

PATENT SPECIFICATION



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288,649

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Complete Accepted: Oct. 25, 1928.

COMPLETE SPECIFICATION.

Improvements in Carrier Trains for Endless Track Vehicles.

I, ADOLPHE KEGRESSE, citizen of the French Republic, of 7, rue Salomom de Rothschild, Suresnes, France, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to the carrier trains of endless track vehicles in which the rollers are carried on links articulated on a main carrier beam pivoted on or carried by a central axle.

The invention comprises the arrangement of the articulated links of the carrier train symmetrically on either side of the longitudinal axis of the track, this articulation being effected by trunnions arranged outside the train of rollers without any axles passing between the rollers.

In the drawing appended hereto:

Figure 1 is an elevation of the device according to this invention;

Figure 2 is a section through the floating trunnions of the roller train;

Figure 3 is a section through the axle and through the floating trunnions of the main rocking beam;

Figure 4 is a section of a modification of Figure 2.

On Figures 1 and 3, 1 denotes the carrier axle the connection of which with the chassis is not shown. To each end of said axle 1 are rigidly secured two members 2 and 3 (Figure 3) each of which is provided with an annular ear 4 (Figures 1 and 3). Into the rings of said ears are engaged trunnions 5 integral with the main rocking beam 6 of the carrier train (Figures 1 and 3). Said rocking beam, which, owing to its shape, is very rigid, carries on each of its two ends two other outer trunnions 7 (Figures 1, 2 and 4) integral therewith. On said trunnions 7 are mounted in an articulated manner rocking beams 8 (Figures 1, 2 and 4) that connect rollers 9 with one another by means of the latter's spindles 10 (Figure 1).

As will be apparent from the foregoing

description, the articulations of the carrier train, arranged symmetrically on either side of the longitudinal axis of the track are effected by means of trunnions, without any axles passing between the rollers, whereby the rollers may be arranged very close to one another.

From Figure 4 it will be apparent that trunnions 7 are mounted in rocking beams 8 with interposed balls in order materially to decrease friction.

Obviously, modifications may be made in the foregoing devices without departing from the scope of the invention. To a floating carrier train may be applied, for instance, only one of the above described devices. Again, the main rocking beam may be so arranged as to be exterior relatively to the lower rocking beams 8, in which case trunnions 7 would be arranged inside.

Arrangements may also be made for the trunnions to be integral with the rocking beams 8 and engage in corresponding apertures provided in the rocking beam 6.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. In the floating carrier train of endless track vehicles in which the rollers are carried on links articulated on a main carrier beam pivoted or carried by a central axle, the arrangement of the articulated links of the carrier train symmetrically on either side of the longitudinal axis of the track, this articulation being effected by trunnions arranged outside the train of rollers without any axles passing between the rollers.

2. A device as claimed in Claim 1 wherein the rocking or floating trunnions of the various parts of the carrier train are mounted on ball bearings.

Dated this 14th day of April, 1928.

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Fig.1.

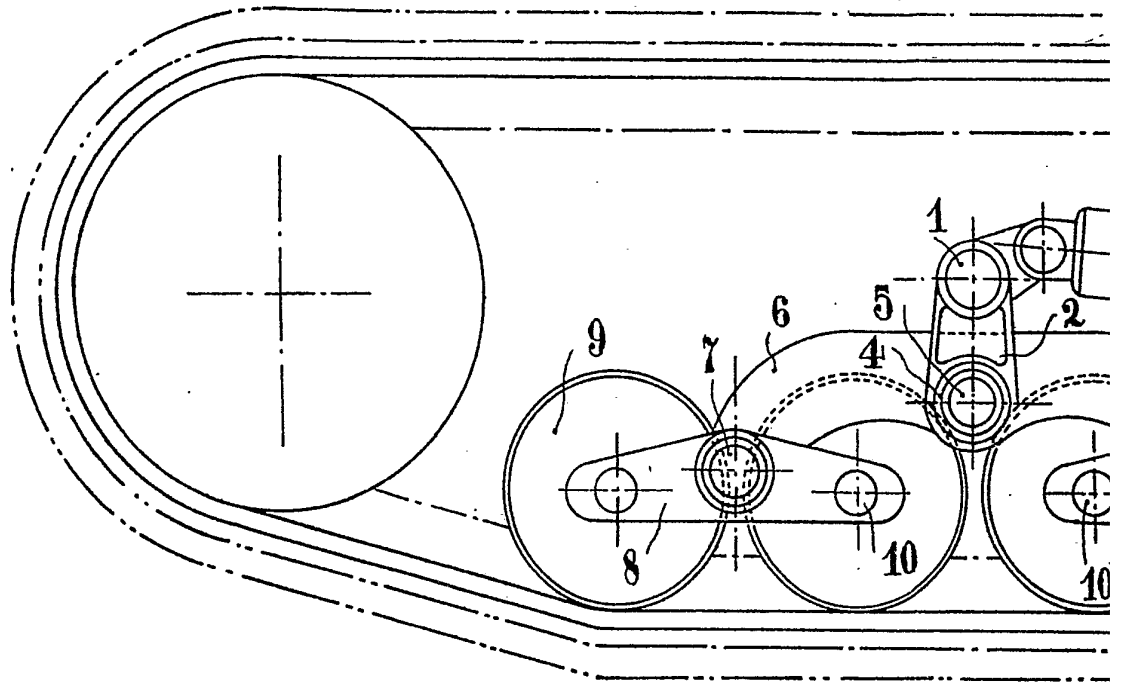


Fig.2.

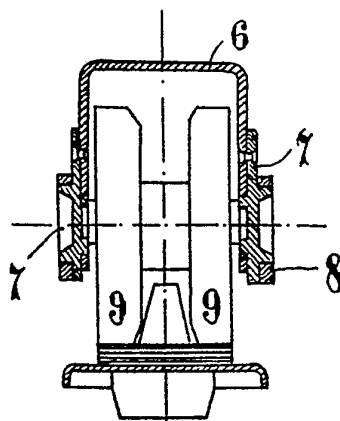
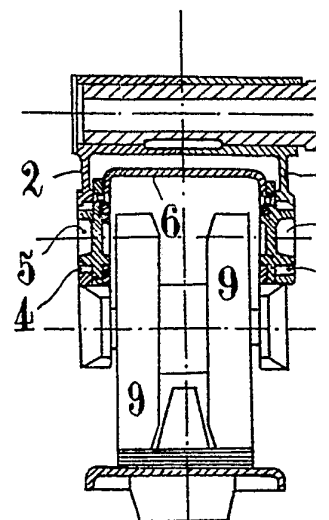


Fig.3.



[This Drawing is a reproduction of the Original on a reduced scale.]

Fig.1.

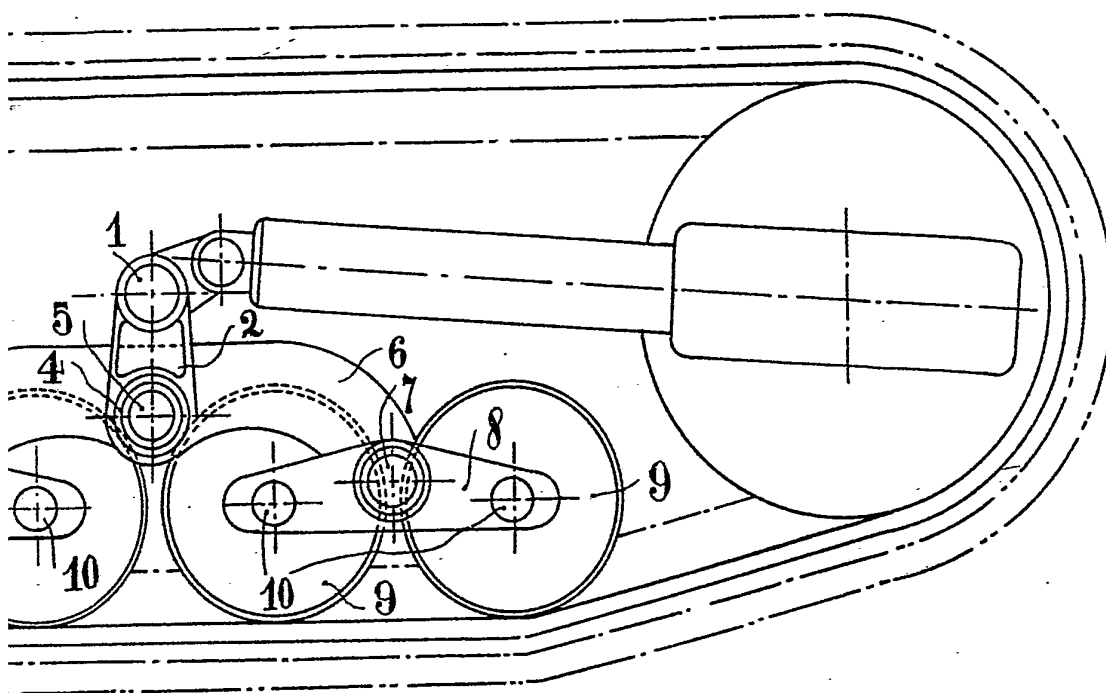


Fig.3.

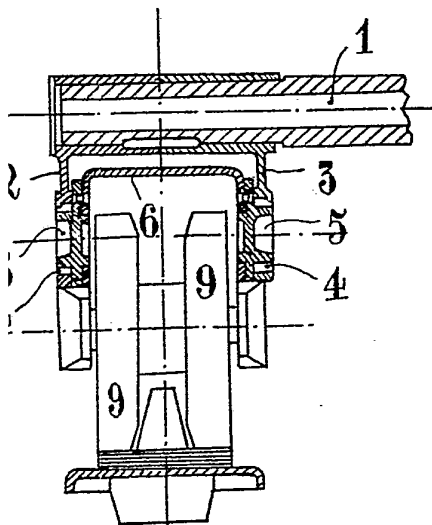


Fig.4.

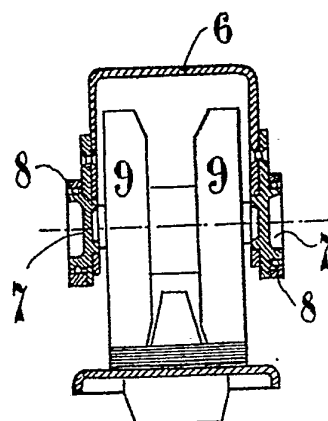
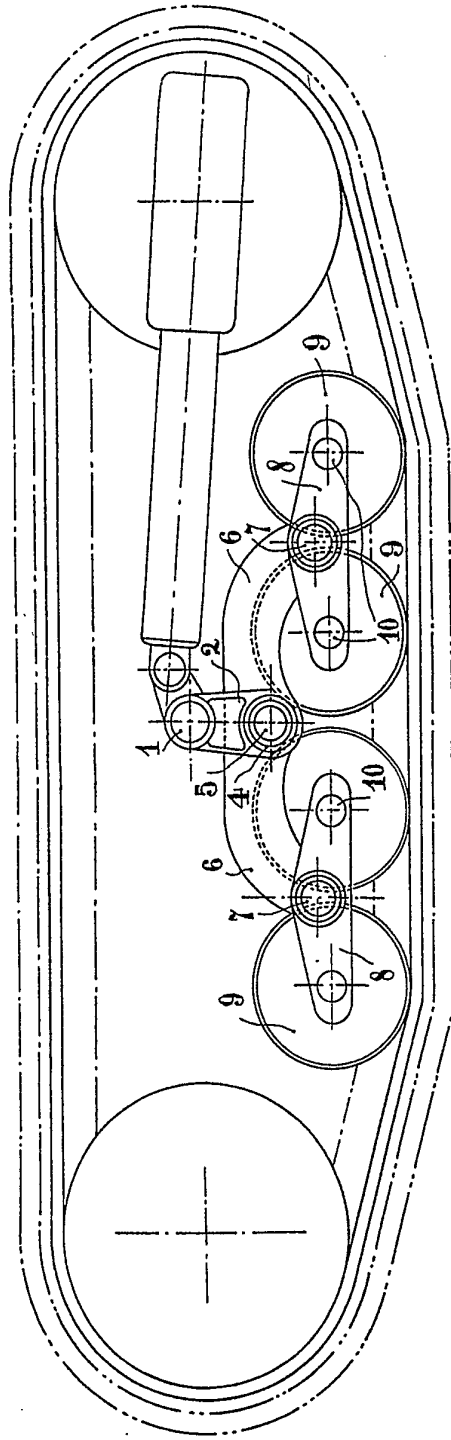


Fig.1.



[This Drawing is a reproduction of the Original on a reduced scale]

Fig.2.

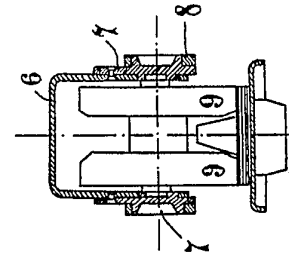


Fig.3.

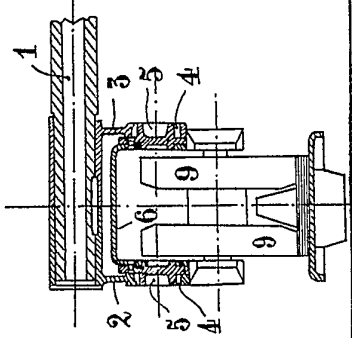


Fig.4.

