

---

(19)		<b>Canadian Intellectual Property Office</b>	<b>Office de la Propriété Intellectuelle du Canada</b>	(11)	<b>CA 289430</b>	(13)	<b>A</b>
		An Agency of Industry Canada	Un organisme d'industrie Canada	(40)	<b>07.05.1929</b>		

---

(12)

(21) Application number: **289430D**

(51) Int. Cl:

(22) Date of filing: ..

---

(71) Applicant: **KEGRESSE ADOLPHE.**

(72) Inventor: **KEGRESSE ADOLPHE ().**

---

(54) **VEHICLE TRAIN ARTICULATION**

(57) **Abstract:**

(54) **ARTICULATION DE TRAIN DE VOITURE**

*This First Page has been artificially created and is not part of the CIPO Official Publication*

Hitherto the floating carrier trains of caterpillar vehicles had their articulations ensured by means of spindles connecting the roller carrying cheeks or else by means of trunnions arranged in the middle parts of the carrier train between the rollers.

The first mentioned arrangement required rather considerable a spacing of the roller in order to permit the floating axis or spindle to pass through. The second mentioned one did, indeed, permit of the rollers being more closely arranged but necessitated an outwards slanting of said rollers respective the longitudinal vertical plane of the whole that involved complicated and expensive assembly and fitting up.

The object of my invention is to provide carrier train articulation devices calculated to do away with the above recited inconveniences.

In the drawing appended hereto:

Figure 1 is an elevation of the device according to my 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 <sup>with</sup> 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 special 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, symmetrical respective the longitudinal axis of the system, are ensured by means of trunnions without any material axis passing between the rollers, whereby a possibility is provided of arranging said rollers very close to one another. The suppression of a material axis passing adjacent the rollers does away with a frequent cause of the latter getting jammed through extraneous bodies getting in, a possibility always to be feared as between revolving rollers and a fixed spindle.

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

Obviously, modifications can be made to the foregoing devices without departing from the scope of my 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 respective the lower rocking beams 8, in which case trunnions 7 would be inside the system. Arrangements can also be made in order that the trunnions be integral with the rocking beams 8 and engage into corresponding apertures provided in rocking beam 6.

It will be readily realized that all such combinations are covered by my invention the gist of which consists of the fact or feature that carrier train articulations are arranged symmetrically respective the longitudinal axis of the system without any material spindle connecting the same.

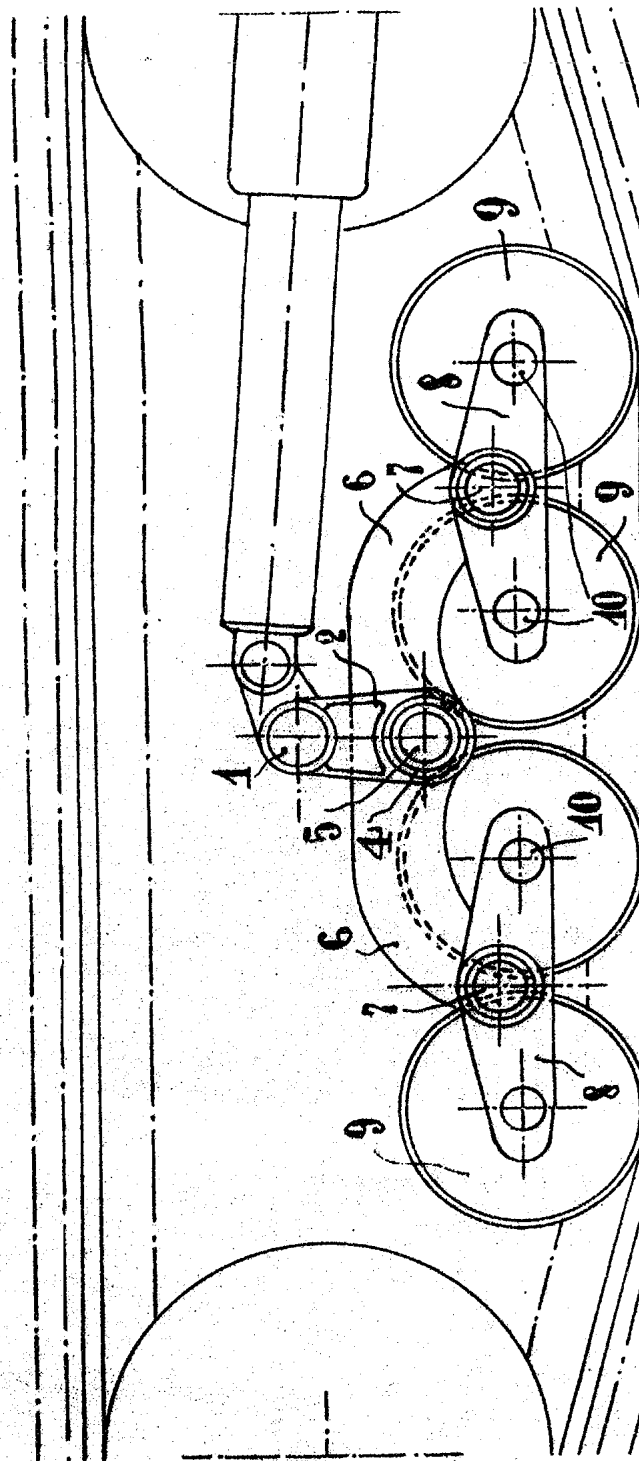
Having now particularly ascertained and described the nature of my invention as well as the manner in which the same is to be performed, I declare that what I claim is:

4

1. A carrier of the character described for caterpillar vehicles, comprising an axle connected to the chassis of a vehicle, member having a downwardly depending ear and secured at each end of the axle, a trunnion engaged into a ring associated with the said ear, a main rocking beam integral with the said trunnion, a plurality of trunnions carried at the outer ends of the rocking beam, and shorter rocking beams articulated with ~~the~~<sup>and</sup> carried by the main rocking beam.

2. A carrier as claimed in claim 1, further characterized by ball-bearings supporting the various trunnions.

Fig. 1



Certified to be the drawings referred to  
in the specification hereunto annexed.-  
MONTREAL, April 16th, 1928.

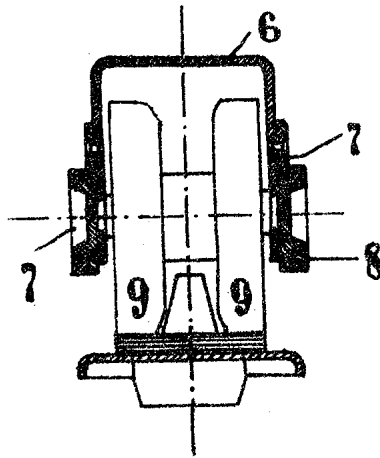
INVENTOR;

ADOLPHE KEGRESSE.

By

*Marin P. Marin*  
Attorneys.-

Fig. 2



Certified to be the drawings referred to in  
the specification hereunto annexed.--  
MONTREAL, April 16th, 1928.

INVENTOR:

ADOLPHE KEGRESSE

By *Baron Marin*  
Attorneys

Fig. 4

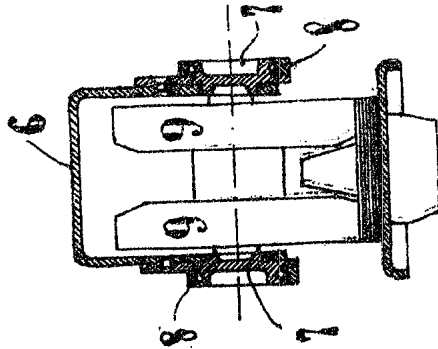
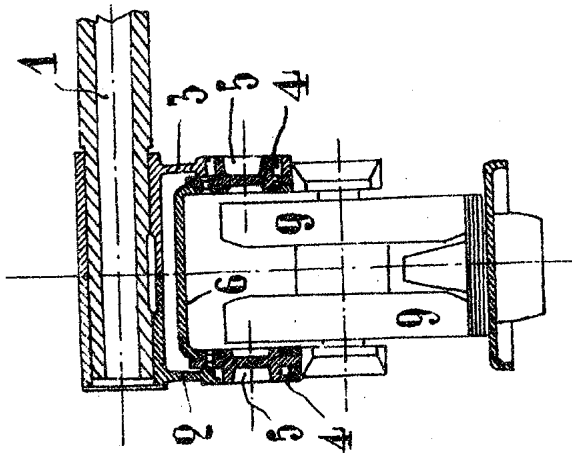


Fig. 3



INVENTOR:

Certified to be the drawings referred to in the specification hereunto annexed. -MONTREAL, April 16th, 1928.

ADOLPHE KEGRES. SE.

By

*Maxim K. K.*  
Attorneys.