



The *MegaWay*TM Cargo Story



Low-cost, ultralight electrified *Superway* along highway ROW Initial manual control train service

120-mph *MegaWay* removes most pavement–busting, heavy box trucks from highways, speeds commerce & cuts costly truck terminal operations

ROAM Transport Systems, Fort Worth, Texas

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U.S. PATS. 6,039,135, 6,401,625, 6,435,100, 6,615,740, 6,742,458, 6,834,595, 6,837,167, & 7,926,425 B2
OTHER U.S. & INTERNATIONAL PATENTS PENDING

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ROAM graphics & photos

6-26-15

Heavy Truck Highway Impacts

- **80,000-lbs plus weight – Over two tons per tire**
 - Concentrate load on small areas breaking pavement
 - Ruts in asphalt pavement in hot weather
 - Even small tire balance problems hammer pavement
 - Heavy stress shortens bridge beam & connector life
- **Truck collisions can destroy bridge columns**
- **Major factor in congestion & accidents**
 - Large stopping distances & slow acceleration
 - Easy to jackknife on slick pavement – Hours to reopen roads

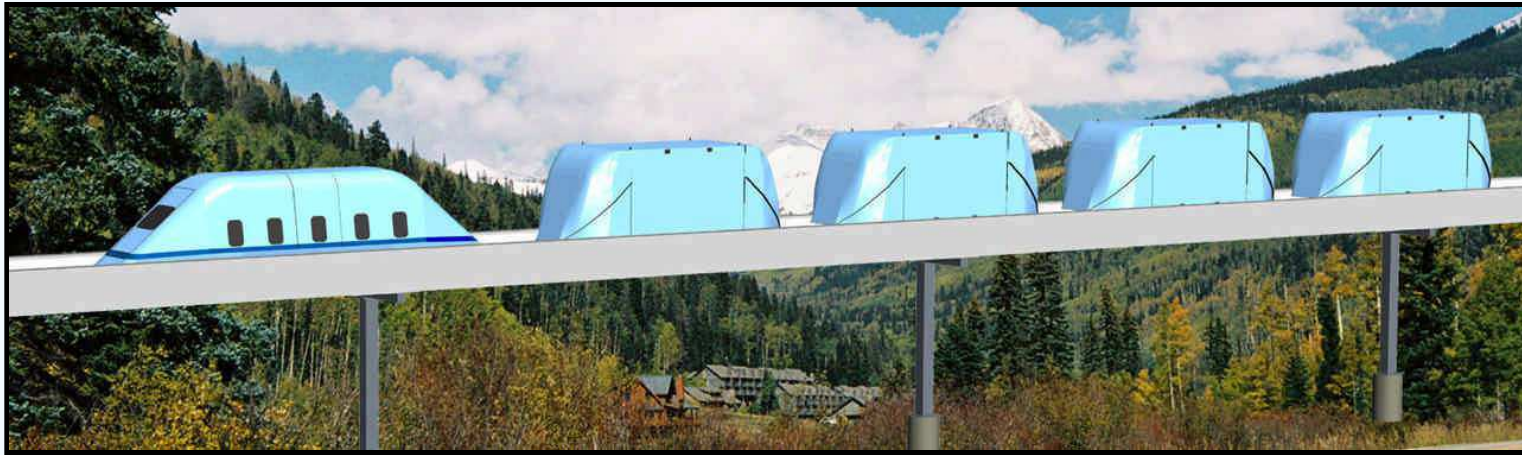
Single truck – more damage than 1,000 cars

***MegaWay* Moves All Box Truck Cargo**

- Cargo in boxes, barrels, crates, bags, etc.
- Most cargo moved on standard shipping pallets
 - Often fully wrapped with plastic wrapping
- **Most cargo pallets & crates – forklift compatible**
- **Typically loaded into truck trailers with forklifts**
- Plus ***MegaWay*** offers refrigerated containers

Truck average speed – 55 to 60-mph

***120-mph MegaWay* Container Trains**



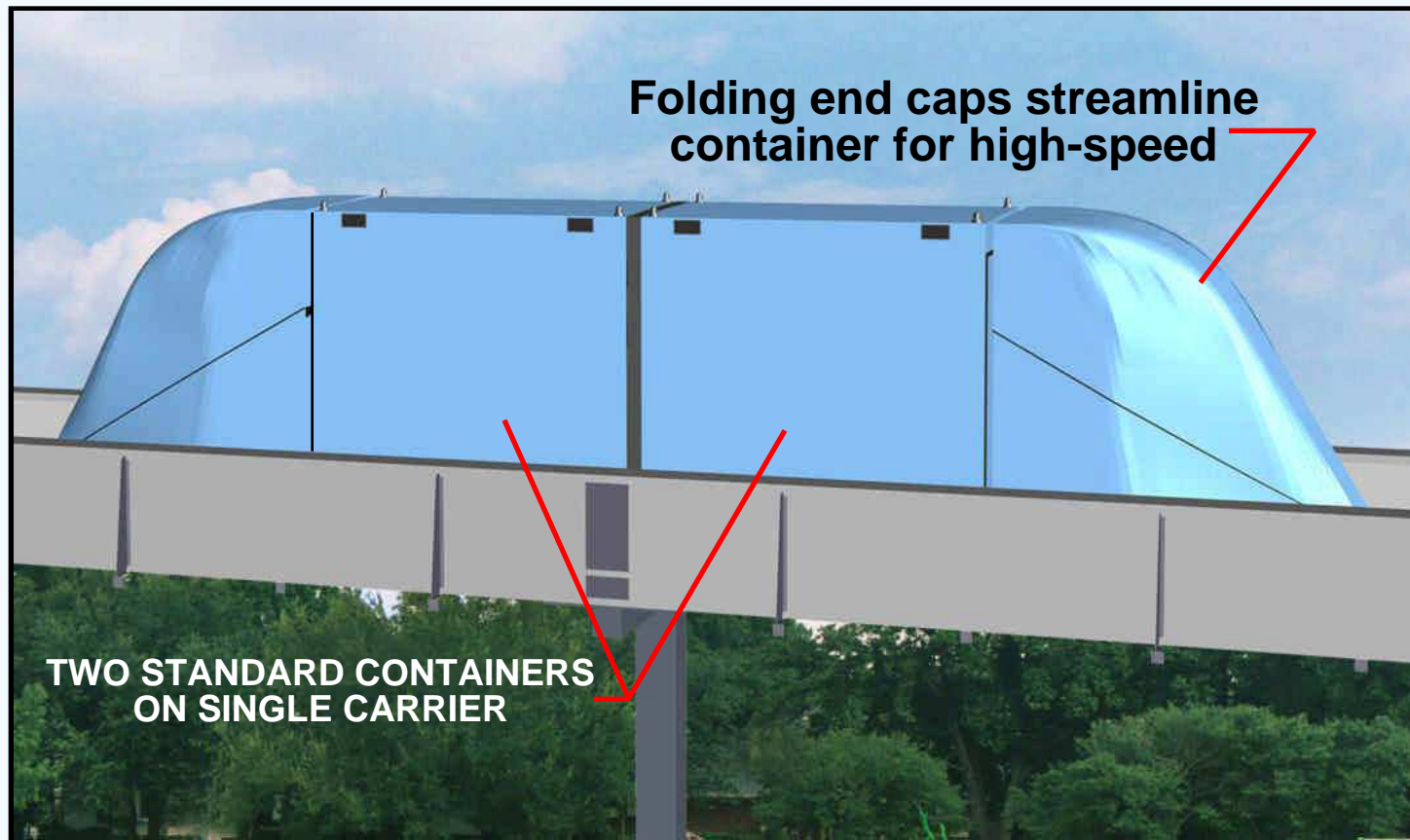
Non-stop terminal to terminal service

Transport **most** heavy box truck cargo

Initial manually-controlled trains

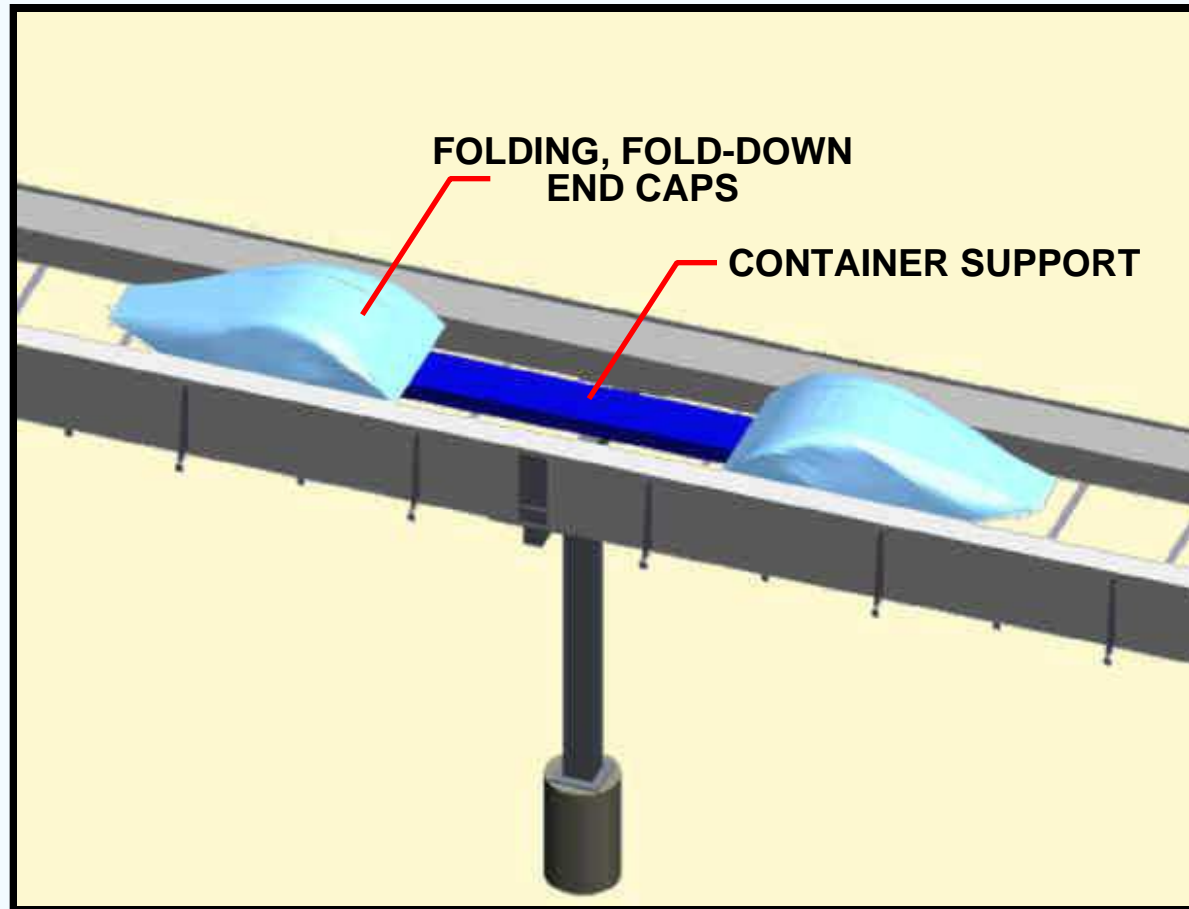
Cuts Truck Traffic, Pavement Damage, Pollution & Noise

Later Automated *MegaWay* Carriers



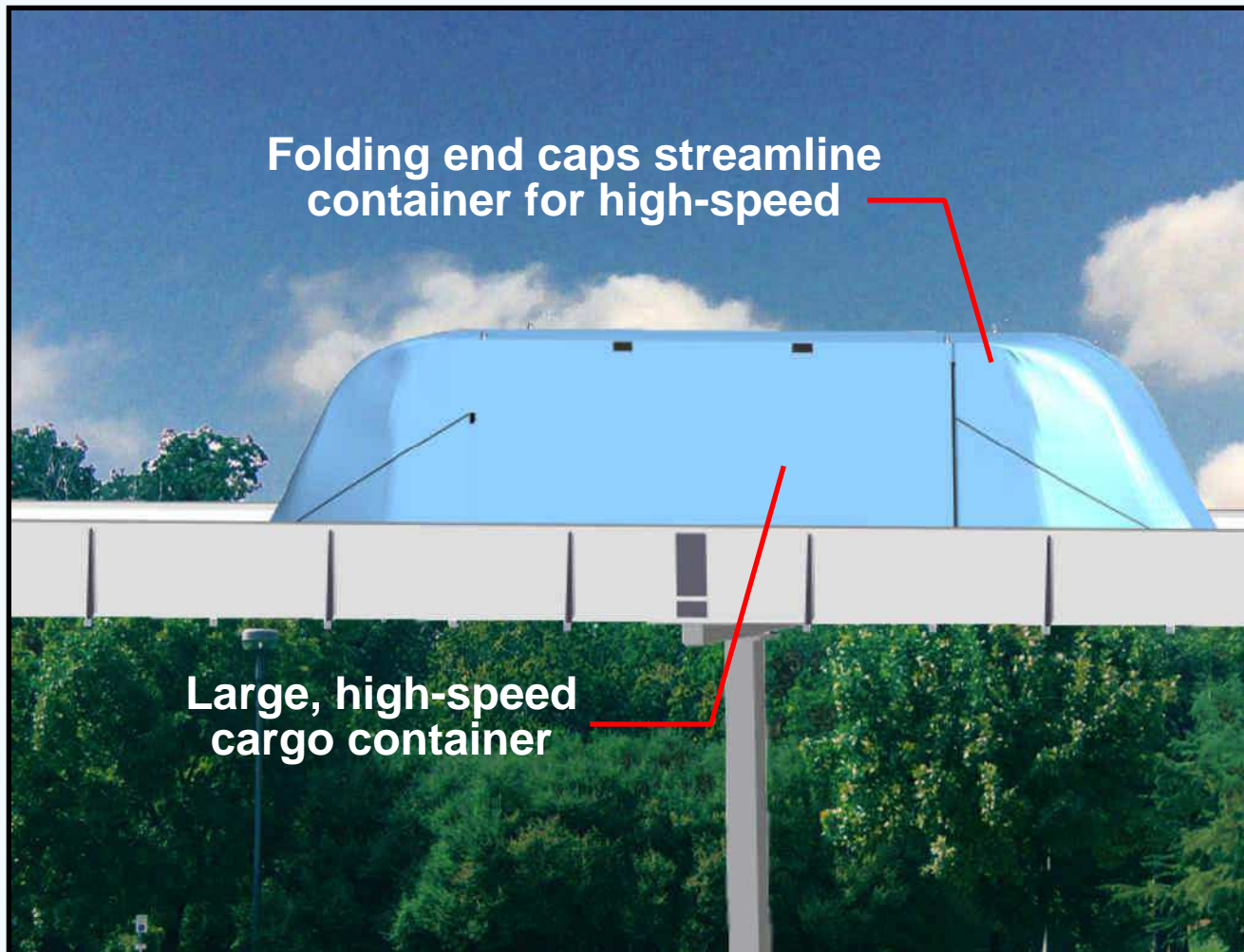
Each standard container = 1-1/2-tons for 3 tons total
(Non-stop terminal to terminal transport)

Empty *MegaWay* Carrier is Low Drag



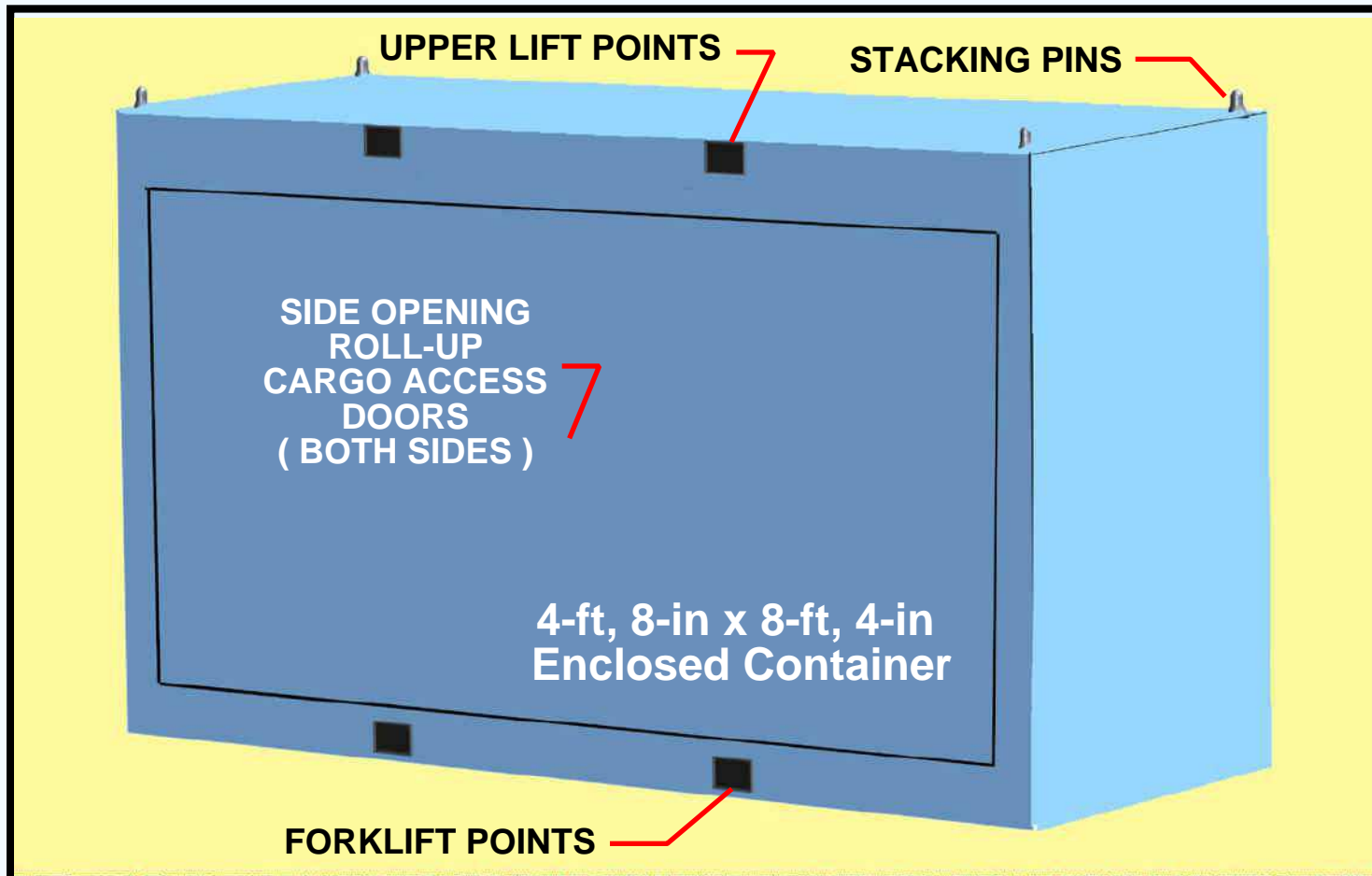
End Caps Fold for Minimum Drag
Major reduction in energy use

MegaWay Carrier with Large Container



Large, 3-ton High-speed Cargo Container on *SuperWay*
(Longer container for longer cargo)

Standard *MegaWay* Cargo Container



One & one-half-tons per container
Refrigerated units have power contacts on bottom

Side Loading Container

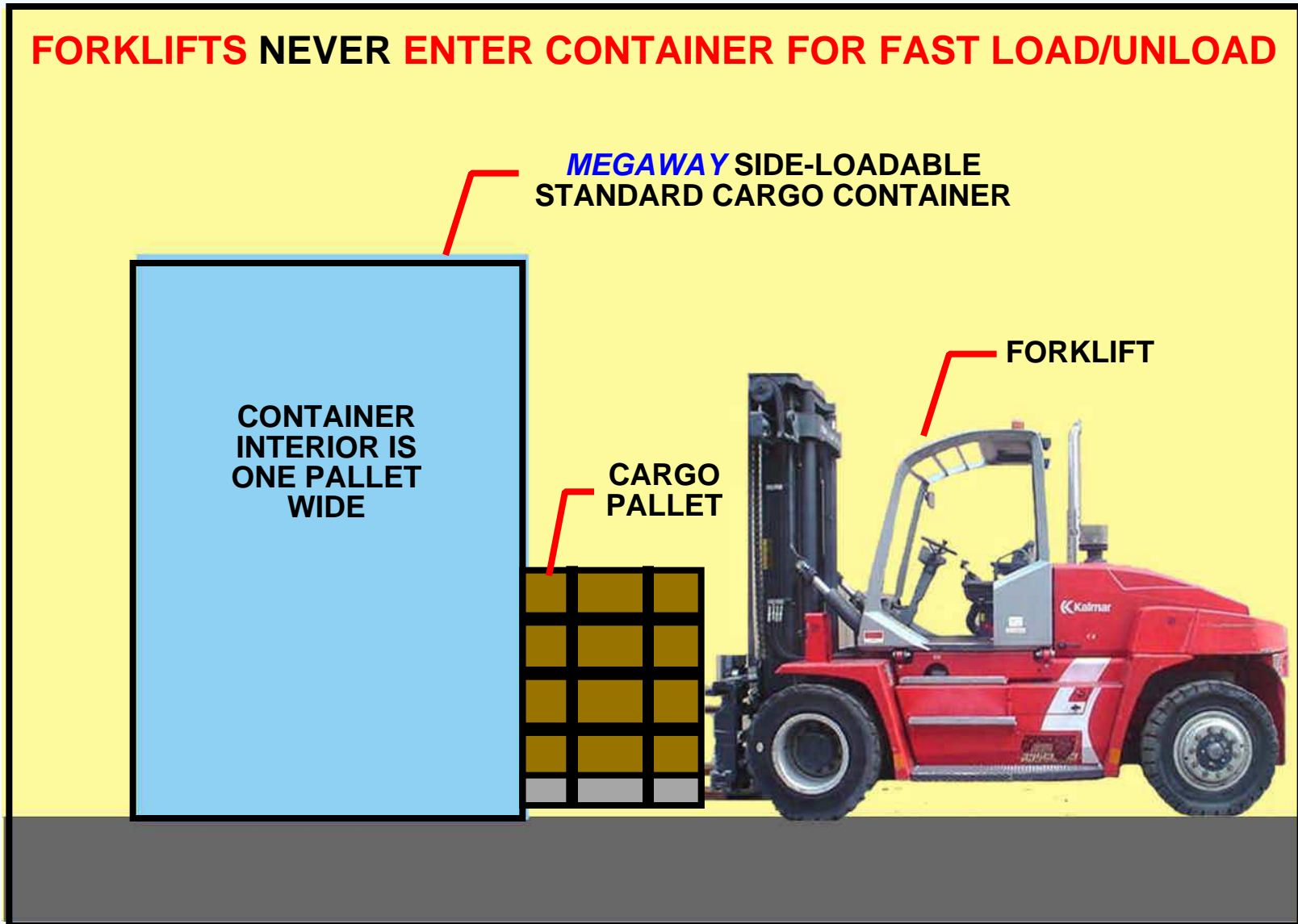
FORKLIFTS NEVER ENTER CONTAINER FOR FAST LOAD/UNLOAD

MEGAWAY SIDE-LOADABLE
STANDARD CARGO CONTAINER

CONTAINER
INTERIOR IS
ONE PALLET
WIDE

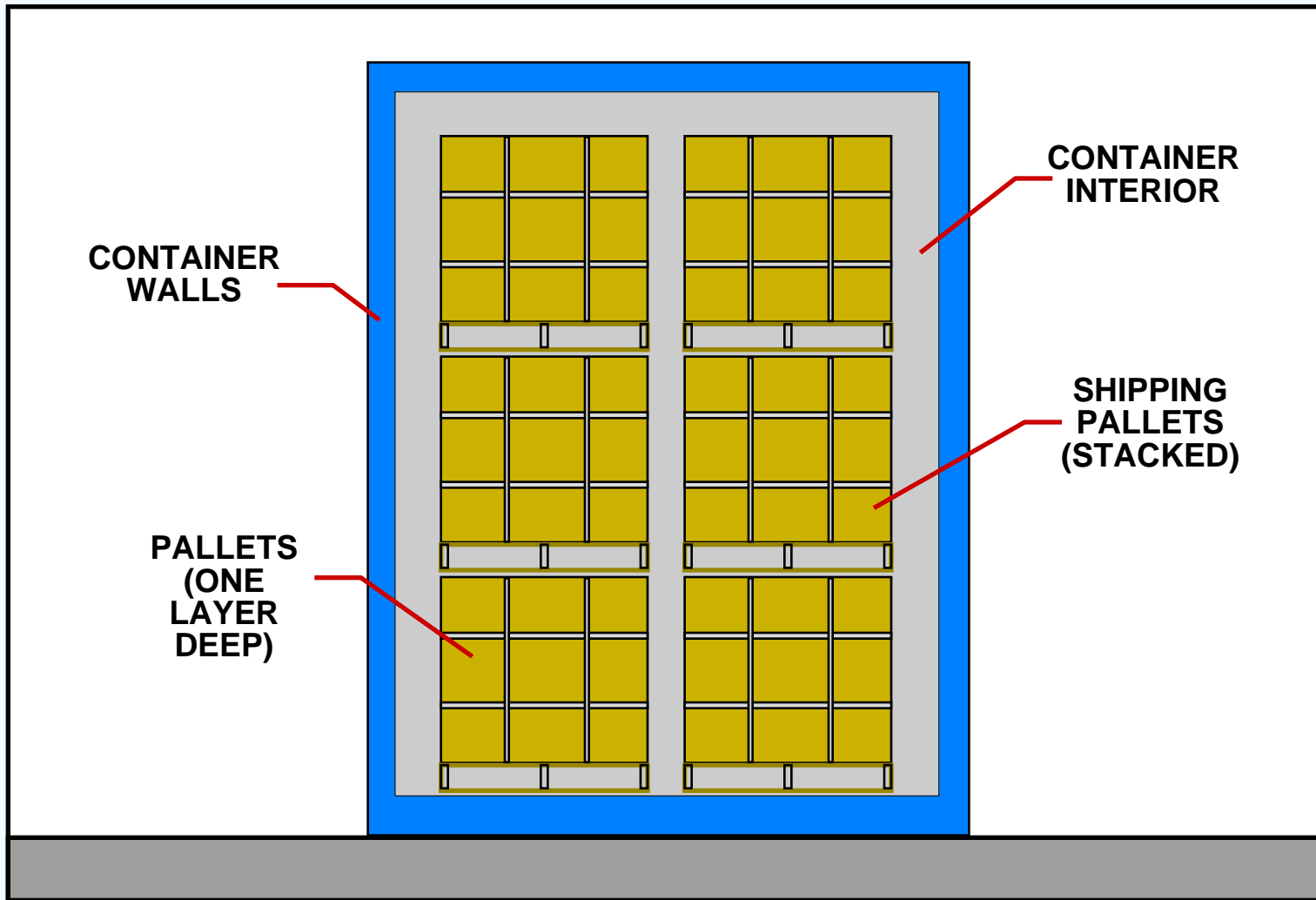
CARGO
PALLET

FORKLIFT



Standard *MegaWay* Cargo Container

Side view with doors open



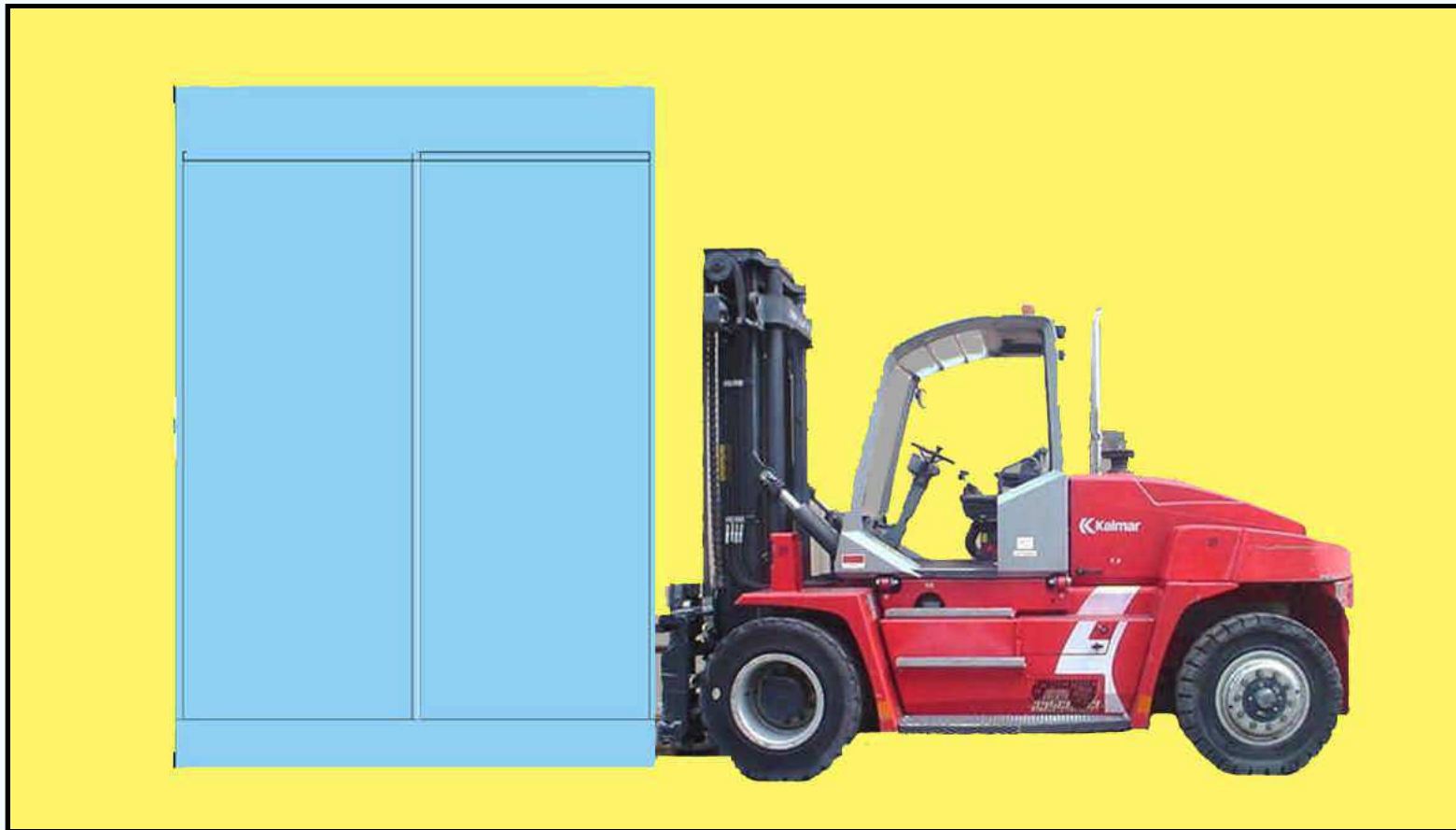
Reduces Costly Terminal Cargo Transfers

- Much of cargo transferred inside containers
- Reduces terminal handling of pallets, etc.
 - Cargo remains in small containers for terminal transfers
- **MegaWay cargo containers – forklift compatible**
- **Many containers move directly to destination**

Lower terminal operating costs

MegaWay Containers Handled by Forklift

Carrier loading with overhead lifts

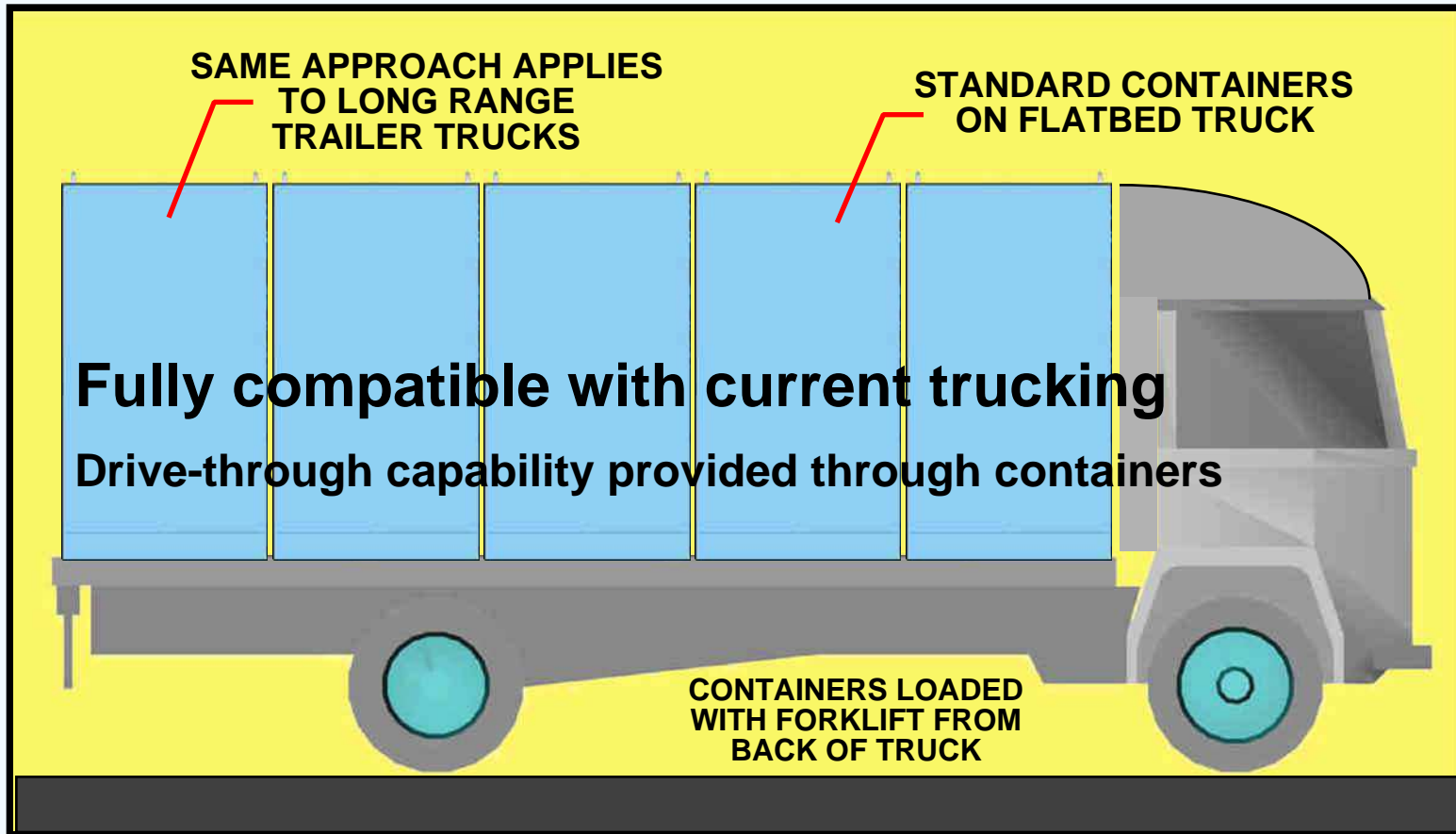


Loaded or Empty Containers Easy to Move on Dock

Full Compatibly with Trucking Operations

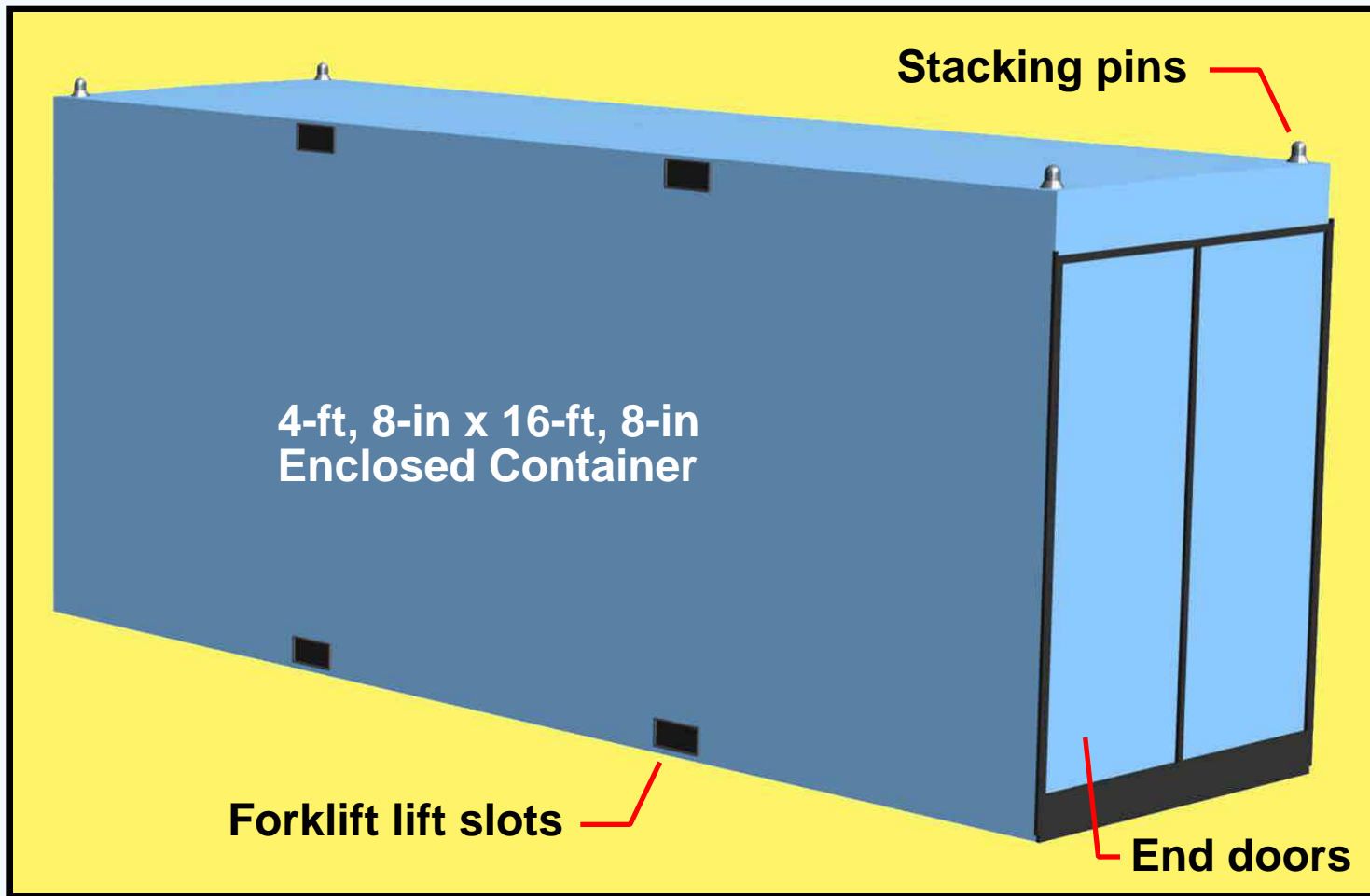
- All cargo moved **inside** closed containers
- Easy transfer between **MegaWay** and trucks
 - Easy shift of containers between modes at terminals
- **MegaWay cargo containers – forklift compatible**
- **Containers compatible with short & long flatbeds**

Standard *MegaWay* Containers on Truck



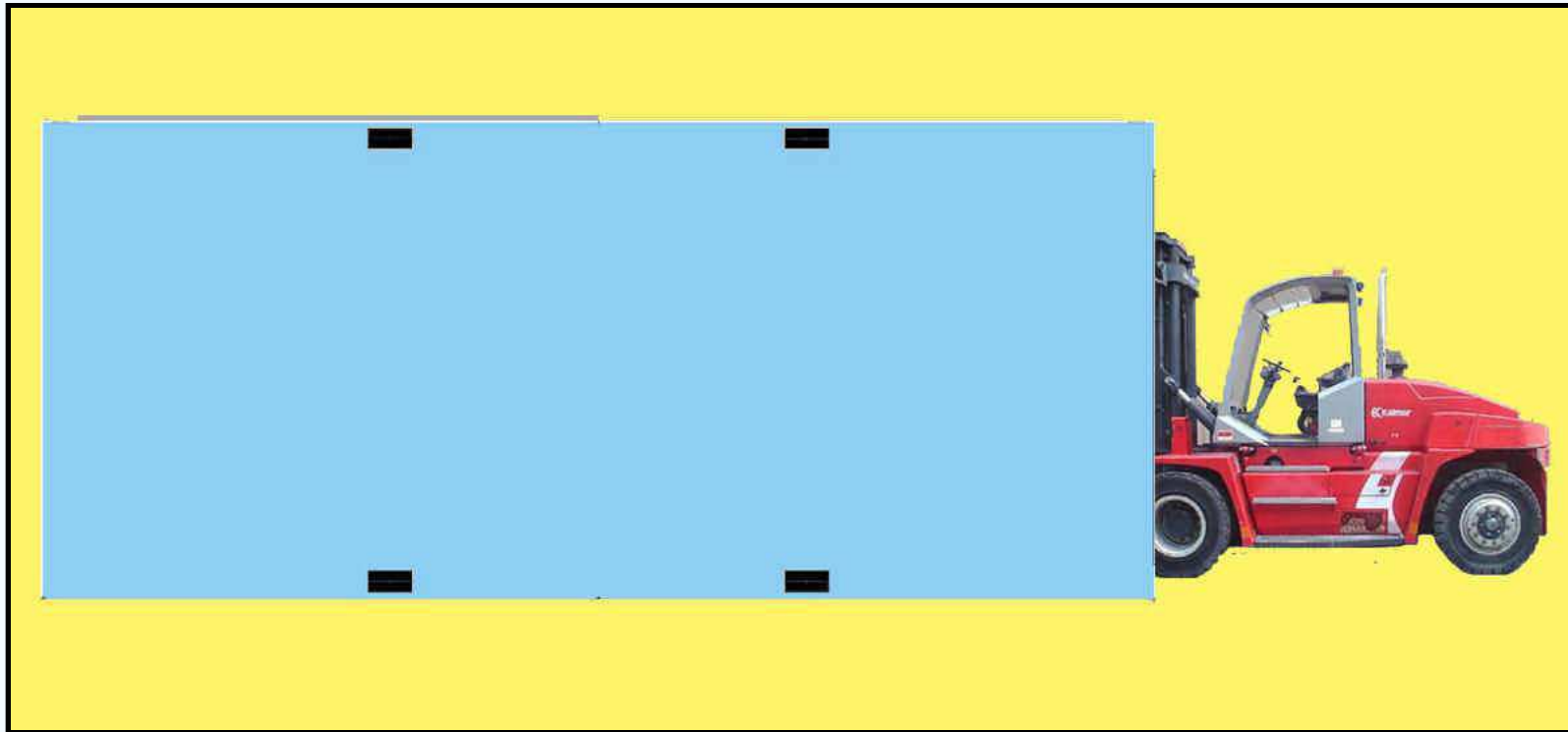
Containers moved on trucks for road transport
Standard containers – 1-1/2-ton capacity each

Large-size *MegaWay* Cargo Container



Three-Ton Capacity per Container

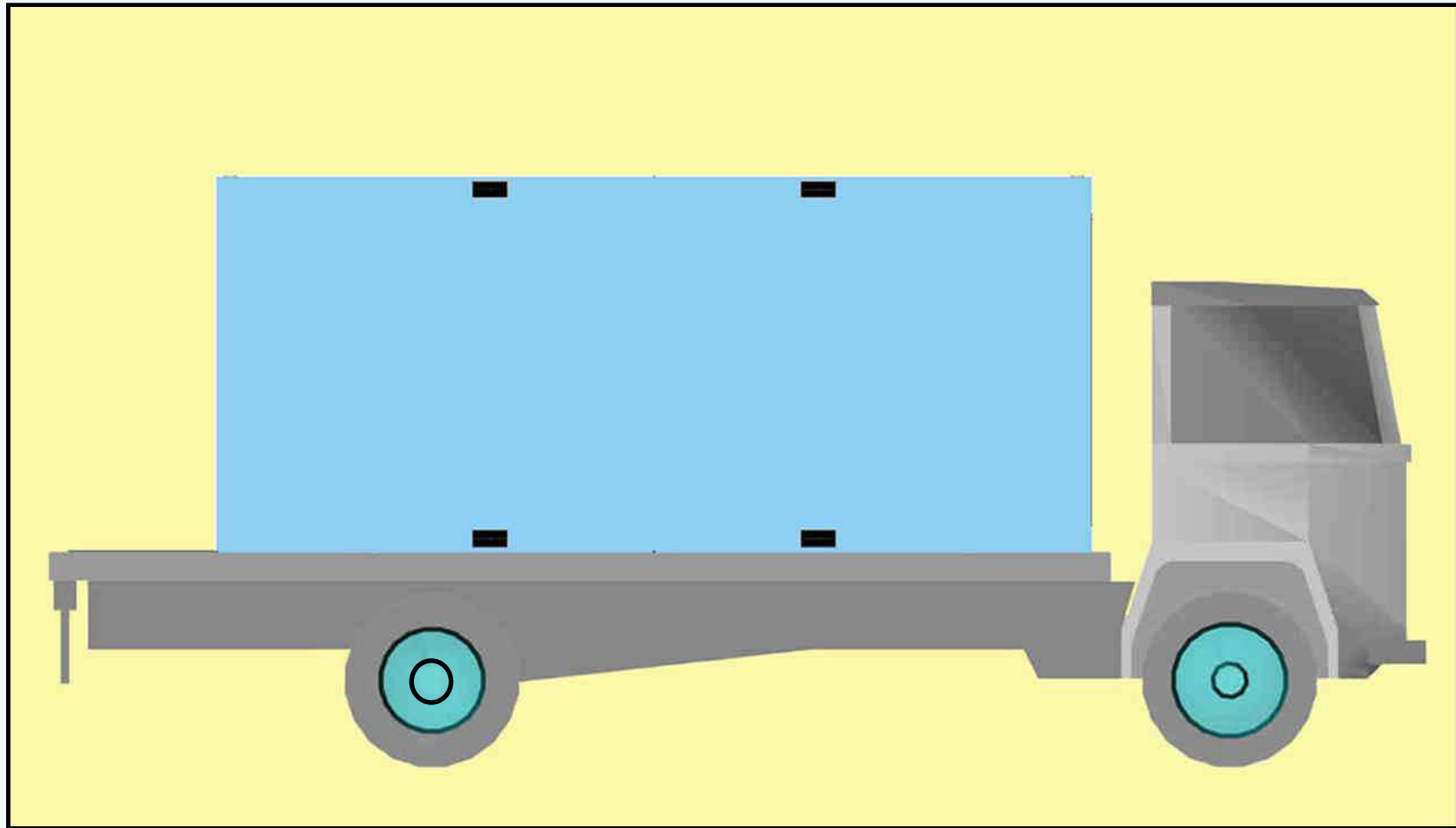
Easy Load/Unload Large-size Containers



Cargo Pallet Load/Unload by Standard Forklifts

Forklifts drive into & out of containers

Large-size Container on Truck



Containers moved on trucks for local transport
Loaded/unloaded by standard forklifts

***Cargo* Carriers Designed for Low Cost** **Lightweight Design & Ease of Maintenance**

- **Systems in lower chassis unit for access ease**
- **All metal parts cut by robot plasma & laser cutters**
- **Most raw material is flat stainless-steel**
- **Entire structure of welded stainless sheet**
- **Empty carrier weight – 1,200 pounds**
- **Low complexity control systems**

Carriers are light weight & low cost

***MegaWay* High-speed *Cargo* Capacity**

Greater Capacity than a Six Lane Freeway

- Cargo moves at **120-mph** speed – **Not 55-mph!**
- No traffic jams or delays – 24 hours per day
- Max cargo capacity calculation: (per direction)
 - Carriers spaced at 50-ft intervals = 105 vehicles/mi
 - 105 containers/mi x 120-mph x 3-tons = 37,800 tons/hr
 - 37,800 tons/hr x 24-hrs = **907,000 tons/day** = **22,000 trucks**
- Plenty of space for high-speed passenger service

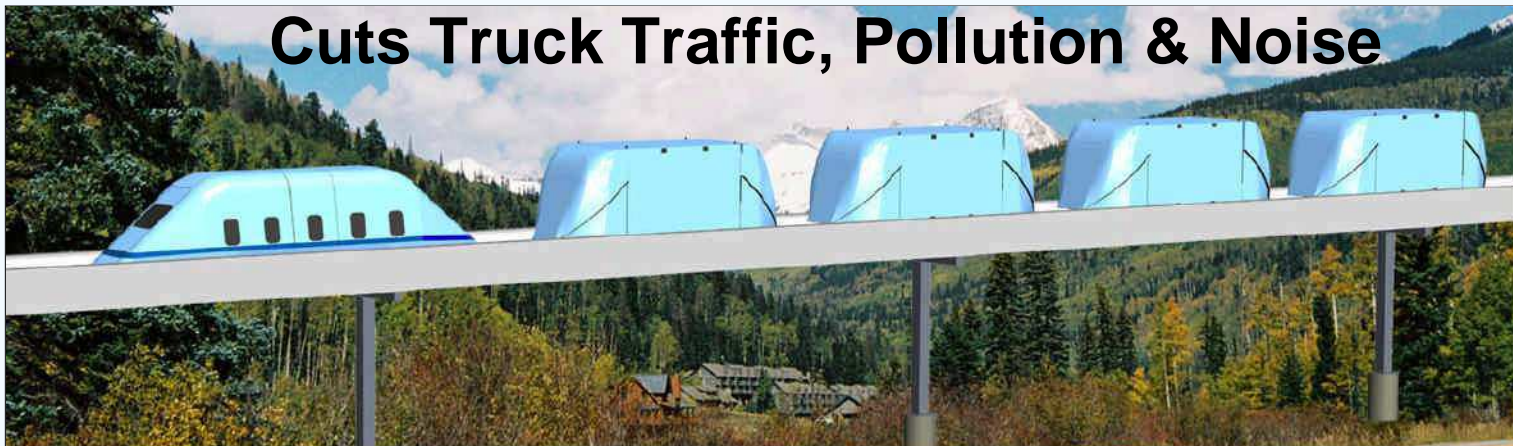
Plus the freeways remain available!

SuperWay Shared by Cargo & Passengers



Passengers use luxurious *SkyCoaches* for long trips – Cars ride behind

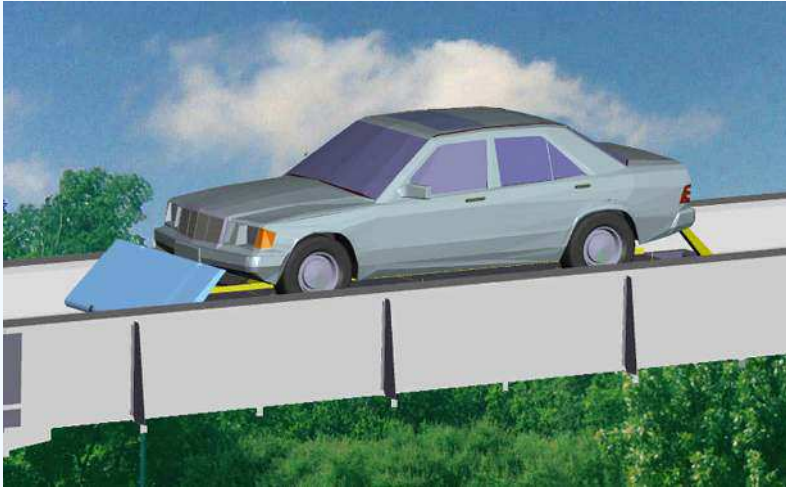
Cuts Truck Traffic, Pollution & Noise



Cargo moves in closed containers with low-drag fairings

Future **High-speed**, Inter-city Services

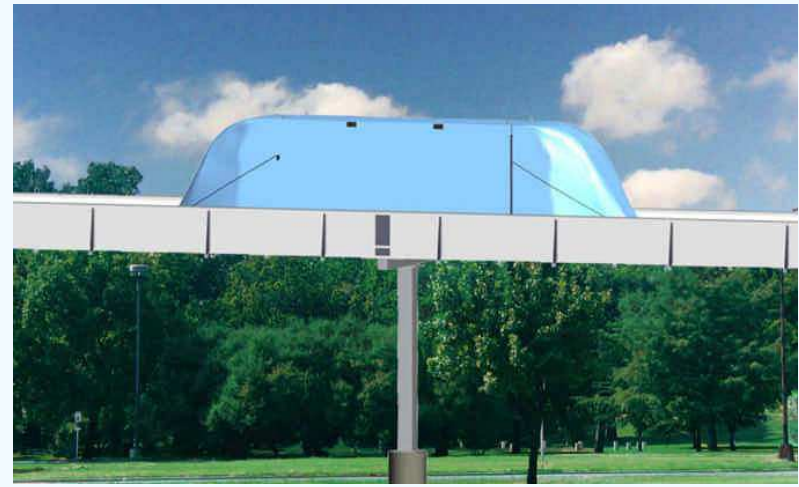
U.S. Pat. 6,435,100



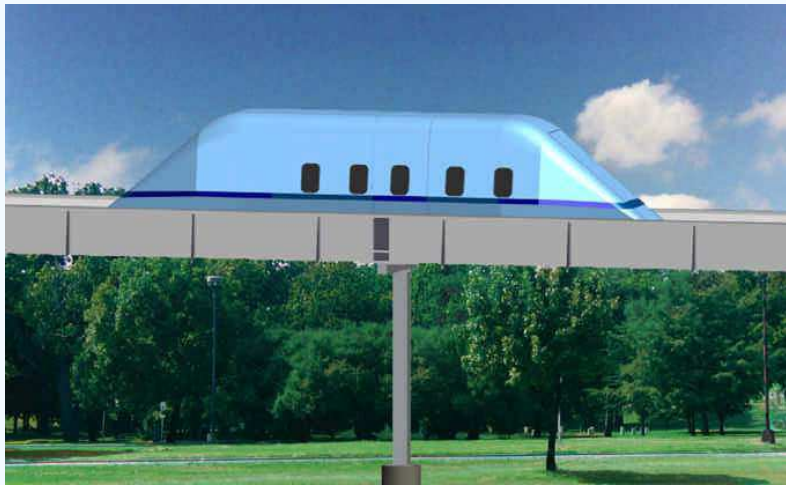
Carferries carry standard cars with driver and passengers inside

U.S. Patent 6,615,740

MegaRail photos & graphics



Automated cargo car on **SuperWay** moves modules at speeds up to 120-mph



Automated, eight to nine-passenger **MegaLiner™** non-stop, 120-mph, high-frequency, 24-hr group service



Four to six-passenger **PersonLiner™** non-stop, 120-mph, on-call, 24-hr personal service

Ultimate Cargo & Passenger Service

- **Cargo and passengers – Non-stop at 120-mph!**
- **More capacity than costly, new 6-lane tollways**
- **Ultra smooth cargo and passenger ride**
- **Reduced, all-electric power – Less air pollution!**
- **No need for costly high-speed rail + shorter trips**
- **Noise-free & minimum environment impact!**

Average trip speed – 120-mph



401 West Jim Wright Freeway, Suite 113

Mail Address
P. O. Box 121728
Fort Worth, Texas 76121

(817) 738-9507

FAX (817) 367-2373

contact@roamtrans.com

www.roamtrans.com

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- *Unprecedented* level of service
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traffic & air pollution problems**

ROAM® Transport Systems, Fort Worth, Texas

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