

**TITLE: A MONORAIL BOGIE HAVING A TRACTION/PITCHING
CONTROL ASSEMBLY**

FIELD OF THE INVENTION

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[001] The present invention relates to the field of monorail bogies for supporting monorail cars, and more specifically, to single axle monorail bogies that include traction / pitching control assemblies.

10 **BACKGROUND OF THE INVENTION**

[002] Monorail bogies for supporting monorail cars are known in the art, and are used in many monorail car assemblies. The monorail bogies are generally used for supporting the running wheels and guide wheels beneath the monorail cars.

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[003] Historically, in order to control pitching movement, single axle monorail bogies utilize stiff dual parallel traction rods that are located on the bogie transverse center line, vertically displaced above each other and above the monorail guidebeam running surface. This arrangement provides both traction restraint and pitching
20 stability of the single axle bogie. However, the traction rods are mounted above the running surface of the monorail guide beam and thus require additional wheel well undercar space (particularly for low floor height applications) to accommodate the traction rods. This increased wheel well results in reduced passenger compartment space thus having the detrimental effect of reducing the potential passenger carrying
25 capacity of the monorail vehicle. In addition, the location of the traction links above the running surface of the monorail guide beam inherently results in an induced pitching moment when traction forces are applied to the bogie. This pitching moment when reacted by the offset traction rods will inherently result in a detrimental pitching angle of the bogie relative to the monorail guide beam, resulting in guide tire
30 scrubbing and increased guide tire wear. In order to minimize this detrimental pitching angle of the bogie, the traction linkage is typically set to a high stiffness

which in turn has the detrimental effect of reduced vibration isolation between the bogie and the monorail car body resulting in reduced ride quality.

[004] In light of the above, it can be seen that there is a need in the industry for an improved monorail bogie that includes a traction restraint and pitch control mechanism that permits independent selection of pitch control stiffness and longitudinal stiffness relative to the car body, and that alleviates, at least in part, the deficiencies of the prior art, and improves on the overall functionality of existing monorail bogies.

SUMMARY OF THE INVENTION

[005] In a first aspect of the present invention, there is provided a traction/pitching control assembly adapted to be connected to a monorail bogie frame, comprising: at least a first traction link and a second traction link, each traction link having a first end and a second end; and a first linking member having a first end and a second end; wherein, the first ends of the first and second traction links are connected respectively to the first and second ends of the first linking member; and the second ends of the first and second traction links are connected to one of the monorail bogie frame and a monorail car.

[006] In a second aspect of the present invention, there is provided a monorail bogie assembly for supporting a monorail car, comprising: a monorail bogie body portion including at least one load bearing wheel, and at least one guide wheel and one stabilising wheel on either side of the monorail bogie body portion; a traction/pitching control assembly connected to the monorail bogie body portion, the traction/pitching control assembly comprising: at least a first traction link and a second traction link, each traction link having a first end and a second end; a first linking member having a first end and a second end; wherein, the first ends of the first and second traction links are connected respectively to the first and second ends of the first linking member; and the second ends of the first and second traction links are connected to one of the monorail bogie body portion and the monorail car.

[007] Disclosed herein is a method for manufacturing a single-axle monorail bogie having traction/pitching control. The method comprises providing a body portion of a single-axle monorail bogie capable of supporting a monorail car over a monorail track, the monorail track has a running surface, a first side surface and a second side surface. The method further comprises providing at least a set of guide wheels on the body portion. Each guide wheel is adapted to contact at least one of the first and the second side surfaces of the monorail track. The method further comprises providing at least a set of stabilizing wheels on the body portion. Each stabilizing wheel is adapted to contact at least one of the first and the second side surface of the monorail track. The method further comprises mounting a traction/pitching control assembly to the body portion of the monorail bogie.

[008] These and other aspects and features of the present invention will now become apparent to those of ordinary skill in the art upon review of the following description of specific embodiments of the invention and the accompanying drawings. It will also be apparent that embodiments of this invention could be applied to other technologies having single axle bogies including but not limited to rail vehicles, trolleys, wheeled carts without guide wheels, automotive applications, etc.

BRIEF DESCRIPTION OF THE DRAWINGS

[009] In the accompanying drawings:

[010] Figure 1 shows a side view of two single-axle bogies in accordance with a first non-limiting example of implementation of the present invention for supporting a monorail car which is shown in dotted lines;

[011] Figure 2 shows a front perspective view of a traction/pitching control assembly according to a first non-limiting example of implementation of the present invention;

[012] Figure 3 shows a rear perspective view of the traction/pitching control assembly of Figure 2 attached to a single axle bogie;

5 [013] Figure 4 shows a side view of the traction/pitching control assembly of Figure 3 attached to the single axle bogie;

[014] Figure 5 shows a top view of the traction/pitching control assembly of Figure 3 attached to the single axle bogie;

10 [015] Figure 6 shows a rear view of the traction/pitching control assembly of Figure 3 attached to the single axle bogie;

[016] Figure 7 shows a non-limiting flow diagram of a method of attaching a traction/pitching control assembly to a monorail bogie in accordance with an
15 embodiment of the present invention;

[017] Figure 8 shows a rear perspective view of a traction/pitching control assembly in accordance with a second non-limiting example of implementation of the present invention, attached to a single axle bogie;
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[018] Figure 9 shows a top perspective view of the traction/pitching control assembly of Figure 8 attached to the single axle bogie;

[019] Figure 10 shows a side view of the traction/pitching control assembly of
25 Figure 9 attached to the single axle bogie;

[020] Figure 11 shows a top view of the traction/pitching control assembly of Figure 9 attached to the single axle bogie;

30 [021] Figure 12 shows a rear view of the traction/pitching control assembly of Figure 9 attached to the single axle bogie;

[022] Figure 13 shows a rear perspective view of a single axle bogie having a traction/pitching control assembly in accordance with a third non-limiting example of implementation of the present invention, attached thereto;

- 5 [023] Figure 14 shows a side view of the traction/pitching control assembly of Figure 13 attached to the single axle bogie; and

[024] Figure 15 shows a top view of the traction/pitching control assembly of Figure 13 attached to the single axle bogie.

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[025] Other aspects and features of the present invention will become apparent to those ordinarily skilled in the art upon review of the following description of specific embodiments of the invention in conjunction with the accompanying figures.

DETAILED DESCRIPTION

[026] Referring to the drawings and particularly to FIG. 1, a non-limiting example of a monorail car assembly 10 that is suitable for travelling over a monorail track 16 is illustrated. The monorail car assembly 10 comprises a monorail car 12 and two single-axle bogies 14 that are operative for supporting the monorail car 12 over the monorail track 16. As will be described herein below, the single-axle bogies 14 in accordance with the present invention each include a combined traction/pitching control assembly 40 that help to manage longitudinal traction forces and reduce the pitching movement of each of the single-axle bogie 14 in relation to the monorail car 12.

[027] Although the monorail car 12 shown in FIG. 1 is a passenger car, it should be appreciated that in an alternative embodiment, the monorail car 12 could also be a cargo car, without departing from the spirit of the invention. As such, the single-axle bogies 14 described herein can be used for any type of rail car, such as passenger cars or cargo cars, among other possibilities.

[028] Illustrated in FIG. 2 is a perspective view of the traction/pitching control assembly 40 in accordance with a non-limiting example of implementation of the present invention. For ease of understanding, the traction/pitching control assembly 40 is shown unattached to a bogie, such that each of the components of the traction/pitching control assembly 40 (which will be described in more detail below) can be seen clearly.

[029] As described below, the traction/pitching control assembly 40 of the present invention enables the simultaneous restraint of traction movement and pitching movement, while permitting free yaw rotation as well as free vertical, lateral and roll movement of the single-axle bogie 14 in relation to the monorail car 12. In so doing, the traction/pitching control assembly 40 provides noise and vibration isolation of the passenger compartment while maintaining firm guide tire alignment and adjustment. In addition, the present traction/pitching control assembly 40 permits the stiffness and

damping characteristics for each of the traction restraints and pitching restraints to be selected and defined independently.

[030] As shown in FIG. 2, the traction/pitching control assembly 40 comprises traction links 62a and 62b on a first side of the traction/pitching control assembly 40, and traction links 62c and 62d on a second side of the traction/pitching control assembly 40. The traction links 62a, 62c (which are the upper traction links in the assembly 40) are connected to attachment members 74a and 74b respectively. Connecting the two attachment members 74a and 74b is a cross link 72. The traction links 62a, 62c in combination with attachment members 74a and 74b and cross-link 72 can be considered a traction link assembly for absorbing traction forces and restraining traction movement applied to the monorail bogie 14.

[031] Interconnecting the traction links 62a, 62b is a first linking member 68 and interconnecting the traction links 62c 62d is a second linking member 70. The first linking member 68 and the second linking member 70 can each be considered a torsion bar that in combination with the traction links 62a, 62c (namely the upper traction links) and the traction links 62b, 62d (namely the lower traction links), control the pitching movement of the monorail bogie 14. It should be noted that either linking member 68 or linking member 70 in combination with either the traction links 62a, 62b or the traction links 62c, 62d is sufficient to provide pitching control for the bogie 14. It will be appreciated by those skilled in the art that for the arrangement having redundant linking members 68 and 70, it will be possible to retain traction and pitch control even in the event of a single failure of any one of the traction links 62a, 62b, 62c, or 62d.

[032] As mentioned above, at the area of juncture between the traction link 62a, the first linking member 68 and the cross-link 72 is a first attachment member 74a. In addition, at the area of juncture between the traction link 62c, the second linking member 70 and the cross-link 72 is a second attachment member 74b. In the embodiment shown, the first attachment member 74a, in conjunction with cross-linking member 72 and the traction link 62a forms a bell crank watts mechanism.

Likewise, the second attachment member 74b, in conjunction with cross-linking member 72 and the traction link 62c forms another bell crank watts mechanism. For the remainder of the specification, these attachment members 74a, 74b will be referred to as bell crank watts mechanisms 74a and 74b. As best shown in FIG. 5, the bell crank watts mechanism 74a is "L" shaped, having a first corner, a second corner and a central pivot point. In the present embodiment, the traction link 62a is pivotally attached at a first corner, the first linking member 68 is pivotally attached to a second corner and the cross link 72 is pivotally attached to the pivot point. In this manner, the bell crank watts mechanism 74a creates an arm between the first linking member 68 and the traction link 62a and another arm between the first linking member 68 and the cross link 72. These two arms that are created by the bell crank watts mechanism 74a always remain in the same configuration with respect to each other.

[033] Similarly, the bell crank watts mechanism 74b is also "L" shaped, with the traction link 62c pivotally attached at a first corner, the second linking member 70 pivotally attached to a second corner and the cross link 72 pivotally attached to the pivot point. As such, the bell crank watts mechanism 74b creates an arm between the second linking member 70 and the traction link 62c and another arm between the second linking member 70 and the cross link 72. These two arms that are created by the bell crank watts mechanism 74b always remain in the same configuration with respect to each other.

[034] Referring back to FIG. 2, at the area of juncture between the traction link 62b and the first linking member 68 is an arm member 76a. The arm member 76a is of the same length as the portion of the bell crank watts mechanism 74a that connects the linking member 68 to the traction link 62a. As such, the traction link 62a and the traction link 62b are positioned one on top of the other, such that they are vertically displaced in relation to each other. In addition, at the area of juncture between the fourth traction link 62d and the second linking member 70 is an arm member 76b. The arm member 76b is of the same length as the portion of the bell crank mechanism 74b that connects the linking member 70 to the traction link 62c. As such, the traction link 62c and the fourth link 62c are positioned one on top of the other, such that they are

vertically displaced in relation to each other. It must also be noted that the lengths of the arms of the L-shaped mechanisms 74a and 74b may be changed to suit the monorail system on which the combined traction/pitching control mechanism is installed. However, it is important for the lengths of arms 74a and 74b to be the same
5 as lengths of arms 76a and 76b respectively.

[035] As best shown in FIG. 2, positioned at each of the upper end portion and lower end portion of the linking members 68 and 70, are pillow blocks 81 for attaching the linking members 68 and 70 to the frame of the monorail car 12 (not shown). The
10 pillow blocks 81 can be attached to the frame of the monorail car 12 in a variety of different manners. For example, the pillow blocks 81 can be attached via a resilient bushing or a sliding bushing at the top and at the bottom of the linking members 68 and 70. These pillow blocks 81 permit the linking members 68 and 70 to pivot freely relative to the monorail car 12 while transmitting longitudinal traction forces between
15 the bogie frame 22 and the monorail car 12. The resulting lateral forces caused by traction forces from cross link 72 are also transferred to the monorail car 12. In one embodiment, the traction links 62a, 62b, 62c and 62d are pivotally connected to the bogie frame of the monorail bogie via pivotal ends 63. The pillow blocks 81 are connected to the monorail car 12. In an alternate embodiment that will be described
20 below with respect to FIGS. 13-15, the pillow blocks 81 may be attached to the frame of the monorail bogie, with the ends 63 of each of the traction links 62a – 62d each connected to the monorail car 12.

[036] As will be described in more detail below, the traction/pitching control
25 assembly 40 shown in FIG. 2, is operative for being attached between a monorail bogie 14 and the monorail car body 12, such that it is able to provide the traction restraint and pitching control functionality described above.

[037] Shown in FIGS. 3 - 6 are different views of the traction/pitching control
30 assembly 40 of FIG. 2 connected to a body portion 22 of the monorail bogie 14. FIGS. 3 - 6 illustrate the monorail bogie 14 and the traction/pitching control assembly 40 in various different orientations to facilitate a better and clearer understanding. In these

figures, the monorail bogie 14 is positioned on the monorail track 16 and for the purposes of clarity, the monorail bogie 14 is shown without the monorail car 12 attached thereto. The monorail track 16 along which the single-axle bogie 14 is designed to travel, includes a substantially horizontal running surface 18 and two side surfaces 20. The monorail track 16 can be positioned along a ground-based guideway, or can be supported on elevated structures above the ground, such as in the case of an elevated transit system.

[038] In the embodiment shown in FIGS. 3 – 6, the first linking member 68 and the second linking member 70 (namely the torsion rods) are adapted for being attached to the frame of the monorail car 12 (not shown) via the pillow blocks 81, and the traction links 62a-62d are adapted for being attached to the body portion of the monorail bogie 14.

[039] Positioned at the ends of the traction links 62a - 62d are pivotal ends 63 for connecting the traction/pitching control assembly 40 to the monorail bogie 14. The traction link 62a, the traction link 62b, the traction link 62c and the traction link 62d can be attached to the body portion 22 of the bogie 14 via any suitable attachment mechanism that permits the traction links 62a, 62b, 62c and 62d to pivot in relation to the body portion 22 of the bogie 14. For example, the traction link 62a and the traction link 62b may be attached to the monorail bogie 14 via a spherical ball joint (either a resilient or sliding ball joint depending on the desired characteristics in a particular application to establish a desired combination of pitch stiffness, damping and longitudinal traction stiffness and damping). The traction link 62c and the traction link 62d are attached to the monorail bogie 14 in the same manner.

[040] In an alternative arrangement that will be described in more detail with respect to FIGS. 13-15, the traction/pitching control assembly 40 can be connected between the monorail bogie 14 and the monorail car body 12 in a different manner, such that the pivotal ends 63 of the traction links 62a, 62b, 62c and 62d are connected to the monorail car body 12, and the pillow blocks 81 on the first and second linking members 68, 70 are connected to the body portion 22 of the monorail bogie 14.

[041] The following sections describe a non-limiting example of a single axle monorail bogie 14 to which the traction/pitching control assembly 40 of the present invention can be connected. The shapes and proportions of the various components that form the monorail bogie 14 shown in the drawings are purely used for illustration purposes and should be considered as being non-limiting. Deviation in the form of making the components wider, longer or thinner can be made by a person skilled in the art to make the bogie perform in the environment that the system is designed to operate in. In certain places, due to the difference in orientation, certain reference numbers may not be found in certain ones of the figures.

[042] Referring back to FIG. 3, an expanded view of one of the single-axle bogies 14 in accordance with the present invention is shown. The monorail bogie 14 includes a body portion 22 that has a first side portion 24 and a second side portion 26 that are joined together by a front joining portion 28 and a rear joining portion 29. The body portion 22 of the single-axle bogie 14 can be made of steel or a steel alloy, among other possibilities. It should be appreciated that the single-axle bogie 14 can be made of a variety of different materials, so long as the material provides the desired strength and rigidity characteristics for the intended application.

[043] When the single-axle bogie 14 is positioned on the monorail track 16, the front joining portion 28 and the rear joining portion 29 extend over the running surface 18 of the monorail track 16. In addition, the first side portion 24 and the second side portion 26 are positioned such that they are adjacent respective ones of the two side surfaces 20 of the monorail track 16. In the embodiment shown, the front joining portion 28 and the rear-joining portion 29 are in the form of rectangular shaped beams. It should, however, be appreciated that the front joining portion 28 and the rear joining portion 29 could be of any shape, size and configuration that is suitable for joining the first side portion 24 and the second side portion 26 of the single-axle bogie 14 together. In addition, the front-joining portion 28 and the rear-joining portion 29 are not necessarily required to be facing frontward or rearward when the single-axle

bogie 14 is attached to the monorail car 12. Instead, the front-joining portion 28 and the rear-joining portion 29 can be positioned in either direction of travel.

[044] The single axle monorail bogie 14 shown in FIGS. 3 – 6 is operative for supporting one or more load-bearing wheels 30, an outboard pair of guide wheels 32a and 32b and an inboard pair of guide wheels 34a and 34b. As used herein, the term “inboard” refers to the side of the monorail bogie 14 that is closer to the centre of the monorail car body 12 and the term “outboard” refers to the side of the monorail bogie 14 that is closer to the end of the monorail car body 12. In addition, the body portion 22 is operative for supporting two stabilizing wheels 36a and 36b (as shown in FIG. 6). In the embodiment shown, the stabilizing wheels 36a and 36b are positioned beneath, and coaxial with, the “inboard” guide wheels 34a and 34b of the single axle bogie 14. It should, however, be appreciated that the stabilizing wheels 36a and 36b could also be positioned beneath the “outboard” guide wheels 32a and 32b, or at any position in between the inboard guide wheels and the outboard guide wheels, without departing from the spirit of the invention. In an alternative embodiment that is not shown, additional stabilizing wheels may be positioned below each of the guide wheels 32a and 32b, such that the monorail bogie 14 includes four stabilizing wheels.

[045] The load-bearing wheels 30, guide wheels 32a, 32b, 34a, 34b and stabilizing wheels 36a, 36b are generally made of rubber; however, they can also be pneumatic tires, semi-pneumatic tires, solid rubber tires, plastic tires, metal wheels or any other type of tire or wheel known in the art.

[046] As shown in FIGS. 3 – 6, the traction links 62a, 62b of the traction/pitching control assembly 40 are connected to the monorail bogie 14 slightly above the guide wheel 34a and stabilizing wheel 36a, respectively. In addition, the traction link 62c, 62d are connected to the monorail bogie 14 slightly above the guide wheel 34b and the stabilizing wheel 36b respectively. FIG. 4 shows a side view of the monorail bogie 14, which shows the points of connection of the traction links 62a and 62b to the body portion 22 of the monorail bogie 14 quite clearly. A similar connection is also made on the opposite side of the guide beam, where traction links 62c and 62d are

connected to the monorail bogie 14. While FIG. 4 shows an embodied arrangement of the traction links 62a and 62b, it must be noted that the traction links do not have to be always above the guide wheels and the stabilizing wheels. It must further be noted that as long as the traction links are transposed vertically above each other to
5 accommodate the pitch function, any relative positioning of the traction links with the guide wheel and/or the stabilising wheel is allowed and should be construed as being part of the disclosed invention.

[047] The traction links 62a, 62c (namely the upper traction links) are attached to the
10 monorail bogie 14 such that their longitudinal axes are positioned substantially parallel to the running surface 18 of the monorail track 16. In addition, the traction links 62a, 62c are positioned such that they are offset to either side of the running surface 18 of the monorail track 16 and are positioned in substantially the same plane as the running surface 18 of the monorail track 16. By placing the upper traction links
15 62a, 62c co-planar with the running surface 18, the torque pitching of the bogie frame is minimized. More specifically, if mounted at the level of the running surface 18, the two traction links 62a, 62c take the majority of the traction forces and the two lower traction links 62b, 62d simply provide pitch stabilization in combination with the first and second linking members 68 and 70. In addition, by placing the upper traction links
20 62a, 62b on the sides of the running surface 18, they do not extend into the passenger compartment of the monorail vehicle.

[048] The first and second linking members 68, 70 are positioned such that their longitudinal axes are positioned substantially perpendicular to the running surface 18
25 of the monorail track 16, when in use. As such, the linking members 68, 70 have a substantially vertical orientation in relation to the running surface 18 of the monorail track 16. The linking members 68 and 70 are positioned substantially below the running surface 18 of the monorail track 16, and extend from the bell crank watts mechanisms 74a, 74b to the arms 76a, 76b. The two linking members 68 and 70,
30 together with the lower traction links 62b, 62d, provide pitch stabilization forces.

[049] As mentioned above, the traction links 62a, 62c are suitable for absorbing the traction forces created by the monorail car assembly 10. The traction forces are also absorbed by the cross link 72, which helps to transfer these forces to the traction links 62a, 62c via the bell crank watts mechanisms 74a, 74b. The traction links 62b, 62d are pitch stabilizing rods for providing pitch stabilization in combination with the first and second linking members 68, 70, so as to prevent the monorail bogie 14 from pitching in relation to the monorail car 12. The combination of the linking members 68, 70 and the lower traction links 62b, 62d enable the bogie pitch to be adjusted and stabilised. More specifically, the adjustment of the lower pitch traction links 62b, 62d provides pitch alignment of the bogie frame and guide tires. Similarly, in an alternate embodiment, it is also possible to adjust pitch by adjusting the upper traction links 62a and 62c. The adjustment of the traction links 62b, 62d can be made by shimming the ball joint connections (the connection arrangements 63) or by using a male/female pair of threaded rods for the lower placed traction links (namely traction links 62b and 62d) or by using any other technique known in the art. This adjustment of the pitch stabilization helps to reduce the wear on the guide tires. In another alternate embodiment, the upper traction links 62a and 62c may be adjusted to set the desired pitch and/or longitudinal position of the monorail bogie.

[050] The bell crank watts mechanisms 74a, 74b help the traction links 62a, 62c to absorb the traction loads, and help to take the traction loads outside of the monorail track envelope. More specifically, by taking the traction forces to each side of the monorail track 16, the traction links 62a, 62c can be positioned at the height of the monorail track running surface 18. This reduces the pitching moments caused by traction forces such that the majority of the traction forces are absorbed by the upper traction links 62a, 62c. As such, the traction links 62b, 62d do not need to absorb any traction forces and instead are used to stabilize any remaining pitching moment forces.

[051] In the case where the upper traction links 62a, 62c are not positioned in substantially the same plane as the running surface 18, then some of the traction forces are transferred to the lower traction links 62b, 62d. More specifically, when the traction links 62a, 62c are not aligned with the running surface 18 of the monorail

track 16, there is progressive interaction between the traction forces and the pitching alignment.

[052] It should be appreciated that the bell crank watts mechanisms 74a, 74b can be adjusted such that the distance between the linking members 68 and 70, and the respective traction links 62a and 62c can change. In such a case the length of the arms 76a and 76b will also be adjusted such that the length of the arms 76a and 76b matches the length of the distance between the linking members 68 and 70, and the respective traction links 62a and 62c. By adjusting these lengths, the movement and force balance in the crosslink 72 of the monorail bogie 14 in relation to the car frame 12 can be optimized for any desired application.

[053] In the embodiment shown, the traction links 62a, 62b are solid, bone-shaped rods that have a suitable thickness and material strength to be able to handle the traction forces generated. In the embodiment shown, the traction links 62b, 62d are also solid, bone-shaped rods that have a suitable thickness and material strength to be able to handle the pitching stabilisation required. Each of the traction links 62a – 62d can be of any shape, size, and configuration, so long as they are able to meet their intended function. In addition, it is possible for the upper traction links 62a, 62c to be different from the lower traction links 62b, 62d, such that the lower traction links 62b, 62d can be of lighter duty material than the traction links 62a and 62c.

[054] The first and second linking members 68 and 70 that are operative for absorbing any torsion forces experienced by the traction/pitching control assembly 40 are hollow tubes. However, it should be understood that the linking members 68 and 70 can have any shape, size and configuration that is suitable for absorbing the torsion forces that will be experienced by a given traction/pitching control assembly 40.

[055] The design, and material characteristics of each of the traction links 62a – 62d, as well as the design and material characteristics of the first and second linking members 68 and 70 can be selected based on the desired characteristics of the traction/pitching control assembly 40. For example, the selection of the stiffness

(which could be based on material characteristics, or design) of the traction links 62a-62d as well as of the first and second linking members 68 and 70, the bell crank watts mechanisms 74a, 74b and the cross link 72 provide the ability to independently select the bogie traction (longitudinal) stiffness and pitch stiffness.

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[056] The materials and design of each individual one of the traction links 62a-62d as well as the first and second linking members 68 and 70, the cross link 72 and the bell crank watts mechanisms 74a, 74b can be chosen separately so as to customise the handling of the traction/pitching control assembly 40. More specifically, the stiffness of the traction links 62a, 62b; the bell crank watts mechanisms 74a, 74b and the stiffness of the linking members 68 and 70, can be selected independently for customizing the functionality of the traction/pitch control assembly 40. For example, when the traction links 62a-62d are quite stiff, the pitching control assembly 40 will provide stiff control of the bogie pitch and tire alignment. In addition, if the bell crank mechanisms 74a and 74b are soft, then the bogie 14 is effectively isolated from vibration, with low longitudinal stiffness relative to the monorail car body. The cross bar 72 can be a stiff crossbar 72 with resilient bell crank mechanisms 74 at each connecting end in order to reduce noise and vibration and to prevent dynamic interactions between the monorail bogie 14 and the frame of the monorail car 12.

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[057] By customizing the pitch stiffness and longitudinal stiffness of the bogie 14 relative to the monorail car body 12, the resonance and vibration transmission to the monorail car body 12 as well as undesirable noise, and/or undesirable guide tire wear can be minimized.

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[058] As mentioned above, once the traction/pitching control assembly 40 is attached between the monorail bogie 14 and the monorail car body 12, the traction/pitching control assembly 40 is able to prevent the pitching and longitudinal traction movement of the bogie 14 in relation to the monorail car 12. It is also able to prevent longitudinal traction movement, while still permitting yaw movement between the two. For example, as the monorail bogie 12 travels around a curve in the monorail track 16, the linking members 68 and 70 will pivot in relation to the

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monorail bogie 14, which will push or pull the bell crank mechanisms 74a, 74b on each of the linking members 68, 70. This, in turn, will cause the linking members 68 and 70 to pivot, thus permitting yaw movement between the monorail bogie 14 and the frame of the monorail car 12. As this happens, the cross link 72 acts to enforce
5 equal and opposite rotation of the linking members 68 and 70 such that the bogie 14 is free to yaw relative to the monorail car 12 but is restrained from longitudinal traction displacement relative to the car 12.

[059] It should be appreciated that although the traction/pitching control assembly 40
10 shown in FIG. 2 includes both a first pair of traction links; namely the traction links 62a, 62b and a second pair of traction links; namely the traction links 62c and 62d, it is possible for the traction/pitching control assembly 40 to include only one pair of traction links. In such an embodiment, the traction/pitching control assembly 40 may include the traction links 62a, 62b on one side of the traction/pitching control
15 assembly 40 that are interconnected via the first linking member 68, and then only the traction link 62c on the other side. As such, the traction link 62d and the second linking member 70 are not included, since they are only needed for providing redundancy for the pitching control functionality. In the case where the traction link 62d and the second linking member 70 are not included, it is the traction links 62a,
20 62b and the first linking member 68 that provide the pitching control, and the traction links 62a, 62c and the cross link 72 that provide the traction control. While some of the traction forces are still transmitted to the first linking member 68, these forces can be adequately handled. It should thus be noted that the traction/pitching control assembly 40 of the present invention can lose any single one of the traction links 62a -
25 62d and still retain all traction and pitching control functionality.

[060] In addition, regardless of whether the traction/pitching control assembly 40 includes two pairs of traction links 62a - 62d or only one pair of traction links 62a, 62b, the traction/pitching control assembly 40 is able to transmit traction forces and
30 provide pitch control in such a way that the traction stiffness can be defined independently from the pitching stiffness.

[061] As shown in FIG. 1, the traction/pitching control assembly 40 is generally positioned on the inboard side of the monorail bogie 14. However, the traction/pitching control assembly 40 could equally be mounted to the "outboard" side of the monorail bogies 14, without detracting from its functionality.

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[062] Based on the above description, it should be appreciated that the traction/pitching control assembly 40 enables simultaneous traction restraint via the traction links 62a, 62c, pitching control via the linking members 68, 70 and the lower traction links 62b, 62d as well as vibration isolation via the bell crank watts mechanisms 74a, 74b. In addition, the arrangement of the traction links 62a-62d and the linking members 68, 70 permits independent control of the traction restraint and pitch control. This is all accomplished while permitting yaw movement between the monorail bogie 14 and the monorail car 12.

15 [063] As will be described in more detail below, the traction/pitching control assembly 40 can be mounted between the monorail bogie 14 and the monorail car 12 in accordance with many different embodiments. A first, non-limiting, embodiment was shown and described above with respect to FIGS. 3-6, wherein the traction/pitching control assembly 40 is connected between the monorail bogie 14 and the monorail car 12 such that the first pair of traction links 62a, 62b and the second pair of traction links 62c, 62d are attached to the body portion 22 of the monorail bogie 14, and such that the first and second linking members 68 and 70 are attached via pillow block 81 to the monorail car 12 (which is not illustrated in the Figures).

25 [064] Shown in FIGS. 8 - 12 is a traction/pitching control assembly 40 in accordance with a second non-limiting embodiment of the present invention, wherein like components have been identified with like reference numbers. All the components of the traction/pitching control assembly 40 shown in FIGS. 8 - 12 are the same as those shown in FIGS. 3 - 6, however the components are arranged in a slightly different orientation. More specifically, the cross-link 72 is positioned forwardly of the linking members 68 and 70.

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[065] Shown in FIGS. 13 - 15 is a traction/pitching control assembly 40 in accordance with a third non-limiting embodiment of the present invention. In this embodiment, the traction/pitching control assembly 40 is attached between the bogie 14 and the monorail car 12 in a different manner. More specifically, the first and second linking members 68 and 70 are attached to the body portion 22 of the monorail bogie 14, and the first pair of traction links 62a, 62b and the second pair of traction links 62c, 62d are attached to the frame of the monorail car 12 (not shown). Therefore, in this second non-limiting embodiment, the traction/pitching control assembly 40 is connected between the body portion 22 of the bogie 14 and the monorail car 12 in the reverse orientation as in the first embodiment. Although FIGS. 13 - 15 show the traction/pitching control assembly 40 connected to the monorail bogie 14 in accordance with a different embodiment, the parts of the traction/pitching control assembly 40 and the monorail bogie 14 are all the same, and as such, the reference numbers used to refer to the parts will also remain the same.

[066] In this third embodiment, the first and second linking members 68, 70 are attached to the monorail bogie 14 via the pillow blocks 81. As shown in FIG. 14, the pillow block 81 at the upper end of the first linking member 68 is attached to the monorail bogie 14 at a position that is substantially in the same plane as the running surface 18 of the monorail track 16. In addition, the pillow block 81 that is located at the lower end of the first linking member 68 is attached to the body portion 22 of the monorail bogie 14 below (vertically transposed) relative to the upper pillow block 81. In this manner, the first linking member 68 is attached to the first side portion 24 of the monorail bogie 14 such that its longitudinal axis is positioned in a substantially vertical orientation that is perpendicular to the running surface 18 of the monorail track 16. Although not shown in FIG. 13, the second linking member 70 is attached to the second side portion 26 of the bogie 14 via the pillow blocks 81, in the same manner as described with respect to the first linking member 68.

[067] In order to attach the pillow blocks 81 to monorail bogie 14, the pillow blocks 81 can be bolted or welded to the monorail bogie 14. The pillow blocks 81 form the pivots for the linking members 68 and 70 on the bogie frame 22, such that once

attached, the first and second linking members 68, 70 are able to pivot in relation to the monorail bogie 14.

[068] In addition, the connection arrangements 63 that are positioned at the end of each of the traction links 62a-62d are adapted for being connected to the monorail car body 12. Given that the monorail car body 12 is not depicted in FIGS. 13-15, the connection arrangements 63 are not shown attached to anything. It should, however, be appreciated that they are shown in the position and orientation that they will be in when attached to the monorail car body 12. More specifically, the traction links 62a, 62b are operative for being connected to a portion of the frame of the monorail car 12 that extends beside a first side surface 20 of the monorail track 16 and the traction links 62c, 62d are operative for being connected to a portion of the frame of the monorail car 12 that extends beside an opposite side surface 20 of the monorail track 16.

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[069] The connection arrangements 63 located on the traction links 62a – 62d may be attached to the car body 12 via a spherical ball joint (either a resilient or sliding ball joint depending on the desired characteristics in a particular application to establish a desired combination of pitch stiffness, damping and longitudinal traction stiffness and damping). Other manners of pivotally connecting the traction links 62a-62d to the monorail car body 12 can also be used without departing from the spirit of the present invention.

[070] Regardless of how the traction/pitching control assembly 40 is attached between the monorail bogie 14 and the monorail car body 12, it should be appreciated that once the traction/pitching control assembly 40 is attached, the traction/pitching control assembly 40 is able to prevent the pitching and longitudinal traction movement of the bogie 14 in relation to the monorail car 12, while still permitting yaw movement between the two. Additionally, this arrangement also permits lateral and vertical movement, and roll movement between the bogie 14 and the monorail car 12.

[071] As mentioned above, the traction/pitching control assembly 40 is operative for minimizing the pitching and traction movement experienced by the monorail bogie 14. When mounted between the monorail car 12 and the monorail bogie 14 (in either of the configurations described above), the traction links 62a, 62c are preferably aligned with the running surface 18 of the monorail track 16. By aligning the traction links 62a, 62c with the running surface 18 of the monorail track 16, the torque pitching between the monorail bogie 14 and the monorail car 12 is minimized under reaction to traction forces. Moreover, the traction links 62a, 62c (which are the upper placed rods) absorb all of the traction forces, such that the traction links 62b, 62d provide for the pitch stabilisation. The adjustment of the traction links 62b, 62d (which are the lower placed rods) enables pitch alignment of the bogie frame 14 and of the guide tires 32a, 32b, 34a and 34b. In addition, by including the traction links 62a-62d at the same height as, or below, the running surface 18 of the monorail track 16, there is added space in the passenger compartment. This is not presently possible in existing assemblies that include the traction links that are positioned above the running surface of the monorail track 16, and transposed above each other on the lateral centreline of the monorail track 16.

[072] An exemplary method of assembling a monorail bogie 14 that has a traction/pitching control assembly 40 in accordance with the present invention will be described below with reference to the flow chart of FIG. 7. Firstly, at step 100, the method comprises providing a body portion of a single-axle monorail bogie 14 that is suitable for supporting a monorail car 12 over a monorail track 16. The monorail track 16 has a running surface 18 and two side surfaces 20. At step 102, the method comprises providing a traction/pitching control assembly 40 that comprises a traction link 62a, a traction link 62b and a linking member 68. The linking member 68 has a first end portion and a second end portion. The traction link 62a is attached to the first end portion of the linking member 68, and the traction link 62b is attached to the second end portion of the linking member 68. Finally, at step 104, the method comprises mounting the traction/pitching control assembly 40 to the body portion of the monorail bogie 14. This can be done by mounting the traction link 62a and the traction link 62b to one of the body portion of the bogie 14 and the monorail car 12,

and by mounting the linking member 68 to the other one of the body portion of the bogie 14 and the monorail car 12.

[073] The traction/pitching control assembly 40 further comprises a traction link 62c and a cross link 72 that has a first end and a second end. At the first end, the cross link 72 is pivotally connected to the traction link 62a and the linking member 68 via a first attachment member 74a, and at the second end, the cross link 72 is pivotally connected via a second attachment member 74b to the traction link 62c. As such, although not shown in FIG. 7, the method further comprises mounting the traction link 62c to one of the body portion of the bogie 14 and the monorail car 12.

[074] Furthermore, an exemplary method of retrofitting an existing single-axle monorail bogie 14 with a traction/pitching control assembly 40 will be described below. The single axle monorail bogie will comprise a body portion that is suitable for supporting a monorail car over a monorail track. The monorail track has a running surface, a first side surface and a second side surface. The method comprises providing a traction/pitching control assembly 40 that comprises a traction link 62a, a traction link 62b and a linking member 68 having a first end portion and a second end portion. The traction link 62a is attached to the first end portion of the linking member 68 and the traction link 62b is attached to the second end portion of the linking member 68. The method further comprises pivotally attaching the traction link 62a and the traction link 62b to one of the body portion of the single axle bogie 14 and the monorail car 12, and pivotally attaching the linking member to the other one of the body portion of the single bogie 14 and the monorail car 12.

[075] Although the present invention has been described in considerable detail with reference to certain preferred embodiments thereof, variations and refinements are possible without departing from the spirit of the invention. Therefore, the scope of the invention should be limited only by the appended claims and their equivalents.

CLAIMS:

1. A traction/pitching control assembly adapted to be connected to a monorail bogie frame, comprising:
 - 5 - at least a first traction link and a second traction link, each traction link having a first end and a second end; and
 - a first linking member having a first end and a second end;wherein, the first ends of the first and second traction links are connected respectively to the first and second ends of the first linking member; and the second ends of the
10 first and second traction links are connected to one of the monorail bogie frame and a monorail car.
2. The assembly of claim 1, further comprising:
 - 15 - a third traction link and a fourth traction link, each of the third and fourth traction links having a first end and a second end;
 - a second linking member having a first end and a second end;wherein, the first ends of the third and the fourth traction links are connected to the respective first and second ends of the second linking member, and the second ends of the third and the fourth traction links are connected to one of the monorail bogie frame
20 and the monorail car.
3. The assembly of claim 2, further comprising a crosslink adapted to be connected to the first and the second linking members.
- 25 4. The assembly of claim 2, wherein the first traction link and the third traction link are pivotally connected to the first linking member and the second linking member respectively via bell crank watts mechanisms.
5. A monorail bogie assembly for supporting a monorail car, comprising:

- a monorail bogie body portion including at least one load bearing wheel, and at least one guide wheel and one stabilising wheel on either side of the monorail bogie body portion;
 - a traction / pitching control assembly connected to the monorail bogie body portion,
 - 5 the traction / pitching control assembly comprising:
 - at least a first traction link and a second traction link, each traction link having a first end and a second end;
 - a first linking member having a first end and a second end;
- wherein, the first ends of the first and second traction links are connected respectively
- 10 to the first and second ends of the first linking member; and the second ends of the first and second traction links are connected to one of the monorail bogie body portion and the monorail car.
6. The monorail bogie assembly of claim 5, further comprising:
 - 15 - a third traction link and a fourth traction link, each of the third and the fourth traction link having a first end and a second end;
 - a second linking member having a first end and a second end;
- wherein, the first ends of the third and the fourth traction links are connected respectively to the first and second ends of the second linking member, and the second
- 20 ends of the third and the fourth traction links are connected one of the monorail bogie body portion and the monorail car.
7. The monorail bogie assembly of claim 6, comprising a crosslink member connecting the first and the second linking members.
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8. The monorail bogie assembly of claim 5, wherein the first traction link is pivotally connected to the first linking member via a bell crank watts mechanism with a pivot point about the first linking member.

9. The monorail bogie assembly of claim 6, wherein the third traction link is pivotally connected to the second linking member via a bell crank watts mechanism with a pivot point about the second linking member.
- 5 10. The monorail bogie assembly of claim 6, wherein the first and the third traction links are arranged to be co-planar with a running surface for the monorail bogie assembly.
11. The monorail bogie assembly of claim 6, wherein the second ends of the
10 traction links are pivotally connected to the monorail bogie body portion.
12. The monorail bogie assembly of claim 11, wherein at least one of the first and the second linking members is connected to the monorail car.
- 15 13. The monorail bogie assembly of claim 10, wherein at least one of the first and the second linking members comprises a longitudinal axis that is substantially perpendicular to the running surface when in use.
14. The monorail bogie assembly of claim 6, wherein the second end of each of the
20 first, second, third and fourth traction links is connected to the monorail car and the first and second linking members are connected to the monorail bogie body portion.
15. The monorail bogie assembly of claim 7, wherein a length of an arm connecting the second traction link to the crosslink member is substantially equal to a length of an
25 arm of the bell crank mechanism connecting the first traction link to the crosslink member.