

Interview with Ed Sax, September 24, 2015 talking about his Omega Rail concept

VRCM: Let's talk about your monorail system. I keep calling it mono rail but you must have another name for it.

ES: Generally it is a form of monorail, but I call it Omega Rail because of its shape; it's open at the bottom, just like that Greek letter. And it also has interesting allusions, like from Alpha to Omega and all of that.

VRCM: What was your motivation for coming up with the concept?

ES: Well, that's interesting. It came to me a long time ago when I was thinking of some kind of universal building block. I used to work in laboratory equipment and framework for laboratory and industrial benches. While trying to think of a more universal type of framework, I came up with the idea of the Omega Rail and it's profile. Then I started to think about the transportation possibilities for it. Compared to the bus way, you wouldn't have to wait: it would have a small cab at each stop waiting for you. And when you left they would be replaced by another small cab for the next person. Another thing is that the expenditures for plowing, sanding, and doing other things to a road would be zero. With Omega Rail, any snow or water would easily slide off.

VRCM: So would it be elevated above the ground?

ES: Yes. The rails would be supported by hoops with legs at alternate angles to maximize stability. Those hoops would only disturb the ground to the extent of short posts needed to foot them. This would be a tremendous thing. You could run this through wet lands with little environmental impact, which is completely different from what the bus way did when it encountered wet lands. So you have something here where the cost of preparation is very low and the installation rate is very fast once the initial mounting posts are put in.

VRCM: What's the locomotion for the cab?

ES: It would be electric and the wonderful thing about this system is that the Omega Rail top side would generate the electricity – it would contain solar photovoltaic wafers for that purpose. And best of all, we make all of these things for New England, so it would be a tremendous thing for the New England economy. There's a company in Bristol, Connecticut that could make the Omega Rail; they roll all kinds of different cross section forms.

VRCM: Have any companies in New England expressed any interest in this? I know you talked to a few of them.

ES: I haven't talked to them to the extent that I should. I really haven't approached any company in a big way... wait, I'll make an exception to that. I did approach Kaman and I went through somebody who I think was in the Advertising or something like that. Possibly if I went through somebody who was in Engineering it might have made a difference, I don't know.

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