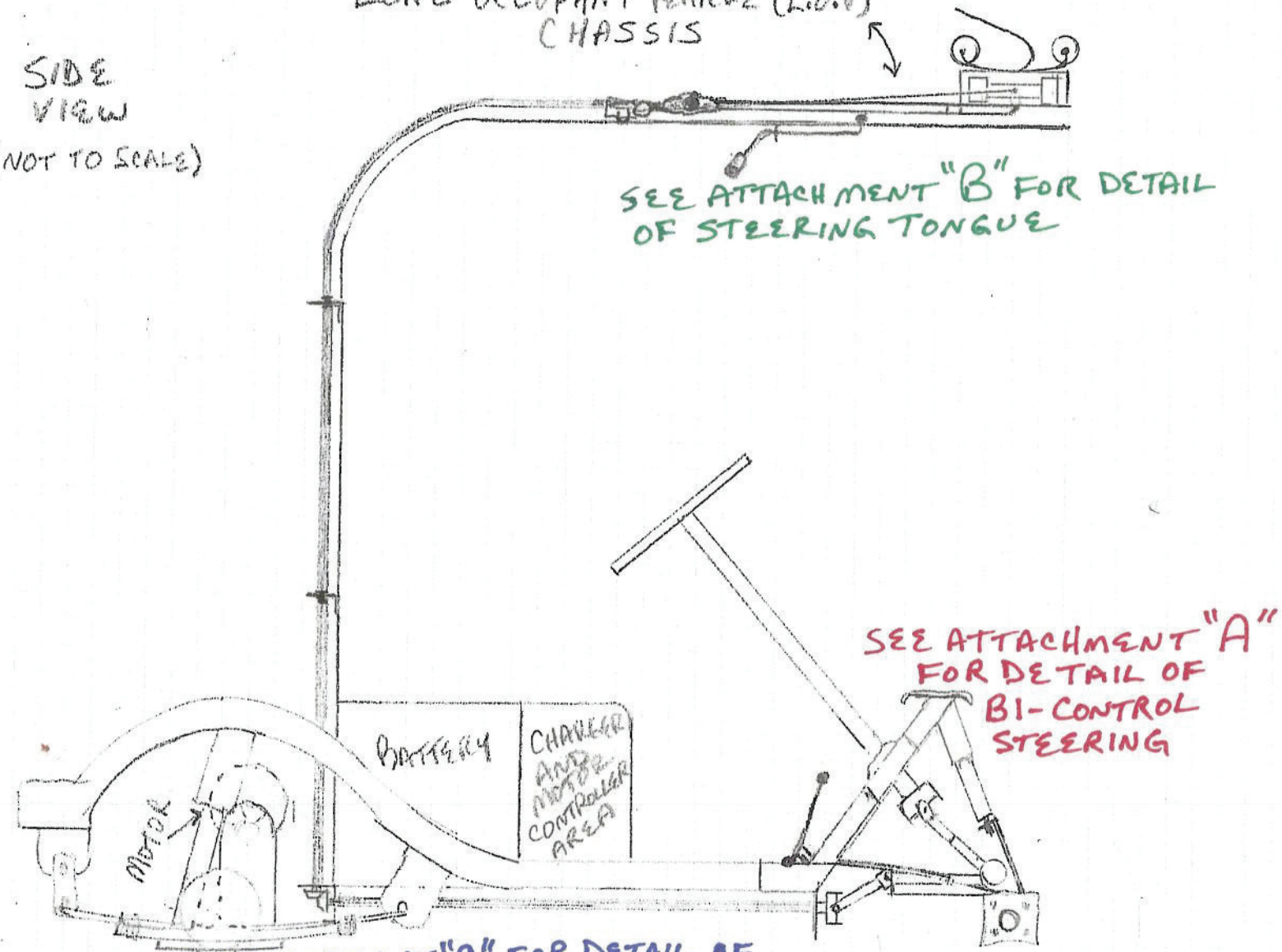
LONE OCCUPANT VEHICLE SYSTEM

CONCEPT OF OPPERATION: BY WILLIAM FRANK JOHNSON

THE LONE OCCUPANT VEHICLE (L.O.V.) SYSTEM CONSIST OF L.O.V.'s AND THE L.O.V. THOROUGHFARE THE LONE OPERATOR OCCUPANT DEPARTS HOME BASE WITH A FULLY CHARGED BATTERY TO POWER THE ELECTRIC D.C. MOTOR TO THE L.O.V THOROUGHFARE. UPON ENTERING THE THOROUGHFARE THE OPERATOR ENGAGES THE STEERING TONGUE WITH THE OVERHEAD TROUGH AND ENGAGES THE STEERING TONGUE DRIVE SHAFT MITRE GEAR WITH THE RACK AND PINION STEERING MITRE GEAR. THE OVERHEAD TROUGH SUPPLIES ELECTRIC POWER TO THE L.O.V. MOTOR AND TO RECHARGE THE BATTERY THROUGH AN ELECTRODE ON THE L.O.V. STEERING TONGUE THAT IS IN CONTACT WITH A POWER BUSS MOUNTED ON THE UNDER SIDE OF THE OVERHEAD TROUGH. AN OPTICAL SENSOR MOUNTED ON THE FRONT OF THE L.O.V. (NOT SHOWN) WILL SIGNAL THE MOTOR CONTROLLER TO REVERSE THE CHARGE IF APPROCHING A FOWARD L.O.V. TO AVOID CONTACT. TO DIVERT FROM ONE LEG OF THE THOROUGHFARE TO ANOTHER, A LIGHT EMITTING DIODE (L.E.D.) ON THE STEERING TONGUE WILL BE ACTIVATED BY THE OPERATOR TO SIGNAL A SENSOR ON THE OVERHEAD TROUGH TO ACTIVATE A SOLENOID TO PIVOT THE DIVERTER. UPON EXITING THE L.O.V. THOROUGHFARE THE L.O.V. TONGUE IS LOWERED TO IT'S ORIGINAL POSITION AND THE STEERING TONGUE DRIVE SHAFT MITRE GEAR IS DIS-ENGAGED.

LONE OCCUPANT VEHICLE (L.O.V)
CHASSIS

SIDE
VIEW
(NOT TO SCALE)

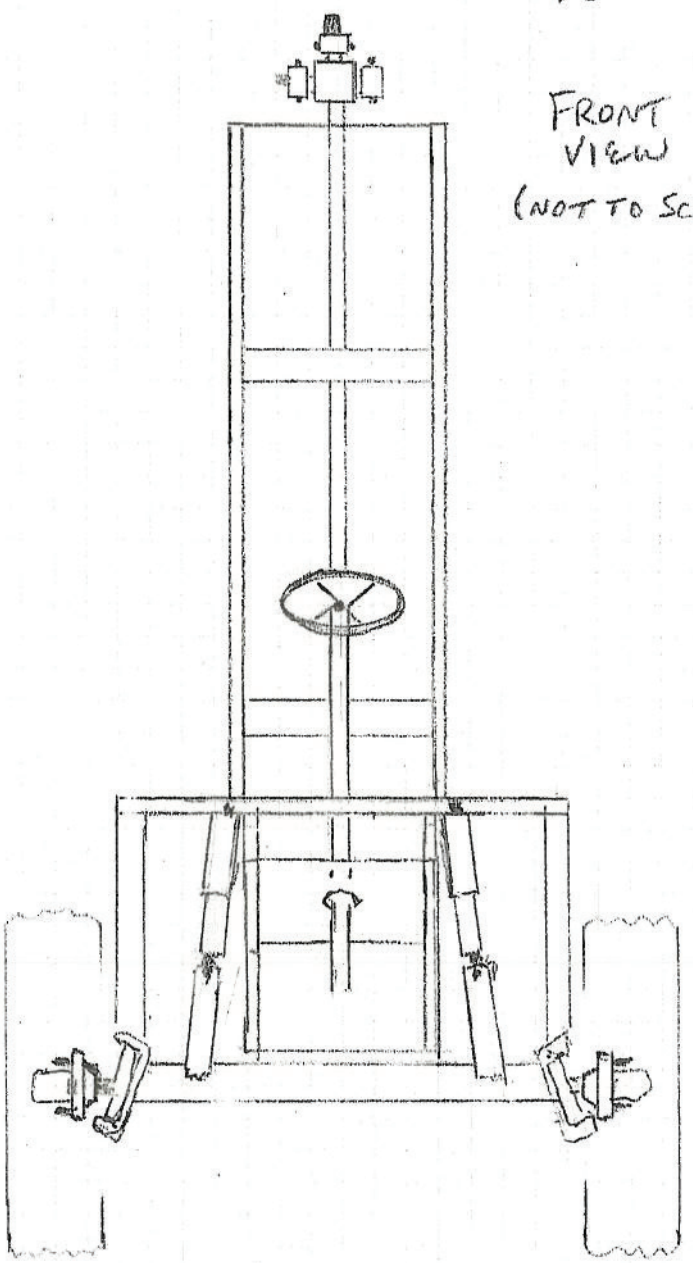


CONCEPT OF:
WILLIAM FRANK
JOHNSON

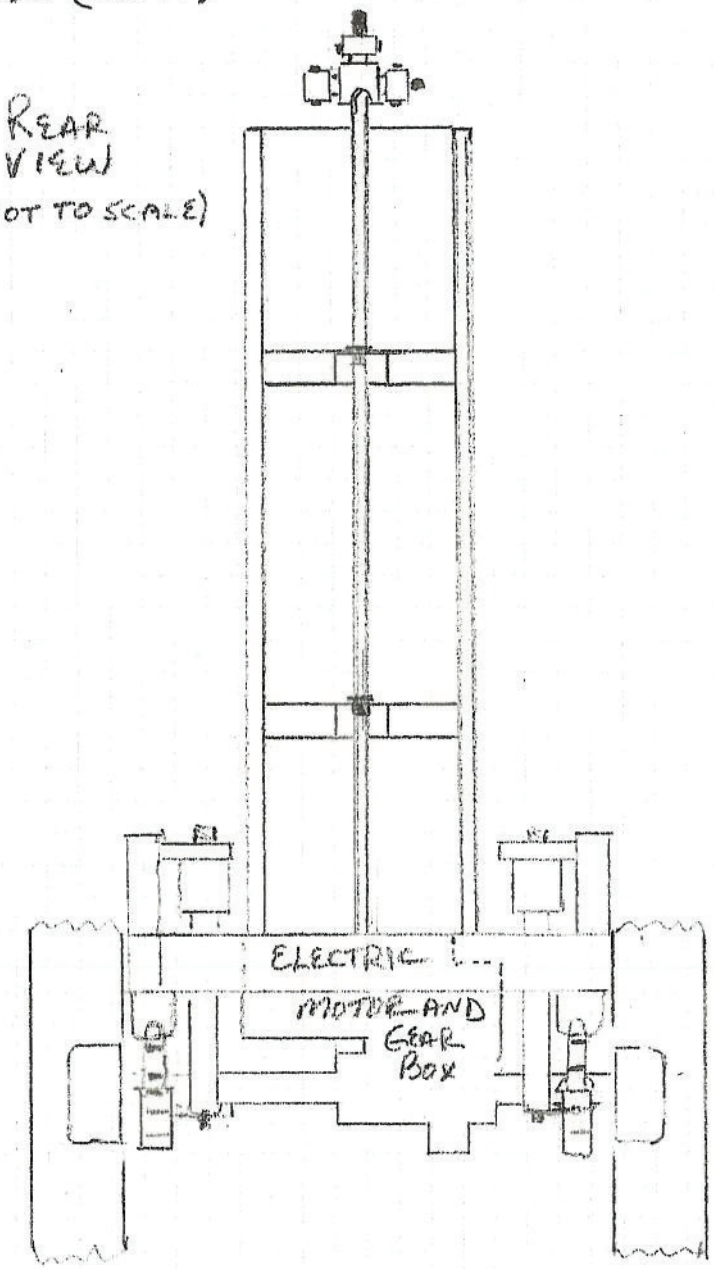
LONE OCCUPANT VEHICLE (L.O.V)

CHASSIS

FRONT VIEW
(NOT TO SCALE)



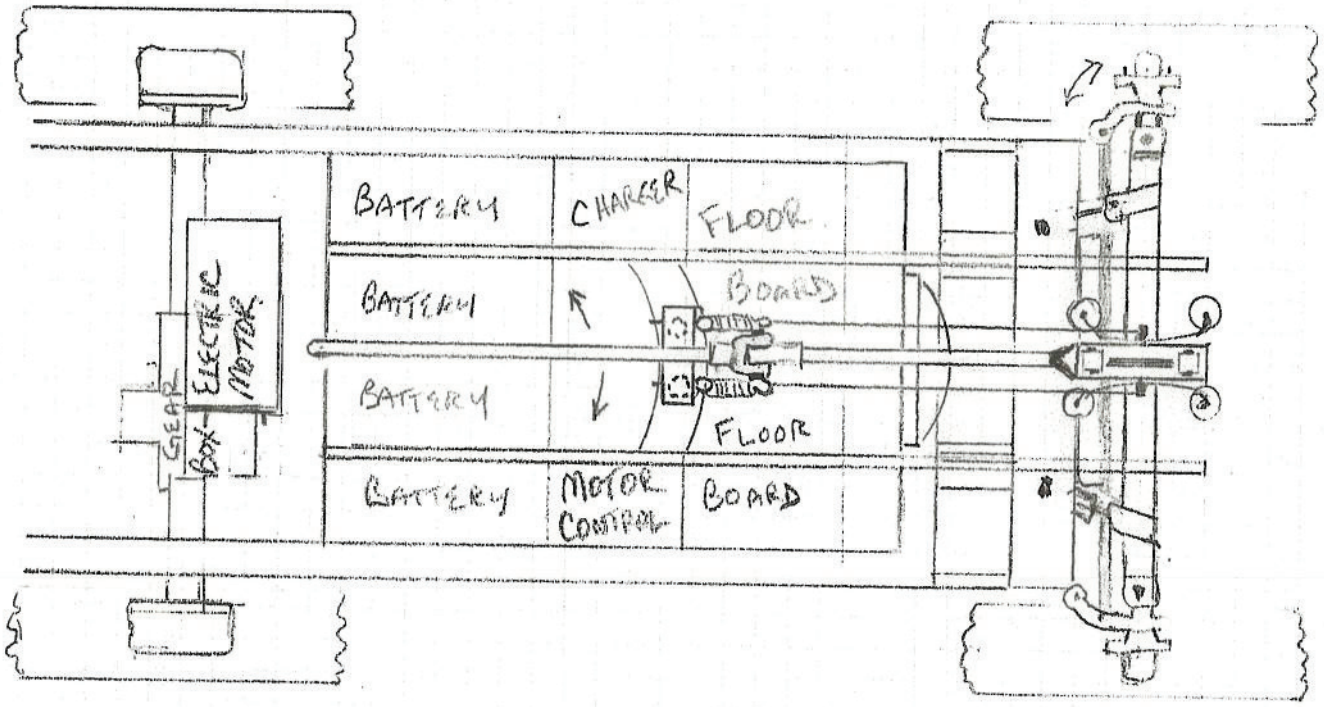
REAR VIEW
(NOT TO SCALE)



CONCEPT OF:
WILLIAM FRANK
JOHNSON

LONE OCCUPANT VEHICLE (L.O.V)
CHASSIS

TOP
VIEW
(NOT TO SCALE)



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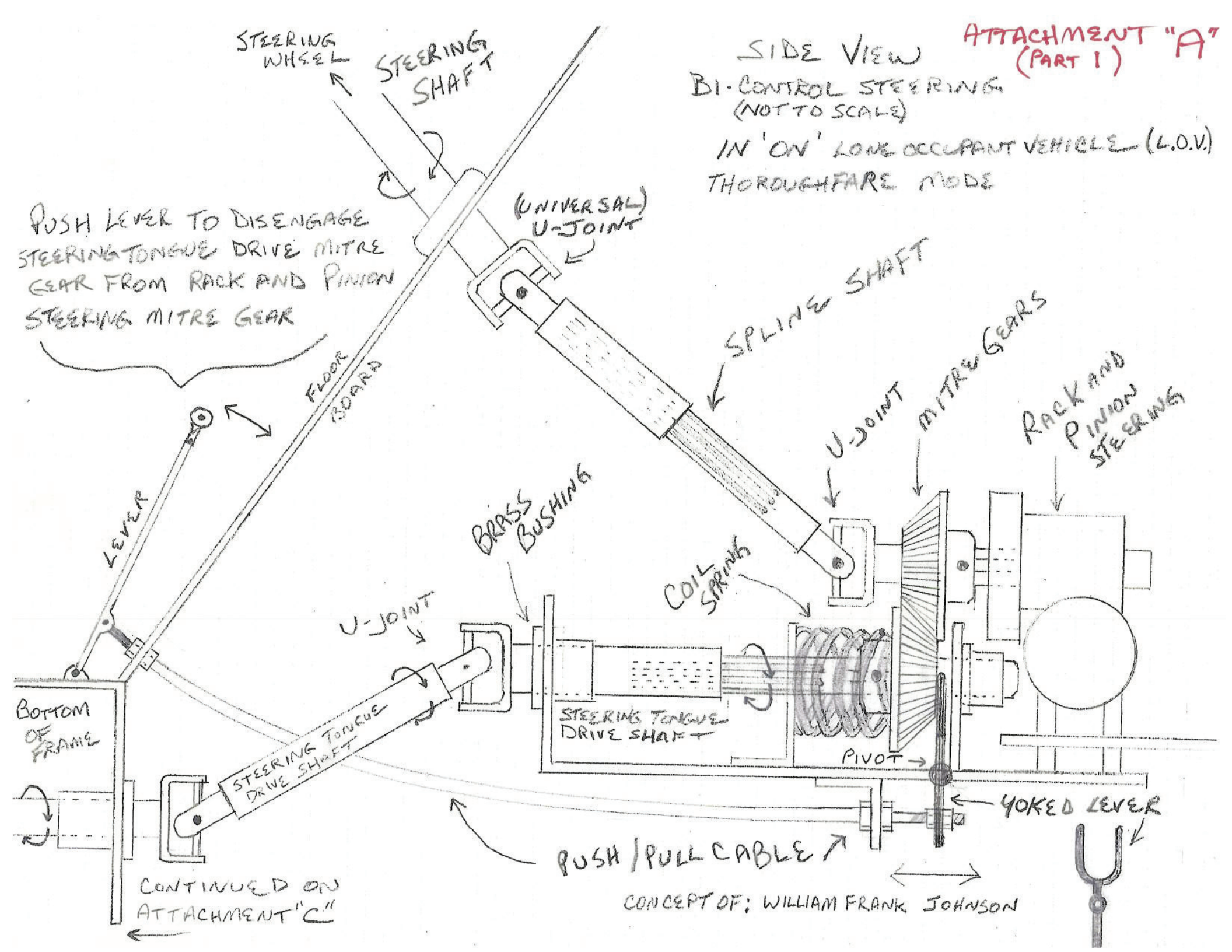
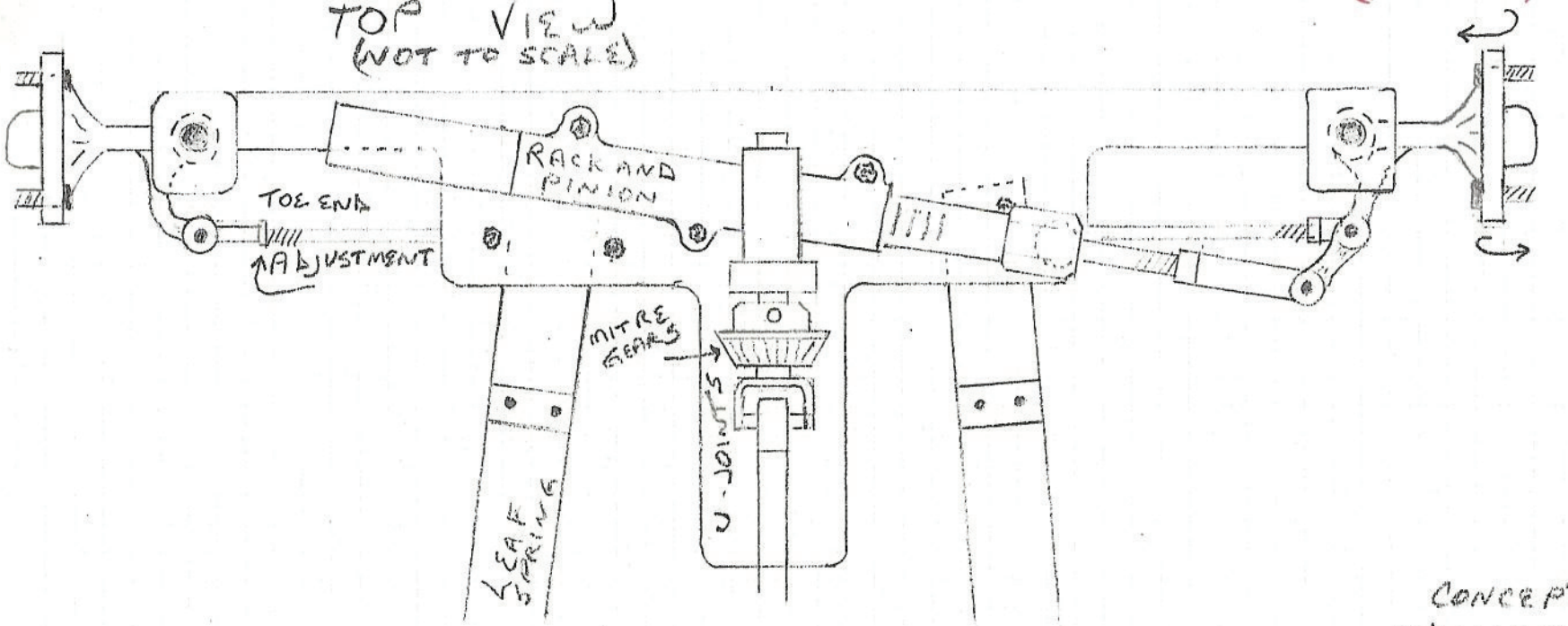

ATTACHMENT "A" (PART 1)
SIDE VIEW
BI-CONTROL STEERING (NOT TO SCALE)
IN 'ON' LONE OCCUPANT VEHICLE (L.O.V.)
THOROUGHFARE MODE
STEERING WHEEL
STEERING SHAFT
(UNIVERSAL) U-JOINT
PUSH LEVER TO DISENGAGE STEERING TONGUE DRIVE MITRE GEAR FROM RACK AND PINION STEERING MITRE GEAR
SPLINE SHAFT
FLOOR BOARD
U-JOINT
MITRE GEARS
RACK AND PINION STEERING
LEVER
BRASS BUSHING
COIL SPRINGS
U-JOINT
BOTTOM OF FRAME
STEERING TONGUE DRIVE SHAFT
STEERING TONGUE DRIVE SHAFT
PIVOT
YOKED LEVER
PUSH/PULL CABLE
CONTINUED ON ATTACHMENT "C"
CONCEPT OF: WILLIAM FRANK JOHNSON

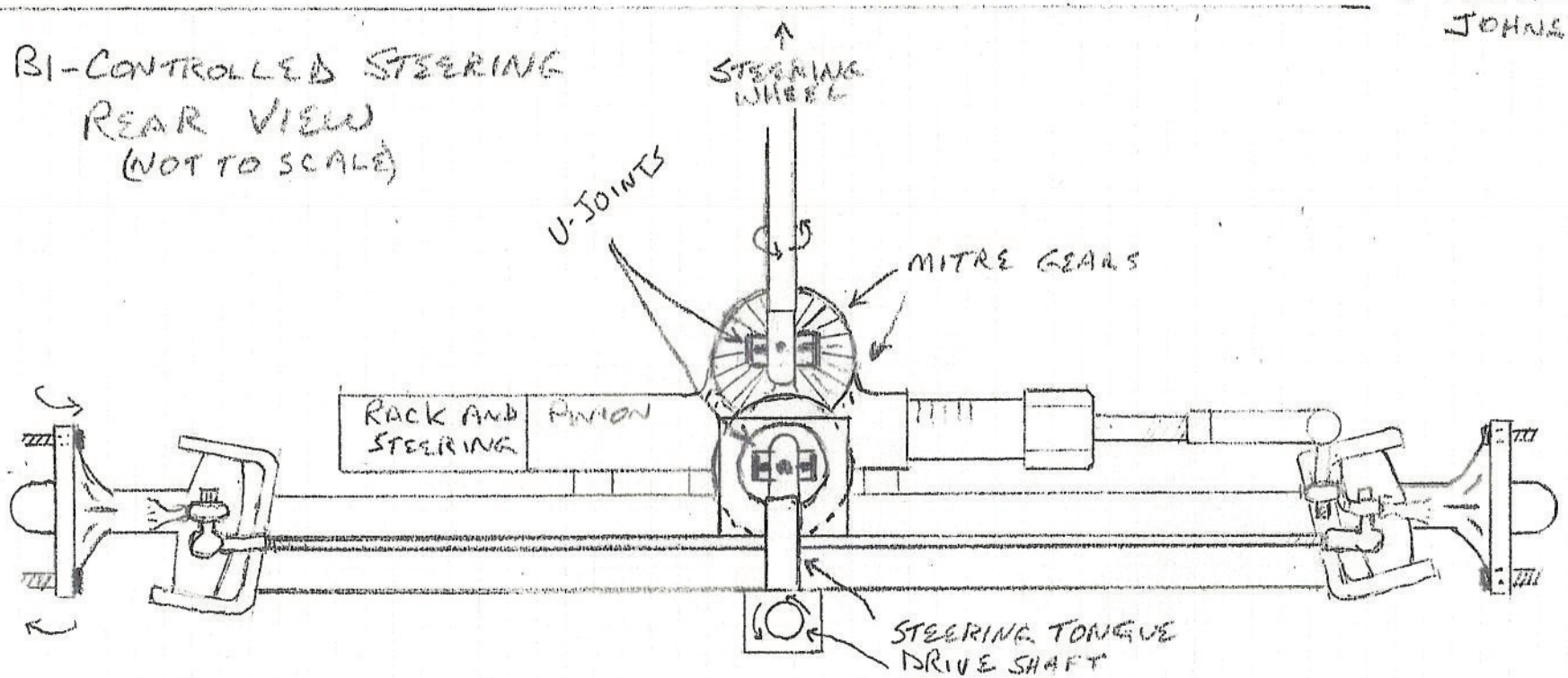
ATTACHMENT "A"
(PART 2)

BI-CONTROLLED STEERING
TOP VIEW
(NOT TO SCALE)



CONCEPT OF:
WILLIAM FRANK JOHNSON

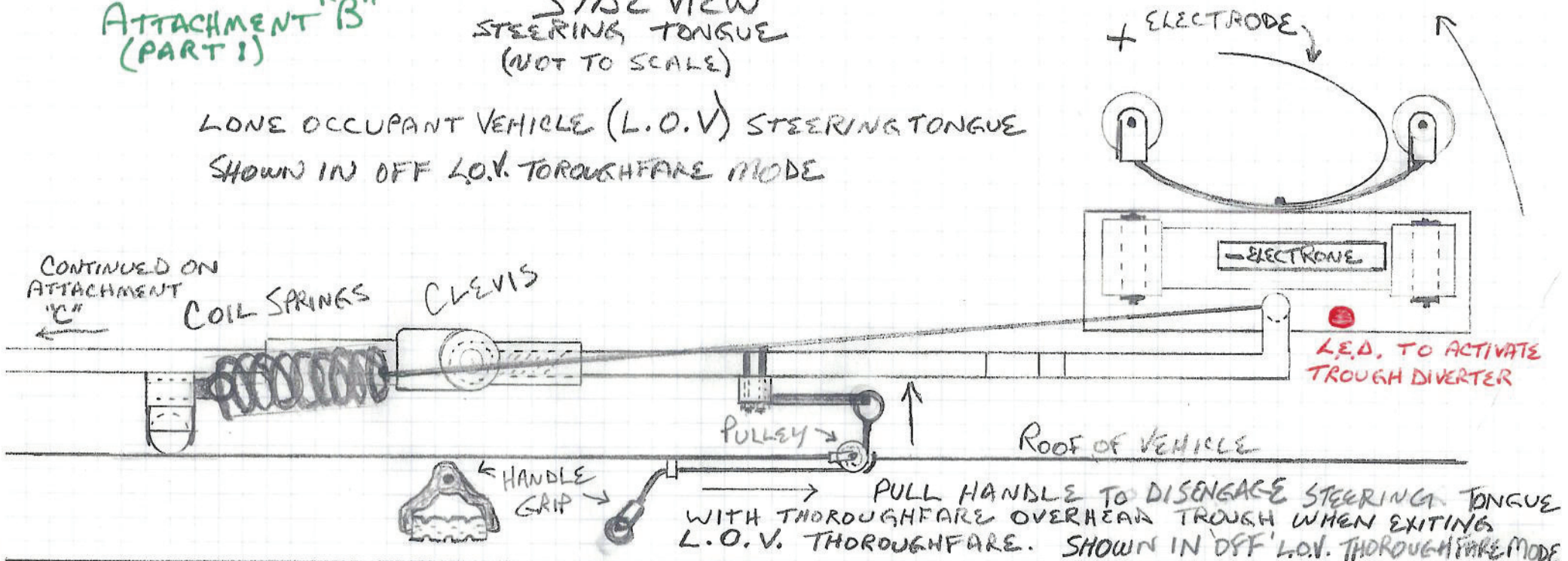
BI-CONTROLLED STEERING
REAR VIEW
(NOT TO SCALE)



ATTACHMENT "B" (PART 1)

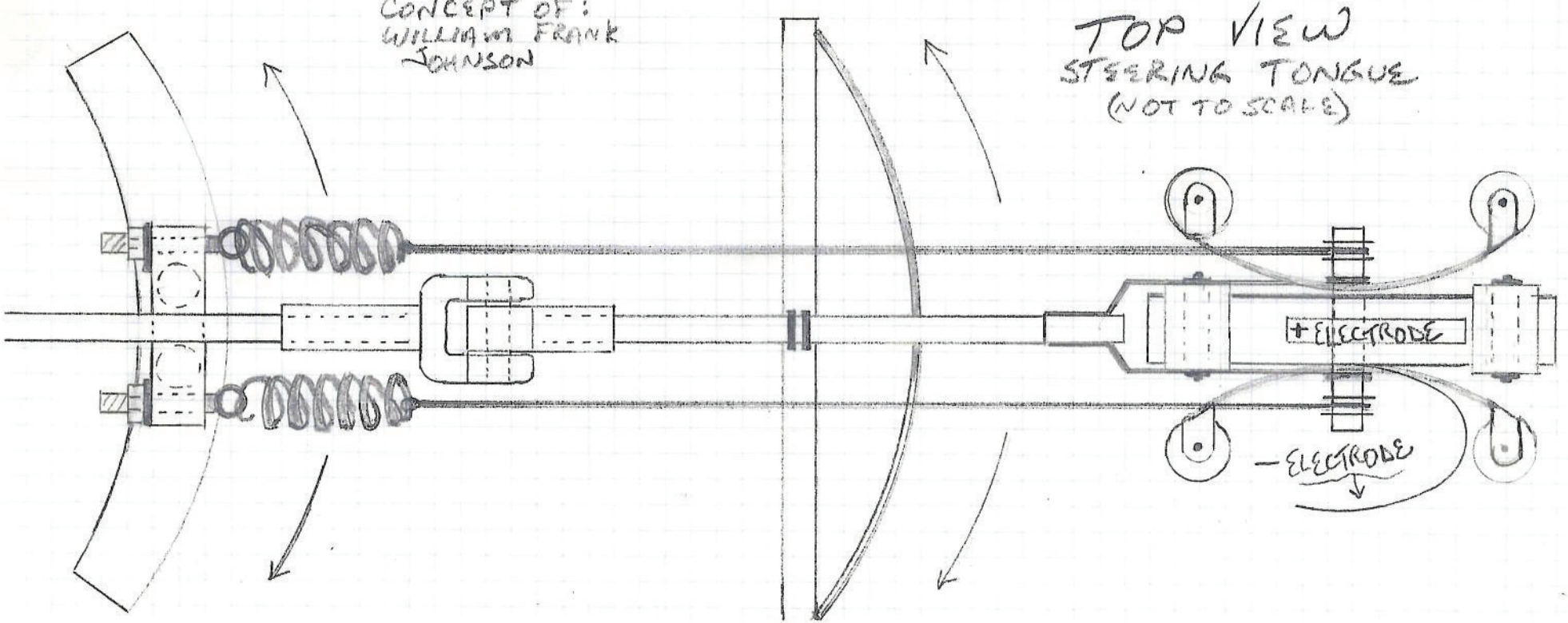
SIDE VIEW STEERING TONGUE (NOT TO SCALE)

LONE OCCUPANT VEHICLE (L.O.V) STEERING TONGUE SHOWN IN OFF L.O.V. THOROUGHFARE MODE



CONCEPT OF: WILLIAM FRANK JOHNSON

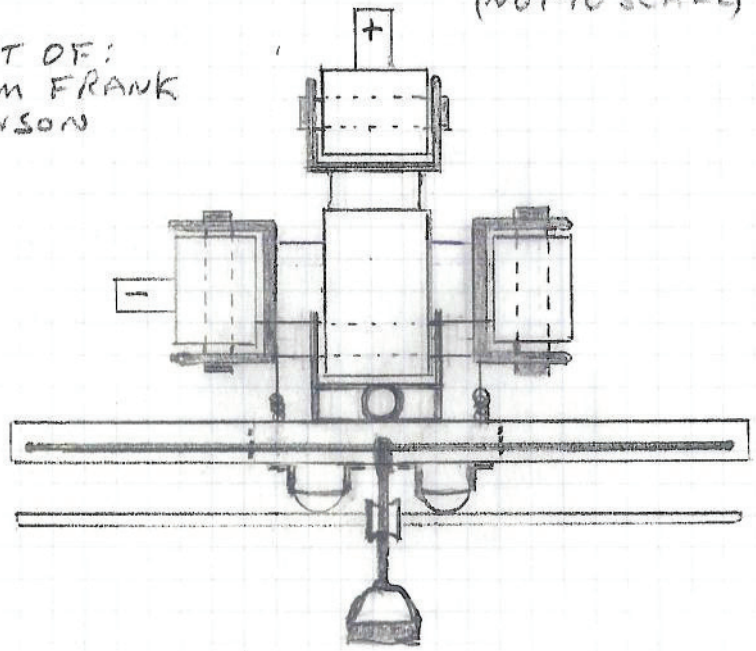
TOP VIEW STEERING TONGUE (NOT TO SCALE)



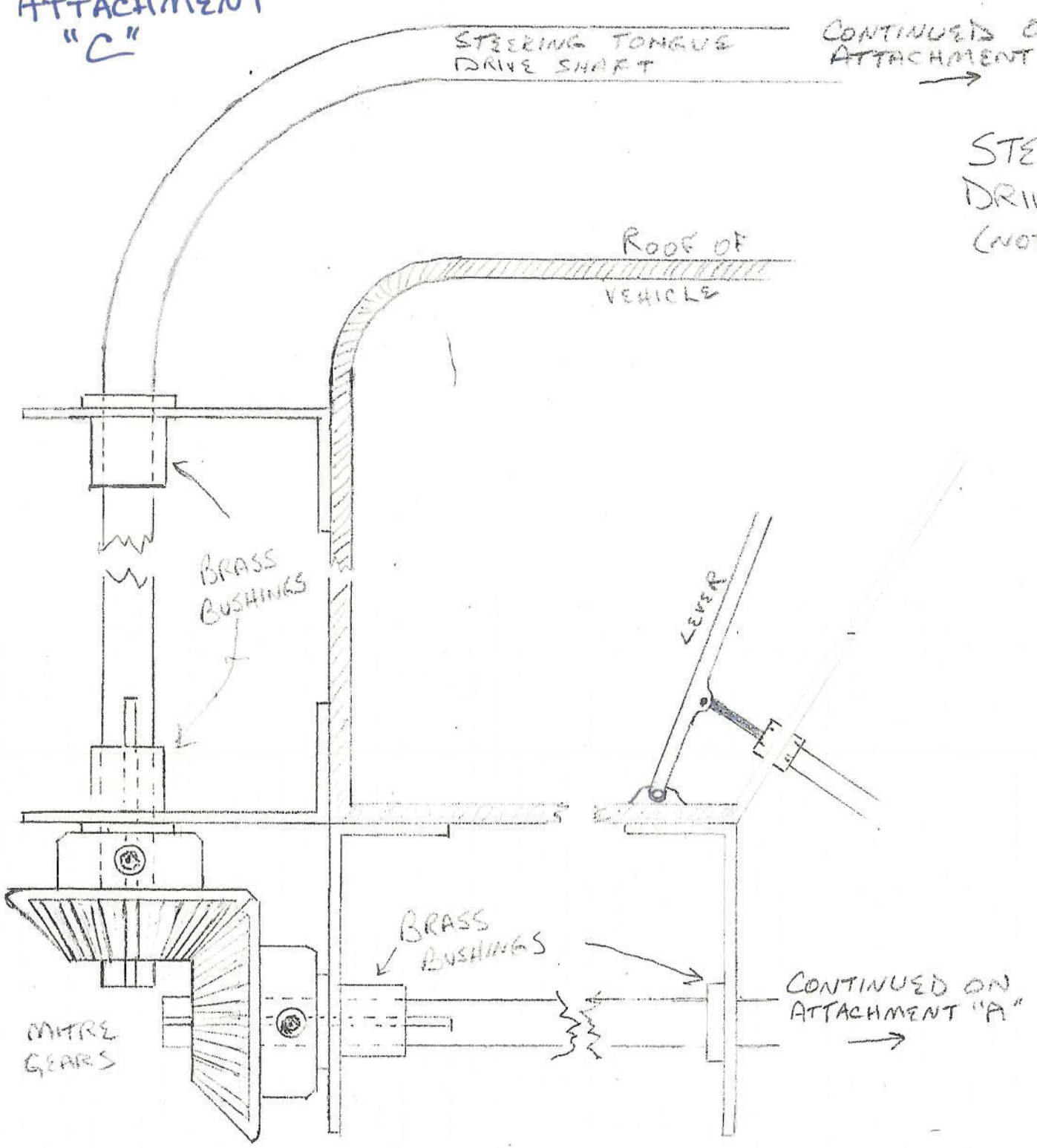
FRONT VIEW
STEERING TONGUE
(NOT TO SCALE)

ATTACHMENT "B"
(PART 2)

CONCEPT OF:
WILLIAM FRANK
JOHNSON



ATTACHMENT "C"



STEERING TONGUE DRIVE TRAIN
(NOT TO SCALE)

CONCEPT OF:
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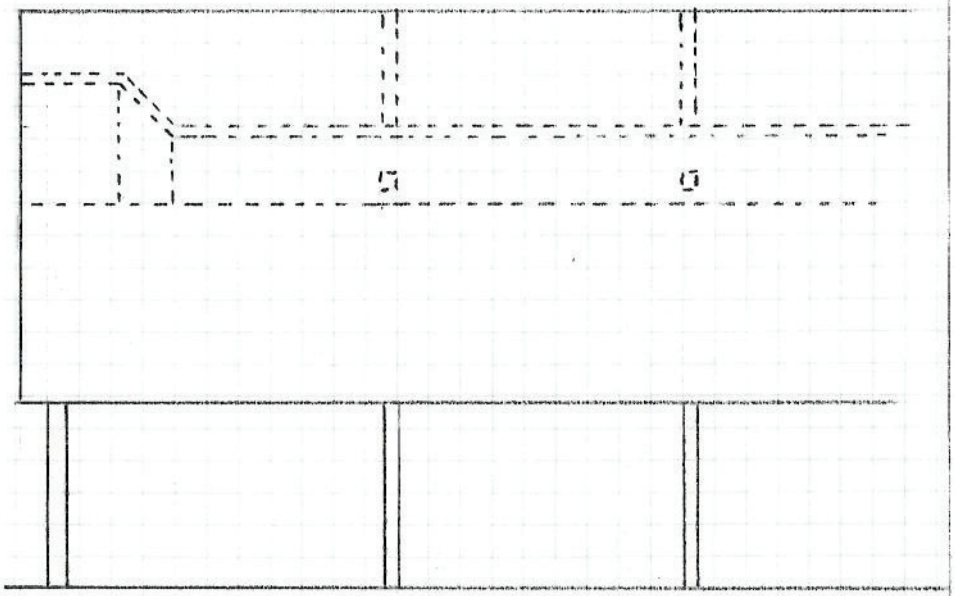
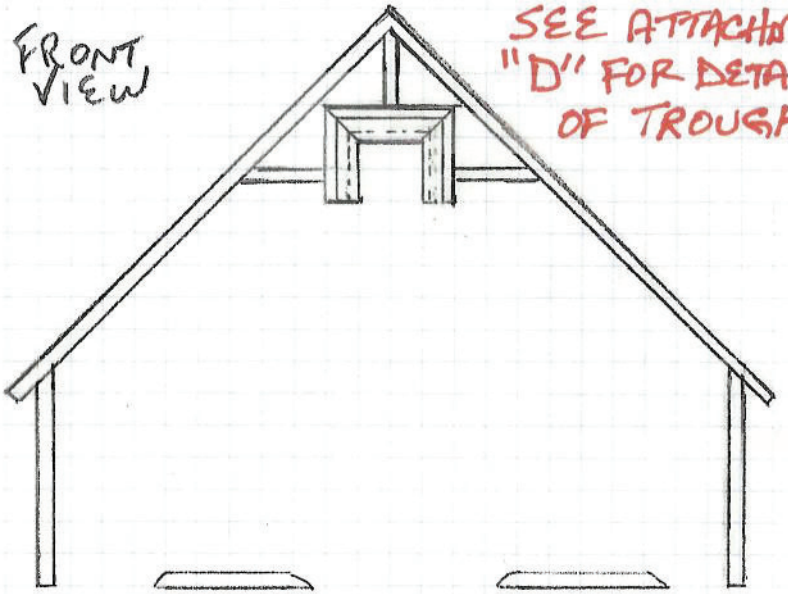
SIDE VIEW

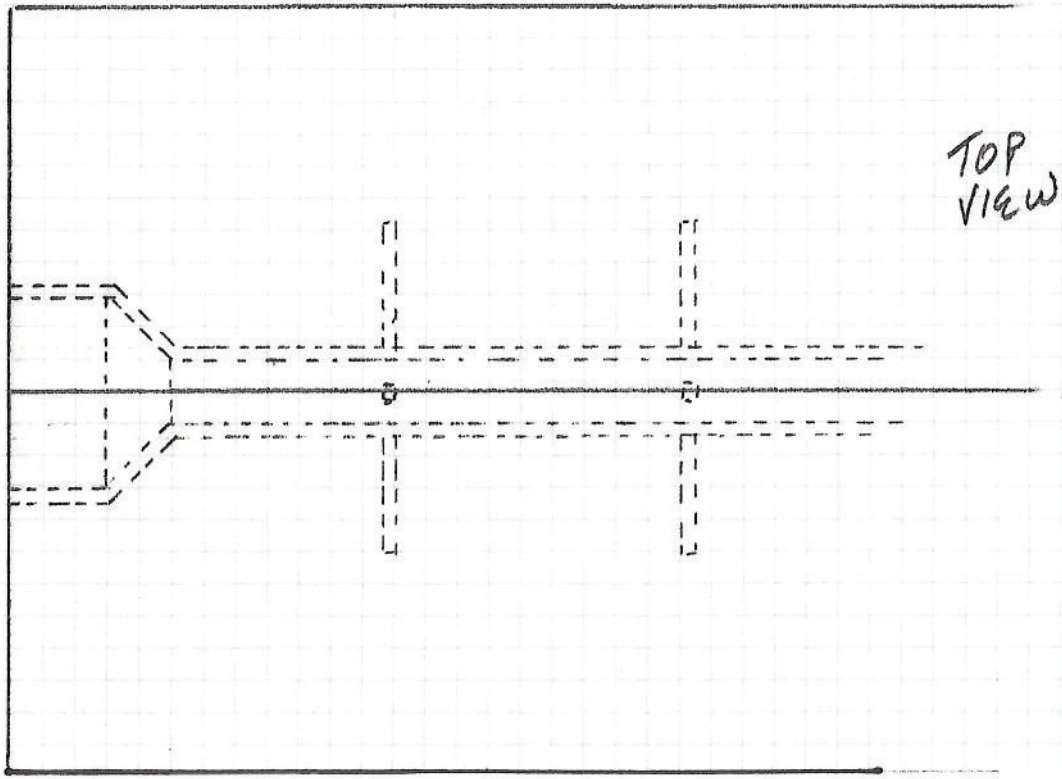


FRONT VIEW



SEE ATTACHMENT "D" FOR DETAIL OF TROUGH

TOP VIEW



LONE OCCUPANT VEHICHE (L.O.V)

THOROUGHFARE

(NOT TO SCALE)

CONCEPT OF:

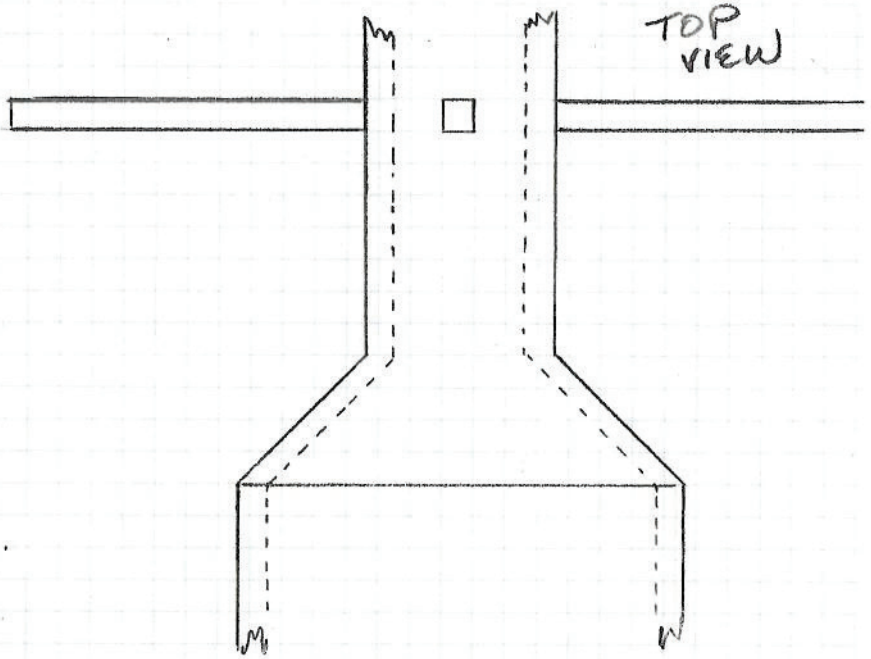
WILLIAM FRANK JOHNSON

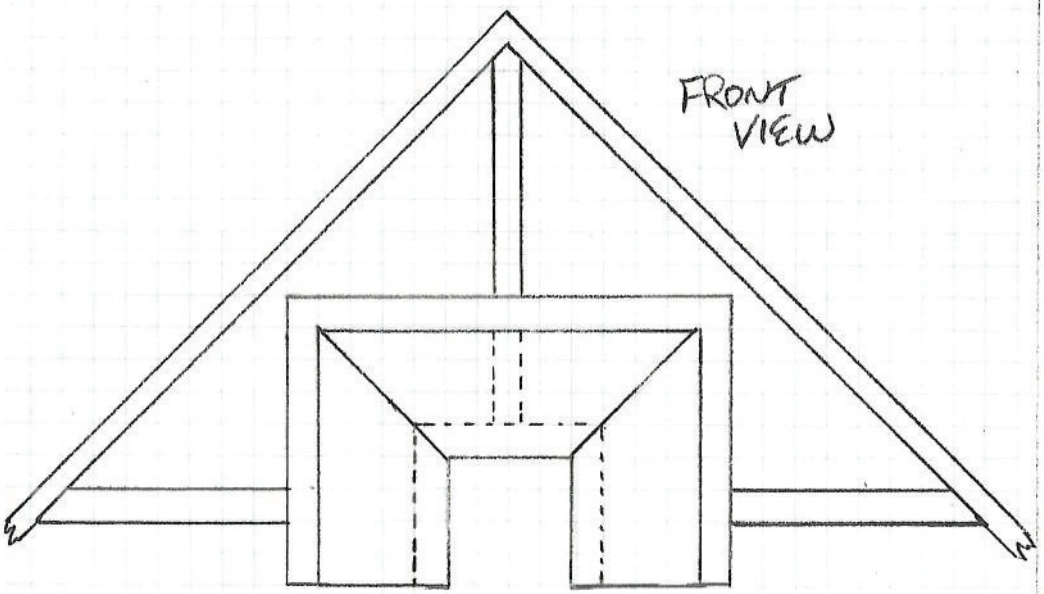
ATTACHMENT "D"

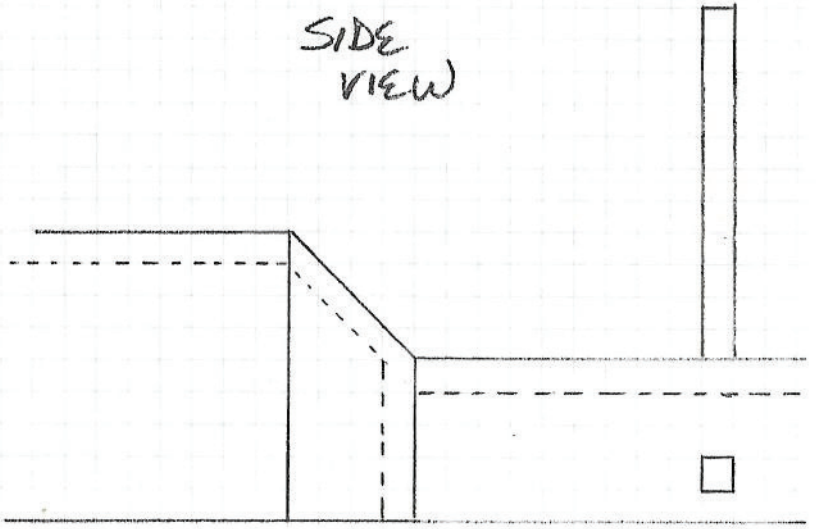
DETAIL OF OVERHEAD TROUGH

CONCEPT OF: WILLIAM FRANK JOHNSON

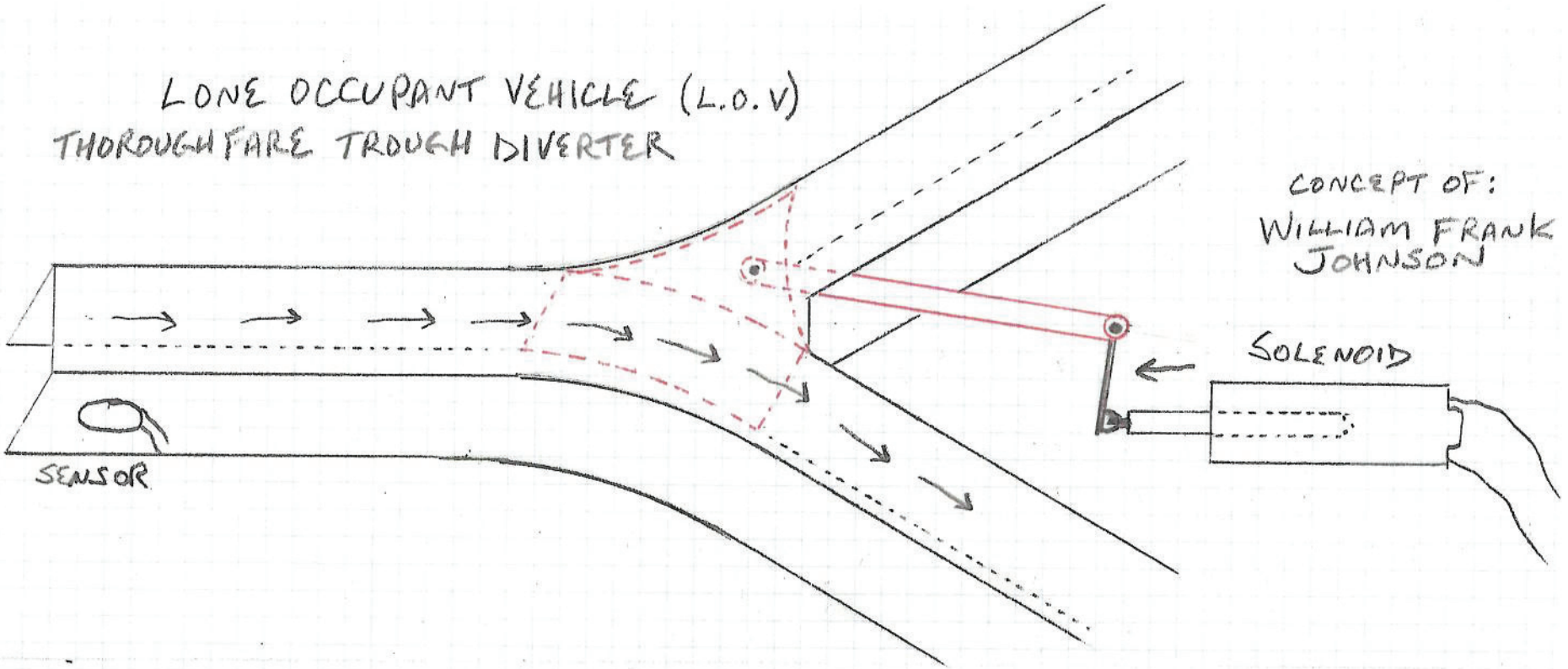
ENTRANCE TO TROUGH ENLARGED TO FUNNEL STEERING TONGUE OF VEHICLE INTO TROUGH.







LONE OCCUPANT VEHICLE (L.O.V)
THOROUGHFARE TROUGH DIVERTER



CONCEPT OF:
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