a secondary guide way located in proximity to the primary guide way and configured to receive another of the plurality of ground engaging portions of the at least one vehicle;

a controller configured to sequentially switch the primary guide way and the
10 secondary guide way whereby the at least one vehicle may travel in one direction or in another direction.

2. The system of claim 1, wherein:

the primary guide way comprises:

a primary frame

a primary pivot actuator interconnected with the primary frame;

5 a primary switch member selectively driven rotationally by the primary pivot actuator, the primary switch member comprising a primary switch member axis;
and

at least two primary guide way tracks supported by the primary switch member and spaced in a radial direction to the primary switch member axis and the

10 primary guide way tracks configured to complete a first track segment or a second track segment; and

the secondary guide way comprises:

a secondary frame

a secondary pivot actuator interconnected with the secondary frame;

15 a secondary switch member selectively driven rotationally by the secondary pivot actuator, the secondary switch member comprising a secondary switch member axis; and

at least two secondary guide way tracks supported by the secondary switch member and spaced in a radial direction to the secondary switch member axis

20 and the secondary guide way tracks configured to complete either a third track segment or a fourth track segment.

3. The system of claim 2, further comprising an additional secondary guide way located in proximity to the primary guide way and configured to receive at least one of the plurality of ground engaging portions of the at least one vehicle and wherein:

the controller is further configured to sequentially switch the primary guide
5 way, the secondary guide way and the additional secondary guide way whereby the at least one vehicle may travel in the one direction or in the another direction.

4. The system of claim 3, wherein the additional secondary guide way comprises:

an additional secondary frame;

an additional secondary pivot actuator interconnected with the additional secondary frame;

5 an additional secondary switch member selectively driven rotationally by the additional secondary pivot actuator, the additional secondary switch member comprising an additional secondary switch member axis; and

at least two additional secondary guide way tracks supported by the additional secondary switch member and spaced in a radial direction to the additional
10 secondary switch member axis and the additional guide way tracks configured to complete either a fifth track segment or a sixth track segment.

5. The system of claim 4, wherein the at least one vehicle comprises multiple vehicles each traveling at approximately four feet per second and spaced at about four feet apart and wherein the controller is configured to switch each of the primary, secondary and additional secondary guide ways between about 1.2 seconds and

5 about 2.5 seconds.

6. The system of claim 4, wherein the at least one vehicle comprises multiple vehicles each traveling at approximately four feet per second and spaced at about four feet apart and wherein the controller is configured to switch each of the primary, secondary and additional secondary guide ways within about 2.0 seconds.

7. The system of claim 4, wherein each of the primary, secondary and additional secondary switch members are driven rotationally about its respective primary switch member axis, secondary switch member axis or additional secondary switch member axis.

8. The system of claim 4, wherein each of the primary, secondary and additional secondary switch members comprise a locking arm that extends from one side of the switch member and wherein the guide way further comprises at least one rocker arm that engages the locking arm.

9. The system of claim 8, wherein each of the primary, secondary and additional secondary guide way comprises a pair of rocker arms each being interconnected with a respective primary, secondary and additional secondary frame and each being configured to be movable from a locked position for engaging a respective locking arm to an unlocked position spaced away from the respective locking arm to provide for rotational movement of the respective locking arm.

10. The system of claim 4, wherein each of the primary, secondary and additional secondary frames, comprise:

a pivot actuator mount;

a plurality of cross beams, at least one of which is interconnected with the

5 pivot actuator mount;

a plurality of side beams each being connected at opposing ends thereof to the plurality of cross beams; and

a pair of bearings each located on a cross beam and each supporting one end of the switch member.

11. The system of claim 1, wherein the at least two primary guide way tracks each comprise a rail and wherein one of the at least two secondary guide way tracks comprises a rail and the other comprises a flat bed.

12. The system of claim 3, wherein the at least two primary guide way tracks each comprise a rail and wherein one of the at least two secondary guide way tracks comprises a rail and the other comprises a flat bed and wherein one of the at least two additional secondary guide way tracks comprises a rail and the other comprises
5 a flat bed.

13. A method of switching between a plurality of track segments, comprising:

providing a system according to claim 4; and

energizing each of the primary, secondary and additional secondary pivot actuators to rotate a respective primary, secondary and additional secondary switch member whereupon the first track segment, third track segment and fifth track segment are completed in a sequential manner or the second track segment, fourth track segment and sixth track segment are completed in a sequential manner and each are completed within between about 1.2 seconds and about 2.5 seconds.

14. A method of switching a plurality of guide ways to accommodate at least one vehicle with a plurality of ground contacts following a plurality of optional track segments, comprising:

providing a primary locked rotatable switch member comprising a plurality of

primary guide way tracks;

providing a secondary locked rotatable switch member comprising a plurality of secondary guide way tracks;

unlocking the primary rotatable switch member;

rotating the primary switch member to position one of the plurality of primary

guide way tracks within and thereby complete one of a plurality of primary track segments;

relocking the primary rotatable switch member;

confirming continuity of the primary switch member with one of the plurality of primary track segments;

15 unlocking the secondary rotatable switch member;
rotating the secondary switch member to position one of the plurality of
secondary guide way tracks within and thereby complete one of a plurality of
secondary track segments;
relocking the secondary rotatable switch member; and
20 confirming continuity of the secondary switch member with one of the plurality
of secondary track segments.

15. The method of claim 14, further comprising:

providing an additional secondary locked rotatable switch member comprising
a plurality of additional secondary guide way tracks;
unlocking the additional secondary rotatable switch member;
5 rotating the additional secondary switch member to position one of the plurality
of additional secondary guide way tracks within and thereby complete one of a
plurality of additional secondary track segments;
relocking the additional secondary rotatable switch member; and
confirming continuity of the additional secondary switch member with one of
10 the plurality of additional secondary track segments.

16. The method of claim 15, wherein the at least one vehicle comprises multiple
vehicles each traveling at approximately four feet per second and spaced at about
four feet apart and wherein each of the steps of unlocking, rotating, relocking and
confirming are completed between about 1.2 seconds and about 2.5 seconds.

17. The method of claim 15, wherein the at least one vehicle comprises multiple vehicles each traveling at approximately four feet per second and spaced at about four feet apart and wherein each of the steps of unlocking, rotating, relocking and confirming are completed within about 2.0 seconds.

18. A method of sequentially switching a plurality of generally parallel plural track segments to accommodate at least one vehicle with a plurality of ground contacts, comprising:

5 providing a primary rotatable switch member comprising a plurality of primary guide way tracks;

providing a secondary rotatable switch member comprising a plurality of secondary guide way tracks;

10 rotating the primary rotatable switch member to position one of the plurality of primary guide way tracks within and thereby complete one of a plurality of track segments; and thereafter

rotating the secondary rotatable switch member to position one of the plurality of secondary guide way tracks within and thereby complete another of the plurality of track segments.

19. The method of claim 18, further comprising:

providing an additional secondary rotatable switch member comprising a plurality of additional secondary guide way tracks; and

rotating the secondary rotatable switch member to position one of the plurality
5 of secondary guide way tracks within and thereby complete another of the plurality of track segments.

20. The method of claim 19, wherein the at least one vehicle comprises multiple vehicles each traveling at approximately four feet per second and spaced at about four feet apart and wherein each of the steps of rotating are completed between about 1.2 seconds and about 2.5 seconds.

21. The method of claim 19, wherein the at least one vehicle comprises multiple vehicles each traveling at approximately four feet per second and spaced at about four feet apart and wherein each of the steps of rotating are completed within about 2.0 seconds.