

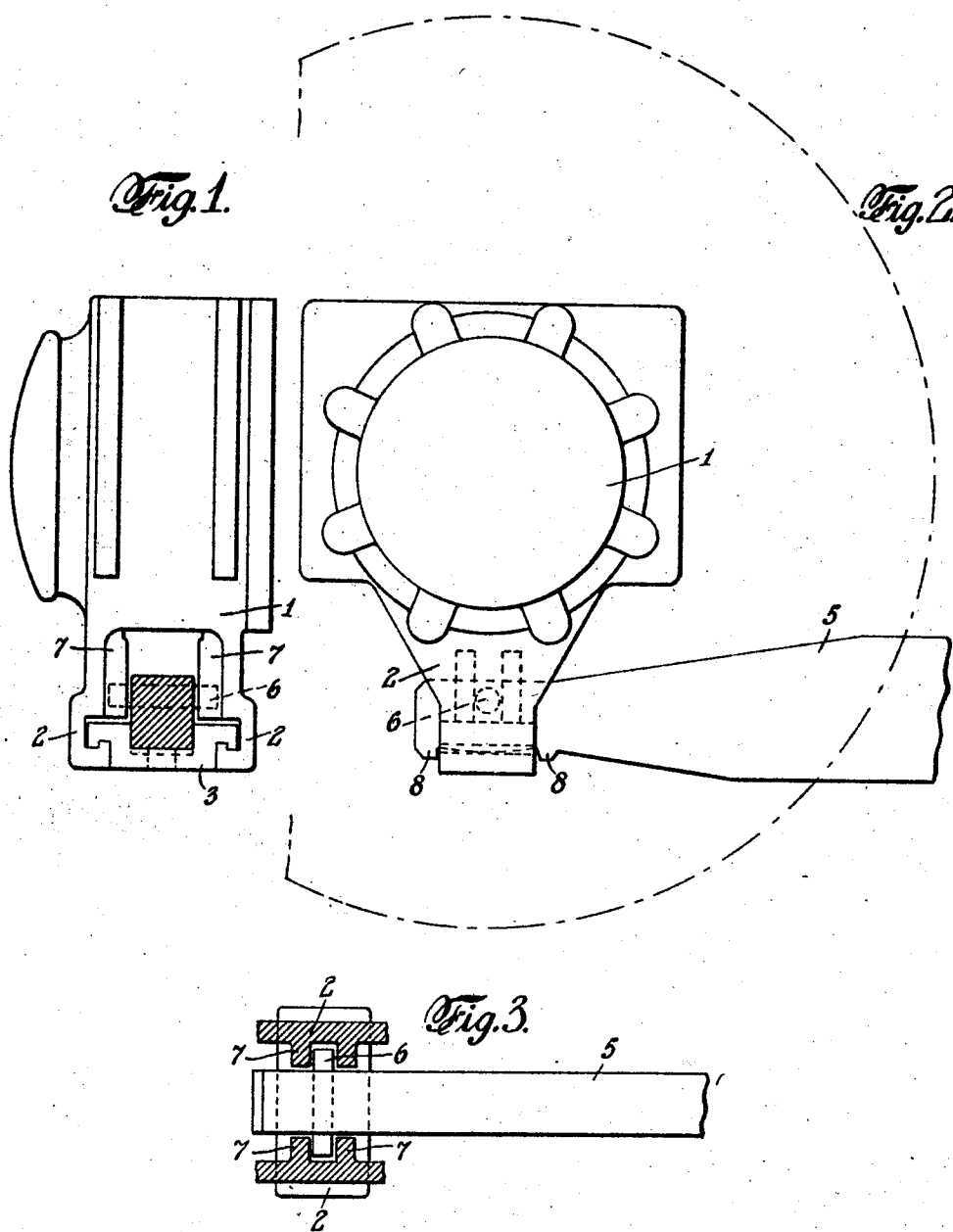
July 12, 1927.

C. A. SVENSSON ET AL
BOGIE FOR RAILWAY CARS AND THE LIKE

1,635,694

Filed July 16, 1926

2 Sheets-Sheet 1



INVENTORS
Carl Alfred Svensson
and Theodor Collin
BY *John Lynn Russell*
their ATTORNEY

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2 Sheets-Sheet 2

Fig. 4.

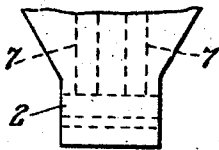


Fig. 5.

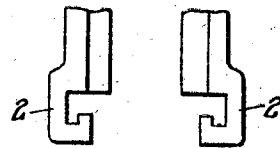


Fig. 8.

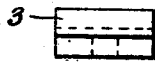


Fig. 6.

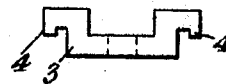


Fig. 7.

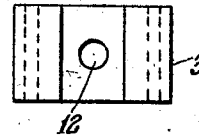


Fig. 9.

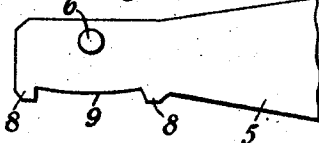


Fig. 10.

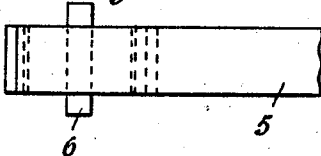
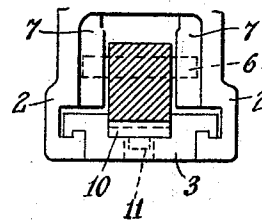


Fig. 11.



INVENTORS
Carl Alfred Svensson
and Theodor Collin
BY *Charles E. Russell*
ATTORNEY

UNITED STATES PATENT OFFICE.

CARL ALFRED SVENSSON AND THEODOR COLLIN, OF FALUN, SWEDEN.

BOGIE FOR RAILWAY CARS AND THE LIKE.

Application filed July 16, 1926, Serial No. 122,747, and in Sweden July 18, 1925.

This invention relates to improvements in bogies for railway cars and the like, in which the boxes are connected with beams, or the like, through which the load is transmitted to the boxes, and which are located at the boxes below the centres of the axles.

The object of the invention is to provide a suspension device for bogies which is simple in design and reliable in working, and which allows the beam to be inserted from below.

The invention consists, chiefly, in the beam being supported, at its end, by a cross-piece, or the like, suspended in claw-shaped projections from the journal box. In order to prevent a relative displacement of the beam and the journal box in the longitudinal direction of the beam, the latter is suitably provided, at its end, with pins, shoulders, or the like, extending laterally and passed between vertical guiding-edges in the journal box. Moreover, the beam can suitably be provided, at its end, with downward shoulders or the like, embracing the cross-piece and preventing same from being displaced in the longitudinal direction of the beam. For the purpose of enabling different positions of height of the journal boxes relatively to each other, the portion of the beam-end bearing on the cross-piece can, suitably, be convexedly shaped.

In the drawing, a journal box designed according to one form of embodiment of the invention is illustrated. Figures 1 and 2 are side elevation and end view, respectively, of the journal box. Figure 3 is a sectional plan view of the lower portion of the journal box with the beam suspended therein. Figures 4 and 5 show the claw-shaped projections extending from the journal box in two elevations at right angles to each other. Figures 6 to 8 show the cross-piece in side elevation, plan view, and end view, respectively. Figures 9 and 10 show a side elevation and plan view of the beam-end. Figure 11 shows the lower part of the journal box with a washer inserted between the beam and the cross-piece for adjusting the position of height of the beam.

Referring to the drawing, the journal box 1 is provided at its lower part with downwardly extending claw-shaped projections 2 carrying a cross-piece 3 shaped so as to allow it to be inserted laterally between the projections from the journal boxes.

The cross-piece 3 is, suitably, fitted with shoulders or projections 4 corresponding to the claw-shaped members at the projections of the journal boxes so as to have the same securely held together. The beam 5 is carried, at its end, by the cross-piece 3 and provided with laterally extending pins 6, shoulders, or the like, fitting between vertical guiding-edges 7 in the journal box. Moreover, the beam can, suitably, be provided, at its lower side, with downward shoulders 8, or the like, embracing the cross-piece and preventing same from being displaced in the longitudinal direction of the beam. The portion 9 (Figure 9) of the beam-end bearing on the cross-piece is suitably convexedly shaped so as to enable different positions of height of the journal boxes.

In mounting, the end of the beam is inserted from below between the projections from the journal box, the pins 6 being passed in between the guiding-edges 7, whereupon the cross-piece 3 is placed in position and the beam is lowered so as to rest on the cross-piece. In order to enable different positions of height of the beam, a washer 10 (Figure 11) can be placed between the beam and the cross-piece, said washer being suitably provided with a downward pivot pin 11 received by a corresponding hole 12 (Figure 7) in the cross-piece.

We claim:

1. A bogie suspension device for railway cars, comprising beams adapted to receive the load and transmit it to the boxes, the boxes being formed with projections below the axle centers allowing the beam end to be inserted from below, each of said beams being supported at its ends between the said projections.

2. A bogie suspension device for railway cars, comprising beams adapted to receive the load and transmit it to the boxes, the boxes being formed with claw-shaped projections below the axle centers allowing the beam end to be inserted from below, a cross-piece suspended between the claws, each of said beams being supported at its ends by the said cross-pieces.

3. A bogie suspension device according to claim 2, characterized by the beam being provided at its end with downward shoulders embracing the cross-piece and prevent-

ing this from displacement longitudinally of the beam.

4. A bogie suspension device according to claim 1 characterized by the journal box projections carrying vertically disposed guiding edges, and the beam being provided at its end with laterally extending pins or shoulders projecting between such vertical guiding edges.

5. A bogie suspension device according to claim 2, characterized by the portion of the beam-end bearing on the cross-piece being convexedly shaped.

In testimony whereof we have signed our names.

CARL ALFRED SVENSSON.
THEODOR COLLIN.