HYPERLOOP ALPHA

JOURNEY REINCARNATED

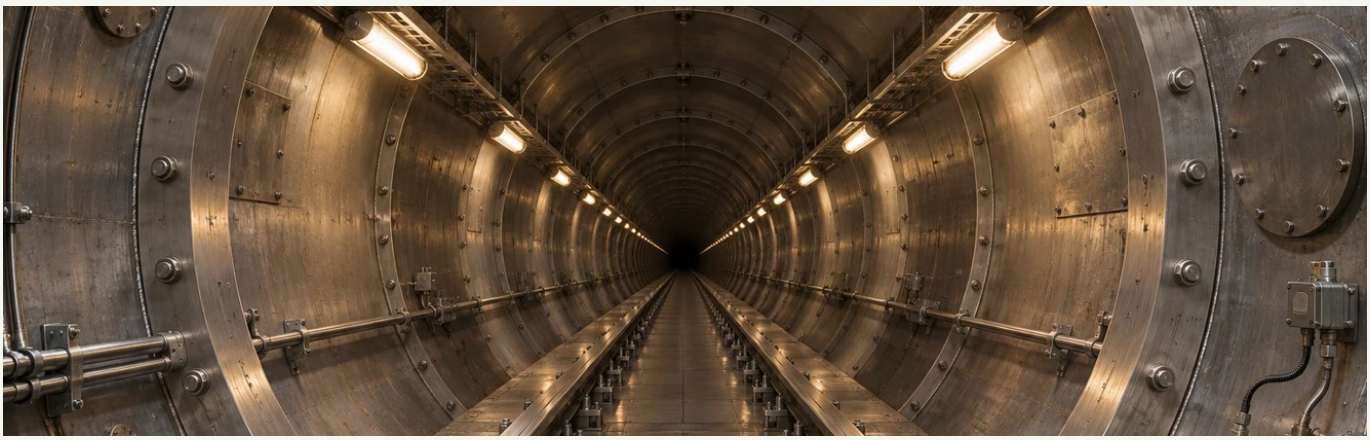
What would it take to give an hour back to someone travelling between two cities?



PROPOSED FACILITY / CONCEPT VISUALISATION

A CAPSULE IN A TUBE

The starting idea is simple. Reduce the air in a sealed tube and a vehicle has less drag to overcome. The engineering becomes interesting when the capsule occupies much of the tube.



LOW-PRESSURE TUBE / CONCEPT VISUALISATION

100 Pa

Tube pressure

A nominal pressure in the reference design. Holding it would require pumps, seals and a measurable allowance for leakage.

28 seats

Cabin layout

The passenger-only design sized a capsule for 28 people. Alpha proposes to start with instruments on board.

1,220 km/h

Peak design speed

A modelled peak for favourable sections of a particular alignment. Curves, acceleration and station approaches change the average.

THE WHOLE JOURNEY

A train can win on the timetable and lose at the station door. To test the value of a faster vehicle, count every minute from departure at one address to arrival at the other.

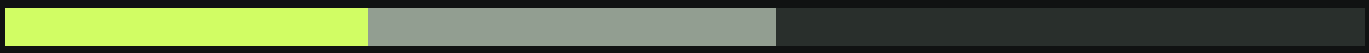
ONE-WAY COMPARISON / 300 KM

Surface reference **150 min**



120 min on board + 30 min access, waiting and exit

Illustrative hyperloop **85 min**



40 min on board + 45 min access, waiting and exit

65 MINUTES

Time saved in this example. The two assumed average speeds are 150 and 450 km/h. Moving a station farther from homes or adding a transfer can consume part of that saving. A host can vary these inputs using the website's journey model.

THE FIRST TRACK

Alpha’s first proposed vehicle would carry instruments. A closed test track gives a host time to examine three questions before a larger commitment.

01

Can the site support repeatable tests?

Map land control, alignment, grid access and emergency routes. Compare adapting an existing facility with building a new segment. A short track can answer pressure questions before it can answer high-speed ones.

02

What does one run actually consume?

Meter propulsion, pumps, cooling and standby power separately. Record the pressure and payload with every run so another reviewer can reproduce the comparison.

03

Who decides when a test may proceed?

Agree the operating limits, stopping criteria and independent review. Observe a stopped-vehicle recovery drill. Resolve the findings before expanding the operating envelope.

Ministries and public authorities can request a technical discussion before nominating a site.

OPEN THE GOVERNMENT ENQUIRY FORM