



amarchand mangaldas

Our Ref.: DR/AKV/sg/0034596.P3269IN00

December 3, 2014

E-FILING

The Controller of Patents  
The Patent Office  
New Delhi

Dear Sir,

**Re: New Indian Patent Application based on PCT/JP2013/002880**

International Filing Date:	April 30, 2013
Applicant:	Nippon Steel & Sumitomo Metal Corporation
Title:	Bogie Frame for Railway Vehicles
Priority:	Japanese Patent Application No. 2012-115194 dated May 21, 2012

Enclosed herewith is an application accompanied by a complete specification and supporting documents for grant of a patent under the Patents Act, 1970 by:

Nippon Steel & Sumitomo Metal Corporation, a corporation organized under the laws of Japan, of 6-1, Marunouchi 2-chome, Chiyoda-ku, Tokyo 100-8071, Japan.

The requisite fee submitted in respect of making the application is as follows:

1. On application for patent claiming a single priority Rs. 8,000

**Total Rs. 8,000**

It is respectfully submitted that Nippon Steel & Sumitomo Metal Corporation, the applicant herein, has the right to make the present application as the surviving entity on account of a merger dated October 1, 2012, between Sumitomo Metal Industries, Ltd., of 5-33, Kitahama 4-chome, Chuo-ku, Osaka-shi, Japan, and Nippon Steel Corporation, of 6-1, Marunouchi 2-chome, Chiyoda-ku, Tokyo, Japan, with absorption of Sumitomo Metal Industries, Ltd., into the surviving entity and a name change as of that date to the name provided herein as applicant. In support, a notarially attested copy of the certified copy of the Certificate of Commercial Register in the name of the applicant, along with a notarially attested copy of a sworn English translation thereof are submitted herewith.

Contd...p/2

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advocates & solicitors

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amarchand mangaldas

As required by Public Notice no. CG/Public Notice/PO/2012/15 dated July 2, 2012, the applicant has refrained from submitting documents already available with the International Bureau in connection with the corresponding PCT application. However, upon the Learned Controller's request, the applicant would submit any requested document (insofar as available) that is otherwise required to be furnished to the Patent Office by the International Bureau.

The Controller is respectfully requested to take the application on record.

Yours sincerely,

Dev Robinson  
IN/PA-367

**Enc.:**

1. Form 1;
2. Verified English translation of the complete specification (in conformation with the international application), No. of pages 21, No. of claims 3;
3. Drawings, No. of sheets 4;
4. Notarially attested copy of power of authority;
5. Notarially attested copy of the certified copy of the Certificate of Commercial Register in the name of the applicant along with a notarially attested copy of a sworn English translation thereof;
6. Form 3;
7. Form 5; and
8. Abstract.

Herewith prescribed fee of Rs. 8,000/- through electronic transfer.

**To Follow:** Proof of right

<p align="center"> <b>FORM 1</b>  <b>THE PATENTS ACT 1970</b>  <b>(39 of 1970)</b>  <b>&amp;</b>  <b>THE PATENTS RULES, 2003</b>  <b>APPLICATION FOR GRANT OF</b>  <b>PATENT</b>  <i>(See Sections 7, 54 &amp; 135 and Rule 20(1))</i> </p>	<p align="center"><b>(FOR OFFICE USE ONLY)</b></p> <p>           Application No:            Filing Date:            Amount of Fee Paid:            CBR No:            Signature:         </p>															
<p><b>1. APPLICANT</b></p>																
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<p><b>3. TITLE OF THE INVENTION: "BOGIE FRAME FOR RAILWAY VEHICLES"</b></p>																

<b>4. ADDRESS FOR CORRESPONDENCE OF APPLICANT/AUTHORIZED PATENT AGENT IN INDIA</b>  Amarchand & Mangaldas & Suresh A. Shroff & Co. Amarchand Towers 216, Okhla Industrial Estate Phase-III, New Delhi - 110020	Telephone No.: (91) (11) 26920500, 41590700 Fax No.: (91) (11) 26922900 Mobile No.: 91 98100 10435 E-mail: dev.robinson@amarchand.com
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**5. PRIORITY PARTICULARS OF THE APPLICATION(S) FILED IN CONVENTION COUNTRY**

Country	Application Number	Filing Date	Name of the Applicant	Title of the Invention
Japan	2012-115194	May 21, 2012	Nippon Steel & Sumitomo Metal Corporation (earlier Sumitomo Metal Industries, Ltd.)	Bogie Frame for Railway Vehicles

**6. PARTICULARS FOR FILING PATENT COOPERATION TREATY (PCT) NATIONAL PHASE APPLICATION**

International Application Number	International filing date as allotted by the receiving office
PCT/JP2013/002880	April 30, 2013

**7. PARTICULARS FOR FILING DIVISIONAL APPLICATION**

Original (first) application number	Date of filing of Original (first) application

**8. PARTICULARS FOR FILING PATENT OF ADDITION**

Main application/patent Number	Date of filing of main application

**9. DECLARATIONS:**

**(i) Declaration by the inventors**

We, the above named inventors, are the true & first inventors for this invention and declare that the applicant herein is our assignee.

(a) Date \_\_\_\_\_

(b) Signature \_\_\_\_\_

(c) Name of Inventor: HAGIO, Yoshinori

(a) Date \_\_\_\_\_

(b) Signature \_\_\_\_\_

(c) Name of Inventor: SAWADA, Masanori

(a) Date \_\_\_\_\_

(b) Signature \_\_\_\_\_

(c) Name of Inventor: TOKUNAGA, Satoshi

(a) Date \_\_\_\_\_

(b) Signature \_\_\_\_\_

(c) Name of Inventor: FUTAGAWA, Kazuhiko

~~(ii) Declaration by the applicant in the convention country~~

~~I, the applicant in the convention country declare that the applicant herein is my assignee.~~

~~(a) Date \_\_\_\_\_~~

~~(b) Signature: \_\_\_\_\_~~

~~(c) Name of the Signatory: \_\_\_\_\_~~

**(iii) Declaration by the applicant:**

**We, the applicant hereby declare that:-**

- ☐ We are in possession of the above-mentioned invention. ✓
- ☐ The complete specification relating to the invention is filed with this application. ✓
- ☐ The invention as disclosed in the specification uses biological material from India and the necessary permission from the competent authority shall be submitted by us before the grant of patent to us. ✗
- ☐ There is no lawful ground of objection to the grant of the patent to us. ✓
- ☐ We, Nippon Steel & Sumitomo Metal Corporation, the applicant herein, are the surviving entity on account of a merger dated October 1, 2012, between Sumitomo Metal Industries, Ltd., of 5-33, Kitahama 4-chome, Chuo-ku, Osaka-shi, Japan, and Nippon Steel Corporation, of 6-1, Marunouchi 2-chome, Chiyoda-ku, Tokyo, Japan, with absorption of Sumitomo Metal Industries, Ltd., into the surviving entity and a name change as of that date to our name mentioned herein as applicant. We are the assignee, in and by operation of law, of the true and first inventors. ✓
- ☐ The application, particulars of which are given in Para-5 was the first application in convention country in respect of our invention. ✓
- ☐ We claim priority from the above mentioned application filed in convention country and state that no application for protection in respect of the invention had been made in a convention country before that date by us or by any person from which we derive title. ✓
- ☐ Our application in India is based on international application under Patent ✓

Cooperation Treaty (PCT) as mentioned in Para-6.

- ☐ The application is divided out of our application, particulars of which are given in Para-7 and pray that this application may be treated as deemed to have been filed on \_\_\_ under sec.16 of the Act. ×
- ☐ The said invention is an improvement in or modification of the invention, particulars of which are given in Para-8. ×

**10. Following are the attachments with the application:**

- a) Verified English translation of the complete specification (in conformation with the international application), No. of pages 21, No. of claims 3;
- b) Drawings, No. of sheets 4;
- c) Notarially attested copy of power of authority;
- d) Notarially attested copy of the certified copy of the Certificate of Commercial Register in the name of the applicant along with a notarially attested copy of a sworn English translation thereof;
- e) Form 3;
- f) Form 5; and
- g) Abstract.

Herewith prescribed fee of Rs. 8,000/- through electronic transfer.

We hereby declare that to the best of our knowledge, information and belief the facts and matters stated herein are correct and we request that a patent may be granted to us for the said invention.

Dated this 3<sup>rd</sup> day of December, 2014.

Nippon Steel & Sumitomo Metal Corporation



(Dev Robinson)

of Amarchand & Mangaldas &

Suresh A. Shroff & Co.

Attorneys for the Applicant

The Controller of Patents  
The Patent Office  
New Delhi

IN THE MATTER OF  
THE PATENTS ACT, 1970 (No. 39 of 1970)  
AND  
THE PATENTS RULES, 2003  
AND  
IN THE MATTER OF

Indian Patent Application titled **"Bogie Frame for Railway Vehicles"**

VERIFICATION OF ENGLISH LANGUAGE TRANSLATION  
OF INTERNATIONAL APPLICATION NO. PCT/JP2013/002880

We, Nippon Steel & Sumitomo Metal Corporation, a corporation organized under the laws of Japan, of 6-1, Marunouchi 2-chome, Chiyoda-ku, Tokyo 100-8071, Japan, the applicant herein verify:

- (i) that the present application is based on International PCT Application PCT/JP2013/002880,
- (ii) that the specification attached hereto is an English language translation of International Patent Application numbered PCT/JP2013/002880 filed at the Japanese Patent Office and accorded the filing date of April 30, 2013, which application was filed in Japanese language, and
- (iii) that the English language translation attached hereto is correct, complete and faithful to the best of our knowledge and belief.

Dated this 3<sup>rd</sup> day of December, 2014.

Nippon Steel & Sumitomo Metal Corporation

  
(Dev Robinson)

of Amarchand & Mangaldas &  
Suresh A. Shroff & Co.

Attorneys for the Applicant

The Controller of Patents  
The Patent Office  
New Delhi

**FORM 2**  
**THE PATENTS ACT 1970**  
**(39 OF 1970)**  
**&**  
**THE PATENTS RULES, 2003**  
**COMPLETE SPECIFICATION**  
**(See section 10 and rule 13)**

**1. TITLE OF THE INVENTION :**

“BOGIE FRAME FOR RAILWAY VEHICLES”

**2. APPLICANT:**

- (a) NAME: Nippon Steel & Sumitomo Metal Corporation
- (b) NATIONALITY: Japanese
- (c) ADDRESS: 6-1, Marunouchi 2-chome, Chiyoda-ku  
Tokyo 100-8071, Japan

**3. PREAMBLE TO THE INVENTION**

**COMPLETE**

The following specification particularly describes the invention and the manner in which it is to be performed.



## DESCRIPTION

### TITLE OF INVENTION

### BOGIE FRAME FOR RAILWAY VEHICLES

### TECHNICAL FIELD

[0001]

The present invention relates to a bogie frame for railway vehicles.

### BACKGROUND ART

[0002]

Railway vehicles are provided with traction motors and gearboxes mounted on their bogie frames, and they run on rails on power transmitted from the traction motors to wheel sets through the gearboxes.

[0003]

FIG. 1 is a plan view of a conventional bogie frame. FIG. 2 is an enlarged plan view showing a region where a mounting bracket is located in a cross frame of the conventional bogie frame. As shown in FIG. 1, the bogie frame 101 includes a pair of left and right side frames 102 disposed along a direction of rails and cross frames 103 that connect the side frames 102 to each other. The cross frames 103 are each composed of a cylindrical steel pipe, and are welded at both ends to the side frames 102.

[0004]

A mounting bracket 104 for mounting a traction motor (hereinafter also referred to as "mounting bracket 104 for a traction motor") is welded to each cross frame 103 at its outer peripheral surface, and further a mounting bracket 105 for mounting a gearbox (hereinafter also referred to as "mounting bracket 105 for a gearbox") is welded to each cross frame 103 at its outer peripheral surface (see, for example, Patent Literatures 1 and 2).

[0005]

It is to be noted that the mounting bracket 104 for a traction motor and the mounting bracket 105 for a gearbox are components that are totally independent and separate from the cross frame 103 before being joined thereto. The mounting bracket

104 for a traction motor is formed with a rib structure in many cases because it is subjected to a heavy load such as the reaction force of power from the traction motor and the weight of the traction motor itself during travel of the railway vehicle. The same applies to the mounting bracket 105 for a gearbox. As a result, the conventional bogie frame 101 has many weld zones having short weld lines because the rib-structured mounting brackets 104 and 105 are welded to the cylindrical cross frames 103. In a weld zone, weld quality tends to deteriorate at start and end points of the weld, and thus zones having short weld lines are more likely to have this tendency.

[0006]

Furthermore, stress concentration is more likely to occur in the weld zones between the mounting brackets 104 and 105 and the cross frame 103 because of the heavy load applied to the mounting brackets 104 and 105 during travel of the railway vehicle. In particular, as shown in FIG. 2, at the base end regions of the upper surface portions and the lower surface portions of the mounting brackets 104 and 105 that are joined to the cross frame 103 (the regions indicated by bold line circles in FIG. 2), there exist toes of fillet welds which are referred to as "fillet weld toes", and stresses are concentrated at the fillet weld toes. Because of this, it is essential that the fillet weld toes be treated for smoothing with a grinder or the like.

[0007]

Bogie frames are required to have good welding workability for assembling because the work of assembling mostly involves welding. However, as described above, the conventional bogie frame 101 is provided with many weld zones having short weld lines and in addition with fillet weld toes that are required to be treated, when the mounting brackets 104 for a traction motor and the mounting brackets 105 for a gearbox are welded to the cross frames 103. Thus, the conventional bogie frame 101 is more likely to suffer deterioration of the weld quality at the weld zones, and has low efficiency for the work of welding. Therefore, the conventional bogie frame 101 is provided with poor welding workability for assembling.

## CITATION LIST

### PATENT LITERATURE

[0008]

Patent Literature 1: Japanese Patent No. 4292980

Patent Literature 2: Japanese Patent No. 3873659

## SUMMARY OF INVENTION

### TECHNICAL PROBLEM

[0009]

The present invention has been made in view of the foregoing problems. Accordingly, it is an object of the present invention to provide a bogie frame for railway vehicles in which good welding workability for assembling is achieved.

### SOLUTION TO PROBLEM

[0010]

In order to achieve the above object, the present inventors set their goal on improving the efficiency of the work of welding while ensuring the quality of weld zones when welding mounting brackets for a traction motor and mounting brackets for a gearbox to a cross frame, and they conducted intensive studies on techniques capable of reducing weld zones having short weld lines and also reducing fillet weld toes that need to be treated. Consequently, they have found that it is advantageous to construct a cross frame with four plates joined together (joined-four-plate structure), and further, to provide a top plate member and a bottom plate member, among all the plate members which constitute the four planes, with mounting bracket support portions integrally formed therewith so that the mounting bracket support portions serve as an upper surface portion and a lower surface portion of a mounting bracket for a traction motor and as those of a mounting bracket for a gearbox, and to weld the mounting brackets to such mounting bracket support portions.

[0011]

The present invention has been accomplished based on this finding, and the summaries thereof are set forth below as to the bogie frame for railway vehicles. Specifically, there is provided a bogie frame for railway vehicles, comprising: a pair of left and right side frames disposed along a direction of rails and a cross frame that connects the side frames to each other, the cross frame comprising a top plate member, a bottom plate member, and a pair of front and rear side plate members that are disposed

between the top plate member and the bottom plate member and welded thereto, wherein the cross frame has mounting bracket support portions that extend from front and rear edges of the top plate member and the bottom plate member, the mounting bracket support portions being located correspondingly to locations where mounting brackets for mounting a traction motor and mounting brackets for mounting a gearbox are disposed, and the mounting brackets are welded to the mounting bracket support portions.

[0012]

Furthermore, in the above-mentioned bogie frame, it is preferred that the cross frame has a contoured shape such that a flared portion which is bent at at least three points is provided between each of the left and right edges of the mounting bracket support portions and a corresponding one of the front and rear edges of the top plate member and the bottom plate member.

[0013]

In the above-mentioned bogie frame, it is preferred that the side frame comprises a side frame top plate member, a side frame bottom plate member, and a pair of left and right side frame side plate members that are disposed between the side frame top plate member and the side frame bottom plate member and welded thereto, and that each of the side frames has a connecting portion that extends from one of left and right edges of the side frame top plate member thereof and a corresponding connecting portion that extends from a corresponding edge of the side frame bottom plate member thereof, the connecting portions being located correspondingly to a location where the cross frame is disposed, and that left and right end portions of the cross frame are fitted between the connecting portions and welded thereto.

## ADVANTAGEOUS EFFECTS OF INVENTION

[0014]

The bogie frame for railway vehicles of the present invention is capable of being provided with reduced weld zones having short weld lines and also with reduced fillet weld toes that need to be treated when mounting brackets for a traction motor and mounting brackets for a gearbox are welded to the cross frame. As a result, it is possible to improve the efficiency of the work of welding while ensuring the quality of

the weld zones, thus making it possible to achieve good welding workability for assembling.

## BRIEF DESCRIPTION OF DRAWINGS

[0015]

[FIG. 1] FIG. 1 is a plan view of a conventional bogie frame.

[FIG. 2] FIG. 2 is an enlarged plan view showing a region where a mounting bracket is located in a cross frame of a conventional bogie frame.

[FIG. 3] FIG. 3 shows perspective views of an example of a bogie frame according to the present invention, wherein FIG. 3(a) is a perspective view thereof from above and FIG. 3(b) is a perspective view thereof from below.

[FIG. 4] FIG. 4 is a plan view of the bogie frame shown in FIG. 3.

[FIG. 5] FIG. 5 is an enlarged sectional view of a region where a mounting bracket support portion is located, showing an example of the configurations for increasing the safety factor in the mounting bracket support portions of the cross frame of the bogie frame according to the present invention.

[FIG. 6] FIG. 6 is an enlarged sectional view of a region where a mounting bracket support portion is located, showing another example of the configurations for increasing the safety factor in the mounting bracket support portions of the cross frame of the bogie frame according to the present invention.

## DESCRIPTION OF EMBODIMENTS

[0016]

Hereinafter, embodiments of the bogie frame for railway vehicles of the present invention are described in detail.

[0017]

FIG. 3 shows perspective views of an example of a bogie frame according to the present invention, wherein FIG. 3(a) is a perspective view thereof from above and FIG. 3(b) is a perspective view thereof from below. FIG. 4 is a plan view of the bogie frame shown in FIG. 3. FIG. 4 is a partial cutaway view, showing a region where the cross frame and the side frames are connected to each other. As shown in FIGS. 3 and 4, the bogie frame 1 includes a pair of left and right side frames 2 disposed along a direction

of rails and a cross frame 3 that connects the side frames 2 to each other. In the bogie frame 1 of the present invention, the cross frame 3 has a joined-four-plate structure, and the side frames also have a joined-four-plate structure.

[0018]

Specifically, the cross frame 3 is composed of a top plate member 31 (hereinafter also referred to as "cross frame top plate member 31"), a bottom plate member 32 (hereinafter also referred to as "cross frame bottom plate member 32"), and a pair of front and rear side plate members 33 (hereinafter also referred to as "cross frame side plate members 33"). These plate members 31 to 33 are formed by stamping a steel plate and as necessary applying a bending process. The cross frame side plate members 33 are disposed between the cross frame top plate member 31 and the cross frame bottom plate member 32, and the top edges of the cross frame side plate members 33 are abutted against the lower surface of the cross frame top plate member 31 and joined thereto by welding, and the bottom edges of the cross frame side plate members 33 are abutted against the upper surface of the cross frame bottom plate member 32 and joined thereto by welding. In this manner, the cross frame 3 is assembled. Mounting brackets 4 for a traction motor and mounting brackets 5 for a gearbox, each having a rib structure, are welded to the cross frame 3.

[0019]

The paired left and right side frames 2 are each composed of a side frame top plate member 21, a side frame bottom plate member 22, and a pair of left and right side frame side plate members 23. These plate members 21 to 23 are also formed by stamping a steel plate and as necessary applying a bending process. The side frame side plate members 23 are each disposed between the side frame top plate member 21 and the side frame bottom plate member 22, and the top edges of the side frame side plate members 23 are abutted against the lower surface of the side frame top plate member 21 and joined thereto by welding, and the bottom edges of the side frame side plate members 23 are abutted against the upper surface of the side frame bottom plate member 22 and joined thereto by welding. In this manner, the side frame 2 is assembled.

[0020]

At the front and rear ends of the side frames 2, there are provided spring cover

members 6 welded thereto. The spring cover members 6 are used for mounting of axle boxes (not shown) that rotatably support wheel sets.

[0021]

The cross frame 3 connects the side frames 2 to each other via its left and right end portions to which the side frames 2 are welded. The portions that connect the cross frame 3 and the side frames 2 are configured in the following manner. Each side frame 2 has a connecting portion 24 that extends from one of left and right edges of the side frame top plate member 21 and a corresponding connecting portion 24 that extends from a corresponding edge of the side frame bottom plate member 22, in such a manner that the connecting portions are located correspondingly to the location where the cross frame 3 is disposed. These connecting portions 24 are integrally formed with the respective side frame top plate members 21 and side frame bottom plate members 22. In the meantime, the cross frame 3 has a configuration such that the cross frame top plate member 31 and the cross frame bottom plate member 32 are shorter than the cross frame side plate members 33, and the left and right end portions of the cross frame side plate members 33 protrude relative to the cross frame top plate member 31 and the cross frame bottom plate member 32.

[0022]

The end portions of the cross frame side plate members 33 are fitted between their corresponding connecting portions 24, and in this state, the end edges of the cross frame side plate members 33 are abutted against the side frame side plate members 23 and joined thereto by welding, and the top edges thereof are abutted against the lower surface of the cross frame top plate member 31 and joined thereto by welding, and the bottom edges thereof are abutted against the upper surface of the cross frame bottom plate member 32 and joined thereto by welding. Furthermore, the end edges of the cross frame top plate member 31 and the cross frame bottom plate member 32 are abutted against the end edges of the connecting portions 24 of the side frames 2 in such a manner that they are flush with each other, and welded to each other. In this manner, the side frames 2 are connected to each other via the cross frame 3.

[0023]

When the cross frame 3 and the side frames 2 are connected at the connecting portions 24 that extend from the side frames 2 as described above, the welded junctions

between the cross frame 3 and the side frames 2 in the top and bottom planes are positioned on the cross frame 3. Thus, high stress caused by the load applied to the bogie frame 1 can be borne safely at both end portions of the cross frame 3 having a stable strength level.

[0024]

As described above, the bogie frame 1 of the present invention has such a configuration that the cross frame 3 is constructed with a joined-four-plate structure, and further, it is configured as described below for the welding of the mounting brackets 4 for a traction motor and the mounting brackets 5 for a gearbox to the cross frame 3. The cross frame top plate member 31 and the cross frame bottom plate member 32 each have mounting bracket support portions 34 (hereinafter also referred to as "mounting bracket for a traction motor support portions 34") that extend from their front and rear edges, correspondingly to locations where the mounting brackets 4 for a traction motor are disposed. These mounting bracket support portions 34 serve as the upper surface portions and the lower surface portions of the mounting brackets 4 for a traction motor, and they are integrally formed with the cross frame top plate member 31 and the cross frame bottom plate member 32.

[0025]

Furthermore, the cross frame top plate member 31 and the cross frame bottom plate member 32 each have mounting bracket support portions 35 (hereinafter also referred to as "mounting bracket for a gearbox support portions 35") that extend from their front and rear edges, correspondingly to locations where the mounting brackets 5 for a gearbox are disposed. These mounting bracket support portions 35 serve as the upper surface portions and the lower surface portions of the mounting brackets 5 for a gearbox, and the mounting bracket support portions 35 are integrally formed with the cross frame top plate member 31 and the cross frame bottom plate member 32. The mounting brackets 4 for a traction motor and the mounting brackets 5 for a gearbox, each having a rib structure, are welded to their respective mounting bracket support portions 34 and 35 and further to the cross frame side plate members 33.

[0026]

As described above, the mounting bracket support portions 34 and 35, which serve as the upper surface portions and the lower surface portions of the mounting



brackets 4 and 5, are formed integrally with the cross frame top plate member 31 and the cross frame bottom plate member 32, i.e., integrally with the cross frame 3, and the mounting brackets 4 and 5 are welded to their respective mounting bracket support portions 34 and 35. As a result of this, fillet weld toes, such as those that exist at the weld zones between the mounting brackets 104 and 105 and the cross frame 103 in the conventional bogie frame 101 (see FIG. 2), do not exist, and therefore man-hours required for treatments can be saved. Moreover, the rib-structured mounting brackets 4 and 5 are welded to the cross frame 3, which has a four-plate structure, rather than a steel pipe such as the steel pipe 103 in the conventional bogie frame 101, and therefore the number of weld zones having short weld lines is reduced.

[0027]

Consequently, the bogie frame 1 for railway vehicles of the present invention is capable of being provided with reduced weld zones having short weld lines and also with reduced fillet weld toes that need to be treated when the mounting brackets 4 and 5 are welded to the cross frame 3. As a result, it is possible to improve the efficiency of the work of welding while ensuring the quality of the weld zones, thus making it possible to achieve good welding workability for assembling.

[0028]

It is to be noted that, since the mounting brackets 4 and 5 are subjected to high loads during travel of the railway vehicle, stress concentration is more likely to occur at root regions of the mounting bracket support portions 34 and 35 that extend from the cross frame top plate member 31 and the cross frame bottom plate member 32. In particular, stress is concentrated at each corner region where one of the left and right edges of the mounting bracket support portions 34 and 35 meets its corresponding one of the front and rear edges of the cross frame top plate member 31 and the cross frame bottom plate member 32. If weld beads, which join the cross frame top plate member 31 and the cross frame bottom plate member 32 to the cross frame side plate members 33, overlap onto or are located close to the corner regions where stresses are concentrated, the fatigue limit stress of the corner regions decreases and therefore the safety factor in the regions may decrease. Because of this, it is desired that suitable configurations be adopted so as to increase the safety factor in the mounting bracket support portions 34 and 35. Illustrative configurations for that are described below.

[0029]

FIG. 5 is an enlarged sectional view of a region where a mounting bracket support portion is located, showing an example of the configurations for increasing the safety factor in the mounting bracket support portions of the cross frame of the bogie frame according to the present invention. As shown in FIG. 5, the length L is defined as one from each of the front and rear edges 31a and 32a of the cross frame top plate member 31 and the cross frame bottom plate member 32 to its corresponding weld bead Wg which joins these plate members 31 and 32 and the cross frame side plate members 33 together, and the front and rear edge portions of the cross frame top plate member 31 and the cross frame bottom plate member 32 are made to protrude relative to the boundaries of the weld beads Wg.

[0030]

In this case, if the length L is set to be longer, each corner region where stress is concentrated, i.e., each corner region, where one of the left and right edges 34a and 35a of the mounting bracket support portions 34 and 35 meets its corresponding one of the front and rear edges 31a and 32a of the cross frame top plate member 31 and the cross frame bottom plate member 32, becomes farther away from its corresponding weld bead, and in association with this, the fatigue limit stress of the corner regions approaches the nominal stress, and therefore it is possible to increase the safety factor in the mounting bracket support portions 34 and 35. Preferably, the length L may be as long as possible if it is allowed in relation to the arrangement of various components that constitute the bogie. It is noted that the corner regions described above are round-chamfered.

[0031]

FIG. 6 is an enlarged sectional view of a region where a mounting bracket support portion is located, showing another example of the configurations for increasing the safety factor in the mounting bracket support portions of the cross frame of the bogie frame according to the present invention. As shown in FIG. 6, it is preferred that the cross frame has a contoured shape such that a flared portion which is bent at at least three points is provided between each of the left and right edges 34a and 35a of the mounting bracket support portions 34 and 35 and its corresponding one of the front and rear edges 31a and 32a of the cross frame top plate member 31 and the cross frame

bottom plate member 32 wherein the bend points are designated P1, P2, and P3 starting from the point closest to the edges 31a and 32a of the cross frame top plate member 31 and the cross frame bottom plate member 32. The three bend points are all round-chamfered.

[0032]

When such contoured shape including flared portions bent at three points as described above is employed, stress concentration is distributed particularly between the two points (P1, P2) that are closer to the edges 31a and 32a of the cross frame top plate member 31 and the cross frame bottom plate member 32. In association with this, the fatigue limit stress of these points approaches the nominal stress, and therefore it is possible to increase the safety factor in the mounting bracket support portions 34 and 35. It is to be noted that the same effects are produced as long as there are three or more bend points.

## EXAMPLES

[0033]

To verify the advantages of the bogie frame according to the present invention, the following evaluations were made.

[0034]

[Welding Workability]

Investigations were made on the bogie frame of the present invention shown in FIG. 3 and the conventional bogie frame shown in FIG. 1 in such a manner that a mounting bracket for a traction motor and a mounting bracket for a gearbox were welded to the cross frame of each of them and the number of weld zones having short weld lines, exclusively in the weld zones of the mounting brackets, was determined. As the weld zones having short weld lines, those having a length of 99 mm or less were extracted.

[0035]

The results of the investigations show that the conventional bogie frame had 74 weld zones having short weld lines, whereas the bogie frame of the present invention had 12 such weld zones, which is a significantly low number. This result demonstrates that the bogie frame of the present invention is capable of being provided with reduced

weld zones having short weld lines when the mounting brackets are welded to the cross frame, and thus being provided with ensured quality of the weld zones.

[0036]

[Stress Safety Factor For Mounting Brackets]

Regarding the bogie frame of the present invention shown in FIG. 3, an investigation was made on the stress safety factor in the mounting bracket support portion, which extends from the cross frame having a joined-four-plate structure and serves as the upper surface portion of the mounting bracket for a traction motor. Also, for comparison, an investigation was made, regarding the conventional bogie frame shown in FIG. 1, on the stress safety factor in the upper surface portion of the mounting bracket for a traction motor welded to the cross frame which is formed of a steel pipe. Specifically, a static load test was conducted in which a vertical load of the traction motor was applied to the mounting bracket. In the test, for the bogie frame of the present invention, the stress acting on the mounting bracket support portion was measured, and for the conventional bogie frame, the stress acting on the upper surface portion of the mounting bracket was measured, and the safety factors were calculated from these stresses. The fatigue limit of the weld zones was determined using the method according to JIS-E-4207 (Japanese Industrial Standards).

[0037]

The results of the investigations show that the conventional bogie frame had a safety factor of as small as 1.5, whereas the bogie frame of the present invention had a large safety factor at 1.9. These results demonstrate that the bogie frame of the present invention is capable of being provided with an increased stress safety factor for the mounting brackets.

[0038]

The present invention is not limited to the embodiments described above, and various modifications may be made without departing from the spirit and scope of the present invention. For example, in the above-described embodiment, when joining together the cross frame and the side frames, each having a joined-four-plate structure, the end edges of the cross frame top plate member and the cross frame bottom plate member are butt welded to the end edges of their respective corresponding connecting portions of the side frames in such a manner that they are flush with each other.

Alternatively, the joining may be accomplished by placing the end edge portions of the cross frame top plate member and the cross frame bottom plate member on the back sides of the end edge portions of their respective corresponding connecting portions of the side frames directly or via a backing metal, and joining these together by fillet welding. In addition, in order to ensure stiffness of the cross frame and the side frames, each having a joined-four-plate structure, the cross frame and the side frames may each include a reinforcing plate welded to the inside thereof.

#### INDUSTRIAL APPLICABILITY

[0039]

The bogie frame for railway vehicles of the present invention is useful in a variety of railway vehicle applications.

#### REFERENCE SIGNS LIST

[0040]

1: bogie frame, 2: side frame, 3: cross frame,  
4: mounting bracket for traction motor, 5: mounting bracket for gearbox,  
6: spring cover member,  
21: side frame top plate member, 22: side frame bottom plate member,  
23: side frame side plate member, 24: connecting portion,  
31: cross frame top plate member,  
31a: front and rear edges of cross frame top plate member,  
32: cross frame bottom plate member,  
32a: front and rear edges of cross frame bottom plate member,  
33: cross frame side plate member,  
34: mounting bracket for traction motor support portion,  
34a: left and right edges of mounting bracket for traction motor support portion,  
35: mounting bracket for gearbox support portion,  
35a: left and right edges of mounting bracket for gearbox support portion,  
Wg: weld bead

We claim:

1. A bogie frame for railway vehicles, characterized by comprising:  
a pair of left and right side frames disposed along a direction of rails; and  
a cross frame that connects the side frames to each other, the cross frame comprising a top plate member, a bottom plate member, and a pair of front and rear side plate members that are disposed between the top plate member and the bottom plate member and welded thereto,

wherein the cross frame has mounting bracket support portions that extend from front and rear edges of the top plate member and the bottom plate member, the mounting bracket support portions being located correspondingly to locations where mounting brackets for mounting a traction motor and mounting brackets for mounting a gearbox are disposed, and the mounting brackets are welded to the mounting bracket support portions.

2. The bogie frame for railway vehicles according to claim 1, characterized in that:  
the cross frame has a contoured shape such that a flared portion which is bent at at least three points is provided between each of the left and right edges of the mounting bracket support portions and a corresponding one of the front and rear edges of the top plate member and the bottom plate member.

3. The bogie frame for railway vehicles according to claim 1 or 2, characterized in that:

the side frame comprises a side frame top plate member, a side frame bottom plate member, and a pair of left and right side frame side plate members that are disposed between the side frame top plate member and the side frame bottom plate member and welded thereto, and that

each of the side frames has a connecting portion that extends from one of left and right edges of the side frame top plate member thereof and a corresponding connecting portion that extends from a corresponding edge of the side frame bottom plate member thereof, the connecting portions being located correspondingly to a

location where the cross frame is disposed, and left and right end portions of the cross frame are fitted between the connecting portions and welded thereto.

Dated this 3<sup>rd</sup> day of December, 2014.

Nippon Steel & Sumitomo Metal Corporation



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Attorneys for the Applicant

FIG. 1

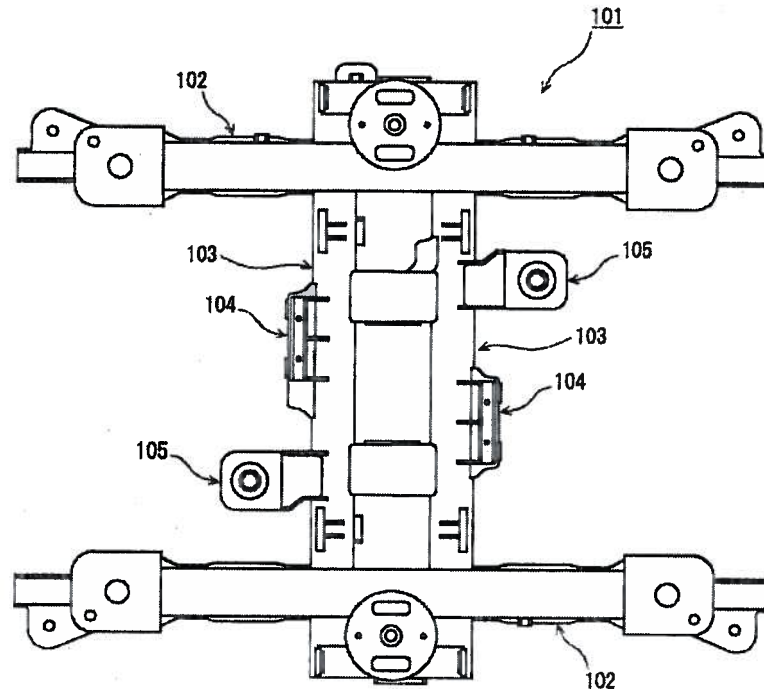
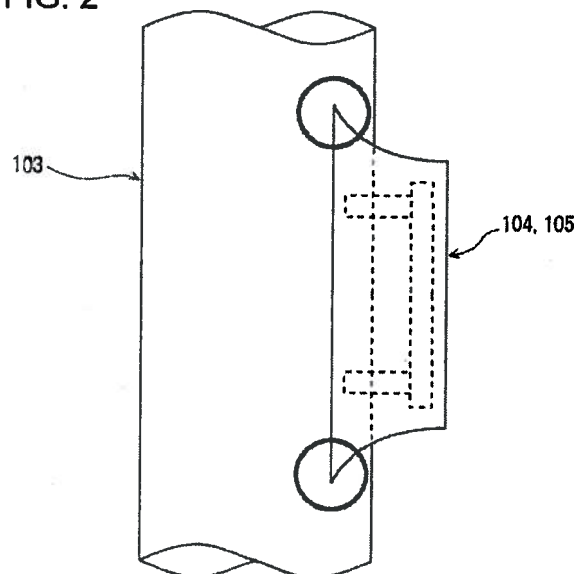


FIG. 2

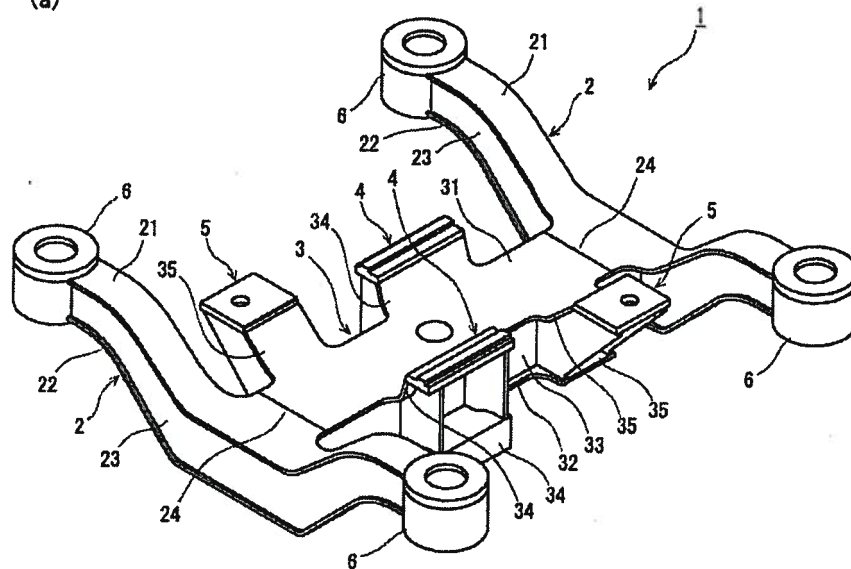


*Dev Robinson*

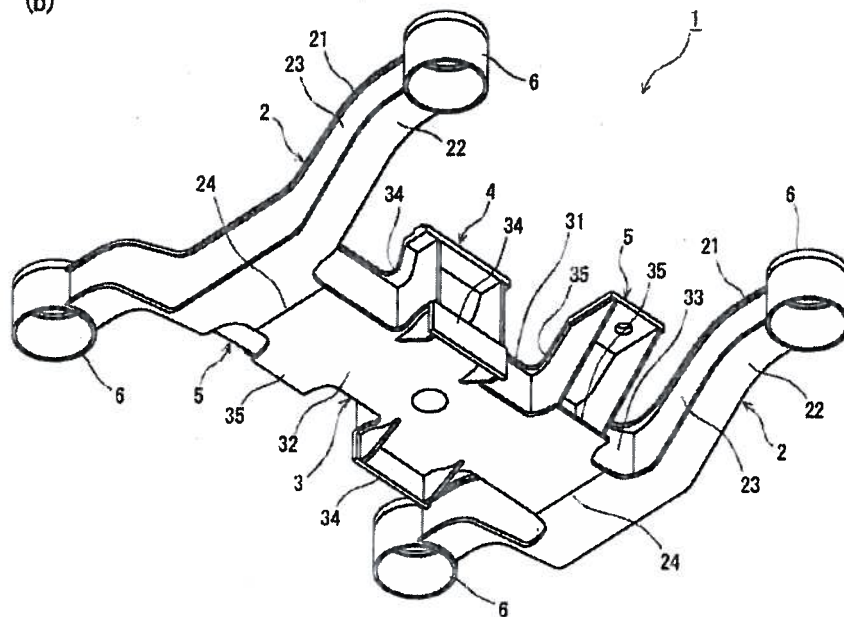
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ATTORNEYS FOR THE APPLICANT



FIG. 3  
(a)



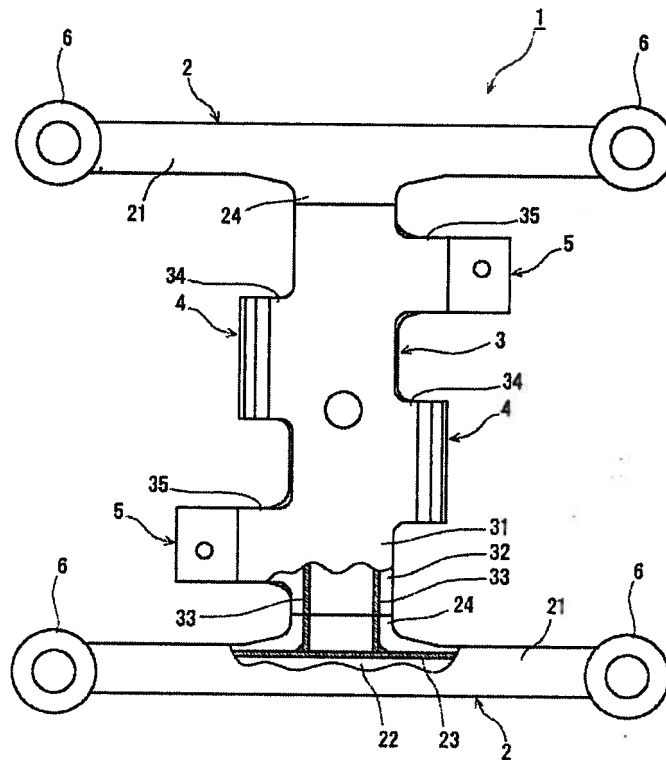
(b)



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FIG. 4



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Fig. 1 is a cross-sectional view of a semiconductor device. It shows a substrate 3 with a central layer 31, 32. A layer 33 is on the left, and a layer 34, 35 is on the right. A gap 34a, 35a is between the right layer and the central layer. A dimension L is indicated for the central layer. A wavy line Wg is at the bottom.

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