

**A STUDY ON INDEPENDENT WHEEL RAILWAY BOGIE**

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**This thesis is submitted to fulfill part of the requirement for the entitlement of  
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## **SUPERVISOR DECLARATION**

“I hereby declare that I have read this thesis and in my opinion this report is sufficient in terms of scope and quality for the award of the degree of Bachelor of Mechanical Engineering (Automotive)”

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**DECLARATION**

“I hereby declare that the work in this report is my own except for summaries and quotations which have been duly acknowledged.”

Signature: .....

Author: .....

Date: .....

Specially dedicated to supervisor and beloved family who has guided me throughout the  
final year project

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## ABSTRACT

Independent wheel railway bogie is one of the railway bogies that have been used wisely in the world. Many researches and developments have been done on independent wheel railway bogie instead of fixed wheel railway bogie. The active steering bogie could provide smoother riding compared with the fixed wheel railway bogie. The project has been introduced to design an independent wheel railway bogie in order to improve the performance during high speed cornering, and provide the stability movement to the railway bogie. CATIA V5R16 is the computer aided design software that is used in the designing step. The reliability of the independent wheel railway bogie is clarified through the result of the safety factor. The safety factor is justified through theoretical and analysis. The static analysis of the independent wheel railway bogie is done by the structural analysis of CATIA by comparing with two materials, steel, and cast iron. The simulation of the railway bogie is performed by using Universal Mechanism software in order to accomplish the project.

## ABSTRAK

Bogie keretapi roda bebas merupakan salah satu jenis bogie yang telah digunakan dalam dunia ini. Banyak penyelidikan dan perkembangan telah dilakukan ke atas bogie keretapi roda bebas berbanding dengan bogie keretapi roda tetap. Bogie keretapi roda bebas boleh memberi penunggang yang selesa berbanding dengan bogie keretapi roda tetap. Projek ini telah diperkenalkan untuk mereka bentuk satu bogie keretapi roda bebas bagi meningkatkan dan memperbaiki prestasi semasa membelok pada halaju tinggi, serta menyediakan kestabilan bogie keretapi tersebut. CATIA V5R16 merupakan perisian lukisan berbantu computer yang digunakan dalam lukisan reka bentuk. Kekuatan bogie keretapi roda bebas adalah diukur dengan faktor keselamatan. Faktor keselamatan diperolehi melalui secara teori dan analisis. Analisis statik pada bogie keretapi roda bebas dapat dilakukan dengan menggunakan analisis struktur perisian CATIA dengan membandingkan dua bahan, iaitu keluli dan besi tuang. Simulasi bogie keretapi dilakukan dengan menggunakan perisian Universal Mechanism bagi menjayakan projek ini.

## TABLE OF CONTENTS

<b>CHAPTER</b>	<b>CONTENT</b>	<b>PAGE</b>
	<b>DECLARATION</b>	ii
	<b>DEDICATION</b>	iii
	<b>ACKNOWLEDGEMENT</b>	iv
	<b>ABSTRACT</b>	v
	<b>ABSTRAK</b>	vi
	<b>TABLE OF CONTENT</b>	vii
	<b>LIST OF TABLES</b>	ix
	<b>LIST OF FIGURES</b>	xi
<b>CHAPTER I</b>	<b>INTRODUCTION</b>	1
	1.1 Overview	1
	1.2 Objectives	4
	1.3 Scope	4
	1.4 Problem statement	4
<b>CHAPTER II</b>	<b>LITERATURE REVIEW</b>	6
	2.1 Background	6
<b>CHAPTER III</b>	<b>METHODOLOGY</b>	19
	3.1 Project work flow	19
	3.2 Process flow of the project	20



3.3 Review of brochures	21
3.4 Sketching of railway bogie	22
3.5 Design drawing	23
3.6 Dimension of the parts	28
3.7 Properties of materials	34
3.8 Static analysis	36
3.9 Safety factor	39
3.10 Selection of railway bogie for simulation	40
3.11 Wheel and rail profile selection	42
3.12 Variable selection and simulation	43
<b>CHAPTER IV RESULTS</b>	<b>45</b>
4.1 Drawing of the independent wheel railway bogie	45
4.2 Static analysis of independent wheel railway bogie	46
4.3 Graph comparison between materials	63
4.4 Result of the simulation for railway bogie	64
4.5 Comparison between independent rotating wheel set and solid axle wheel set	102
4.6 Comparison of optimum safety factor for independent rotating wheel set and solid axle wheel set	106
4.7 Illustration of railway bogie motion	107
<b>CHAPTER V DISCUSSION</b>	<b>112</b>
<b>CONCLUSION</b>	<b>116</b>
<b>REFERENCES</b>	<b>118</b>
<b>APPENDICES</b>	<b>120</b>

## LIST OF TABLES

NO.	TITLE	PAGE
3.1	Technical data of railway bogie [19]	21
3.2	Units of each part	28
3.3	Material properties	35
4.1	Safety factor of shaft	57
4.2	Safety factor of side frame	57
4.3	Safety factor of middle frame	57
4.4	Safety factor of shaft	58
4.5	Safety factor of side frame	58
4.6	Safety factor of middle frame	58
4.7	Comparison of safety factor (steel)	60
4.8	Comparison of safety factor (cast iron)	62
4.9	Data of right hunting	68
4.10	Data of left hunting	68
4.11	Data of yaw motion	69
4.12	Data of up vertical motion	71
4.13	Data of down vertical motion	71
4.14	Data of pitch motion	72
4.15	Safety factor of wheel set 1 (left wheel)	77
4.16	Safety factor of wheel set 2 (left wheel)	77
4.17	Safety factor of wheel set 1 (right wheel)	78
4.18	Safety factor of wheel set 2 (right wheel)	79

4.19	Safety factor of wheel set 3 (left wheel)	80
4.20	Safety factor of wheel set 4 (left wheel)	80
4.21	Safety factor of wheel set 3 (right wheel)	81
4.22	Safety factor of wheel set 4 (right wheel)	82
4.23	Data of right hunting	85
4.24	Data of left hunting	85
4.25	Data of yaw motion	86
4.26	Data of up vertical motion	88
4.27	Data of down vertical motion	88
4.28	Data of pitch motion	89
4.29	Safety factor of wheel set 1 (left wheel)	94
4.30	Safety factor of wheel set 1 (right wheel)	95
4.31	Safety factor of wheel set 2 (left wheel)	96
4.32	Safety factor of wheel set 2 (right wheel)	97
4.33	Safety factor of wheel set 3 (left wheel)	98
4.34	Safety factor of wheel set 3 (right wheel)	99
4.35	Safety factor of wheel set 4 (left wheel)	100
4.36	Safety factor of wheel set 4 (right wheel)	101
4.37	Data of hunting (comparison)	102
4.38	Data of vertical movement (comparison)	103
4.39	Data of yaw (comparison)	105
4.40	Data of pitch (comparison)	106
4.41	Data of safety factor (comparison)	106

## LIST OF FIGURES

NO.	TITLE	PAGE
1.1	Railway bogie SF300 [1]	2
1.2	Non-articulated bogie and articulated bogie [2]	2
1.3	Single axle bogie and two axle bogie [2]	3
1.4	Curving motion of railway bogie [4]	5
2.1	Perspective view of twin-axle rail-bogie [5]	7
2.2	Front wheel assemblies steered to the left [5]	7
2.3	Top view of driven running gear [6]	8
2.4	Adjustable wheel set bogie [7]	9
2.5	Skeletal view of the bogie [7]	9
2.6	Diagram of the bogie [8]	10
2.7	Top view of the multiple axle self-steering powered locomotive truck [9]	11
2.8	Self-steering railway bogie [10]	12
2.9	Steering motion with respect to center curvature [10]	12
2.10	Bogie of railway [11]	13
2.11	Plan view of bogie [12]	13
2.12	Steerable bogie [13]	14
2.13	Control structure [14]	15
2.14	Wheel set shift to sideways due to different rolling radius [15]	15
2.15	Yaw motion of wheel set during cornering [16]	16
2.16	Control structure [17]	17

2.17	Front view of inner slanted wheel set [18]	17
2.18	Railway in cornering motion [18]	18
3.1	Process flow of the project	20
3.2	Sketching of independent wheel railway bogie 1	22
3.3	Sketching of independent wheel railway bogie 2	22
3.4	CASNUB bogie [20]	23
3.5	Connector	24
3.6	Left front arm	24
3.7	Left rear arm	25
3.8	Middle connecting bar	25
3.9	Middle frame	25
3.10	Right front arm	26
3.11	Right rear arm	26
3.12	Side frame	26
3.13	Wheel	27
3.14	Spring coil	27
3.15	Dimension of connector	28
3.16	Dimension of left front arm	29
3.17	Dimension of right front arm	29
3.18	Dimension of left rear arm	29
3.19	Dimension of right rear arm	30
3.20	Dimension of spring	30
3.21	Dimension of middle frame	30
3.22	Dimension of wheel	31
3.23	Dimension of side frame	31
3.24	Dimension of middle bar	31
3.25	Exploded view of assembly	32
3.26	Compass	33
3.27	Railway bogie which is constrained	34
3.28	Contact connection property of independent wheel railway bogie	36
3.29	Clamp at the wheel and the bottom of side frame	37

3.30	Force applied at the center of the middle frame	37
3.31	Force applied at the shaft of wheel	38
3.32	Force applied at the side frame	38
3.33	Stress distribution on part	39
3.34	Hopper supported by two railway bogie	40
3.35	Bogie with independent rotating wheel sets	41
3.36	Bogie with solid axle wheel sets	41
3.37	Railway vehicle on track	42
3.38	Pointed graph from Digitizeit	44
4.1	Independent wheel railway bogie	45
4.2	Steering motion of independent wheel railway bogie	46
4.3	Critical stress at shaft	59
4.4	Critical stress at side frame	59
4.5	Critical stress at middle frame	60
4.6	Critical stress at side shaft	61
4.7	Critical stress at side frame	61
4.8	Critical stress at middle frame	62
4.9	Graph of safety factor versus loads (shaft)	63
4.10	Graph of safety factor versus loads (side frame)	63
4.11	Graph of safety factor versus loads (middle frame)	64
4.12	Front view of railway vehicle on the track	64
4.13	Top view of rail pathway	65
4.14	Graph of lateral acceleration versus time	66
4.15	Graph of vertical acceleration versus time	66
4.16	Dotted line for right hunting of railway bogie	67
4.17	Dotted line for left hunting of railway bogie	67
4.18	Dotted line for yaw motion of railway bogie	69
4.19	Dotted line for upward motion of railway bogie	70
4.20	Dotted line for downward motion of railway bogie	70
4.21	Dotted line for pitch motion of railway bogie	72
4.22	Graph of safety factor versus time (wheel set 1, left wheel)	73

4.23	Graph of safety factor versus time (wheel set 1, right wheel)	73
4.24	Graph of safety factor versus time (wheel set 2, left wheel)	74
4.25	Graph of safety factor versus time (wheel set 2, right wheel)	74
4.26	Graph of safety factor versus time (wheel set 3, left wheel)	75
4.27	Graph of safety factor versus time (wheel set 3, right wheel)	75
4.28	Graph of safety factor versus time (wheel set 4, left wheel)	76
4.29	Graph of safety factor versus time (wheel set 4, right wheel)	76
4.30	Graph of lateral acceleration versus time	83
4.31	Graph of vertical acceleration versus time	83
4.32	Dotted line for right hunting of railway bogie	84
4.33	Dotted line for left hunting of railway bogie	84
4.34	Dotted line for yaw motion of railway bogie	86
4.35	Dotted line for upward motion of railway bogie	87
4.36	Dotted line for downward motion of railway bogie	87
4.37	Dotted line for pitch motion of railway bogie	89
4.38	Graph of safety factor versus time (wheel set 1, left wheel)	90
4.39	Graph of safety factor versus time (wheel set 1, right wheel)	90
4.40	Graph of safety factor versus time (wheel set 2, left wheel)	91
4.41	Graph of safety factor versus time (wheel set 2, right wheel)	91
4.42	Graph of safety factor versus time (wheel set 3, left wheel)	92
4.43	Graph of safety factor versus time (wheel set 3, right wheel)	92
4.44	Graph of safety factor versus time (wheel set 4, left wheel)	93
4.45	Graph of safety factor versus time (wheel set 4, right wheel)	93
4.46	Graph of acceleration y versus time (right hunting comparison between independent wheel set and solid wheel set)	102
4.47	Graph of acceleration y versus time (left hunting comparison between independent wheel set and solid wheel set)	103
4.48	Graph of acceleration z versus time (down vertical movement comparison)	104
4.49	Graph of acceleration z versus time (up vertical movement comparison)	104

4.50	Graph of yaw versus time (yaw comparison)	105
4.51	Graph of pitch versus time (pitch comparison)	106
4.52	Graph of optimum safety factor versus wheel (comparison)	107
4.53	Yaw motion 1	107
4.54	Yaw motion 2	108
4.55	Pitch motion 1	108
4.56	Pitch motion 2	109
4.57	Left hunting motion	110
4.58	Right hunting motion	110
4.59	Upward motion	111
4.60	Downward motion	111
A3.1	Gantt chart PSM 1	121
A3.2	Gantt chart PSM 2	122
A3.3	Part design selection	123
A3.4	Selection of existing component	123
A3.5	Interference of product	124
A3.6	Library of material	125
A3.7	Change in properties of material	125
A3.8	Subsystem of railway bogie	126
A3.9	Identifiers of the railway vehicle	126
A3.10	Track profile selection	127
A3.11	Parameter of shape of the track	127
A3.12	Selection of wheel profile	128
A3.13	Interface contact between wheel set and track	128
A3.14	Wizard of variables	129
A3.15	Plot of acceleration versus time	129
A3.16	Plot of safety factor of wheel set versus time	130



## CHAPTER 1

### INTRODUCTION

#### 1.1 Overview

Railway vehicle is common vehicle that had been used wisely in many countries since the heavy industries began. Generally, railway vehicle consists of carriage, bogie frame, wheel set, and suspension system in a railway construction. Bogie is placed at the bottom of carriage, and the wheel sets are connected together with bearing attachment. Figure 1.1 shows one of the examples SF300 for railway bogie manufactured by company of Siemens Transportation Systems [1]. Railway bogie is not only considered as a chassis to support the rail vehicle body, yet it is created to ensure the stability of the train on either straight track or curve track. Besides that, railway bogie provides ride comfort to the passengers through absorption of vibration and reducing the centrifugal forces especially when train is running at high speed corner.

The types of railway bogies can be categorized into two features, articulated and non-articulated which is shown in Figure 1.2 [2]. For the part of the railway bogie axles, generally it contains one or two axles; Figure 1.3 shows the types of different number axle bogies [2]. At the part of the axle, there will be axle box suspensions, also named as primary suspension systems which are attached between the wheel sets and the bogie frame. The axle box suspension allows the vertical movement between bogie frame and wheel sets to provide smoother ride. Besides the primary suspension system, there is a secondary suspension to absorb the vibration between bogie frame and the railway body,



Figure 1.1: Railway bogie SF300 [1]

mostly coil springs is the main components in the suspension system. The bogie frame design of conventional railway vehicle is based on fixed wheel railway bogie system. Fixed wheel railway bogie could ensure the running stability on straight track; however, the curving performance is relatively low since the steering motion of wheel set is constrained by single rigid solid axle, this bring uncomfortable along the travel journey during the harsh interaction between wheel set and the track.

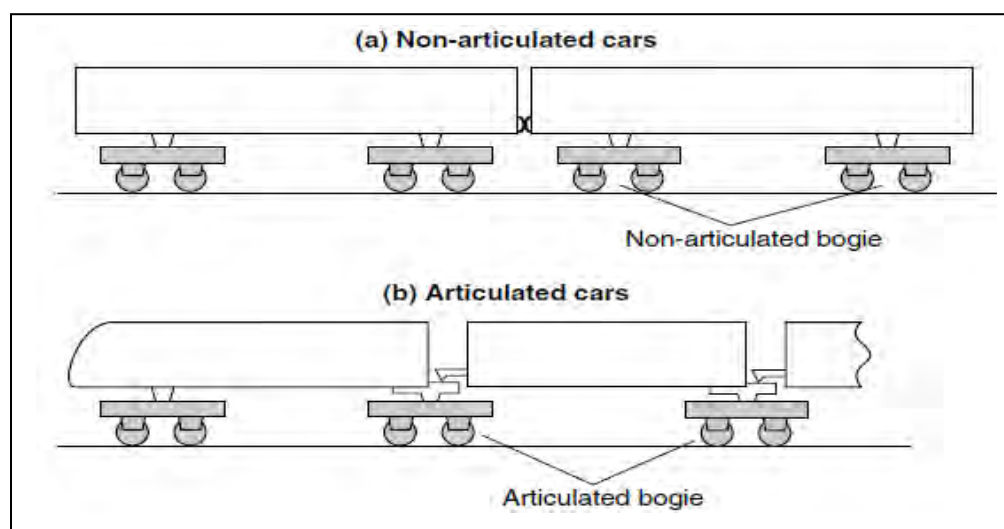


Figure 1.2: Non-articulated bogie and articulated bogie [2]

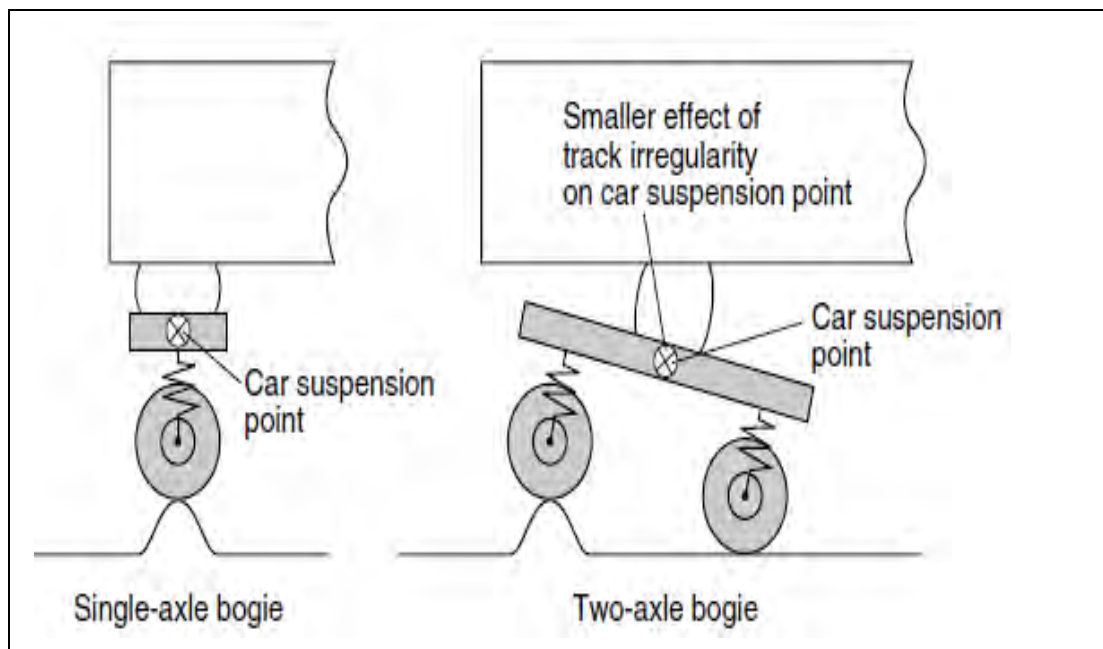


Figure 1.3: Single axle bogie and two axle bogie [2]

In order to overcome the bad curving performance faced by the fixed wheel railway bogie, independent wheel railway bogie is introduced since it has an active element to control the wheel set motion according to track condition. A lot of experiments and simulation have been done to show the effectiveness of independent wheel railway bogie to bring smoothness and stability during high speed cornering on track, and better yaw motion of the railway vehicle. From the work of Bombardier transportation, it stated that the independent wheel set has the ability to run steadily even in high speed and also smooth track cornering [3].

With the invention of this bogie system, curving performance is considered upgraded without sacrificed the running stability of railway vehicle, the vibration of wheels and rail is also reduced to ensure the driving comfort. The independent wheel railway bogie has a simple linkage between wheel set and the bogie, by applying forces to the leverage to actuate the link for desired movement of wheel set. The independent wheel railway bogie includes wheel sets which are mounted separately near the end of side frame by connecting with a connector. Besides that, there are four solid bars joined with the bottom middle bar, this is a main bar to ensure the movement of wheel sets.

## **1.2 Objective**

The first step of objectives for this thesis is to design an independent wheel railway bogie. Secondly, safety factor is needed to be analyzed and justified via two different materials to clarify the reliability of the railway bogie. Thirdly, simulation would be done on the railway bogie to clarify the motion of behavior.

## **1.3 Scope**

In order to accomplish the objectives of the thesis, the first scope of work for this project is to design the independent wheel railway bogie by using the CAD software. Subsequently, the railway bogie would be applied by different types of materials and a static test would be done on it. The simulation software would be used to simulate this railway bogie model.

## **1.4 Problem statement**

The design of fixed wheel railway bogie had been widely used in the world, however due to the design with solid rigid axle of each wheel sets, it tends to lead damages not only on wheel and also the track in every high speed cornering since it has poor cornering behavior. Figure 1.4 shows the behavior of curving motion of railway bogie during the cornering pathway [4]. The harsh track impact will cause the passengers feel uncomfortable during their journey due to decreasing of stability. Besides that, maintenance is always needed due to the frequent damage of the wheel and the track and increase the cost of it. Independent wheel railway bogie could reduce the wear of the wheel and the track, thus increase the lifetime usage. Tilt is another important issue to provide smoother riding experience to the passengers.

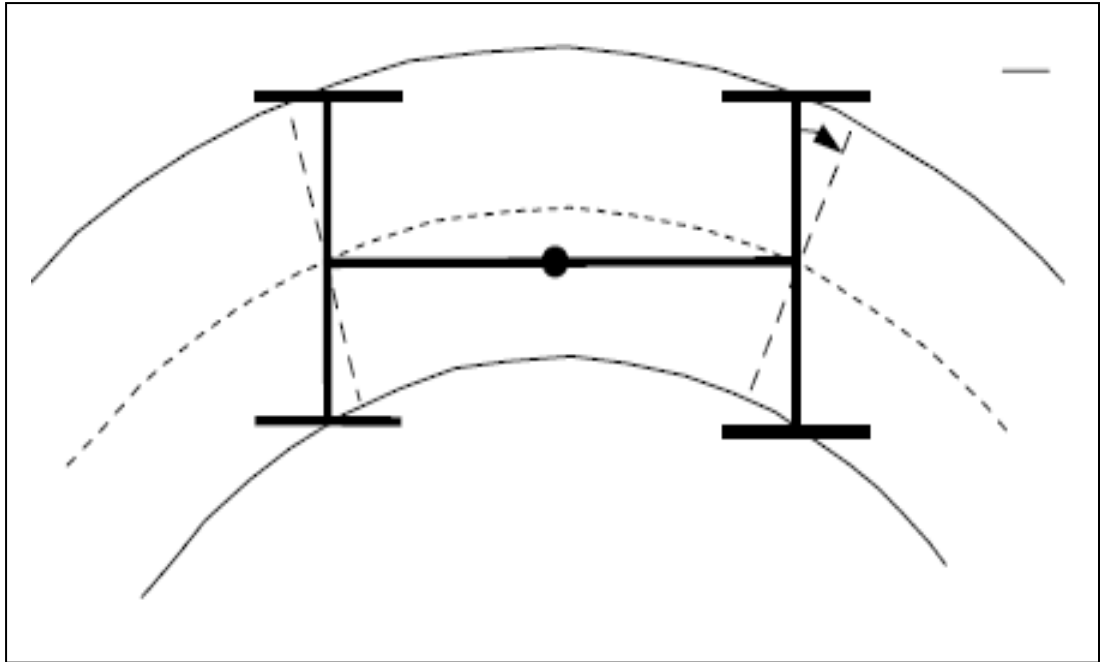


Figure 1.4: Curving motion of railway bogie [4]

## CHAPTER II

### LITERATURE REVIEW

This chapter is a review of the related researches based on independent wheel railway bogie that have been done previously by different researchers. The previous researches would be used as references to give advantages and more complete information for this new project. All the researched could be found from reference books, internet, journal, news and etc. However, the originality of this project is assured with proof of references.

#### 2.1 Background

Researchers had invented a twin-axle steerable rail-bogie. Figure 2.1 showed the model of the twin-axle steerable rail bogie [5]. The rail bogie had steerable one or both of the axles with respect to the rotation of the supported frame structure, hence, the wheel assemblies was also to be proportionally respect to the vertical axis of the frame degree rotation of the frame where it was placed above the chassis. There was a slidably mounting on the end of the axle, hence it could be longitudinal slidable by achieving the steering purpose. One of the end axles was connected to pivot forward or rearward out of its normal transverse position, and it was transversally opposite supporting which acted as a pivot by holding another end of the axle. At the frame near the supporting assembly, one operating arm was joined for the purpose of moving. Through the linking

mechanism of the supporting assembly, one axle held by this supporting assembly to pivot could move in the same direction. However, the angle was smaller with respect to the frame of the rail-bogie. The steering motion where the rail bogie was turned to the left was shown in Figure 2.2 [5].

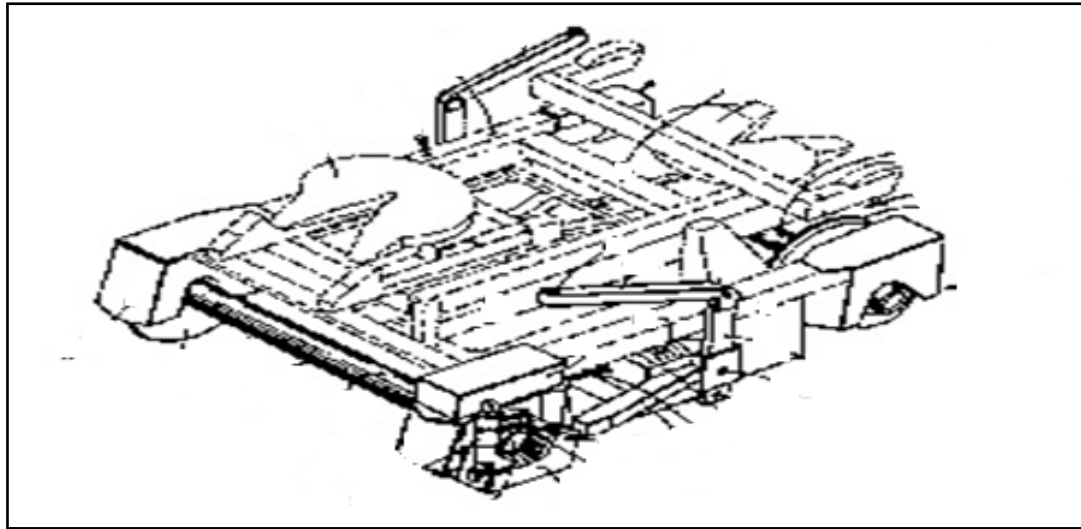


Figure 2.1: Perspective view of twin-axle rail-bogie [5]

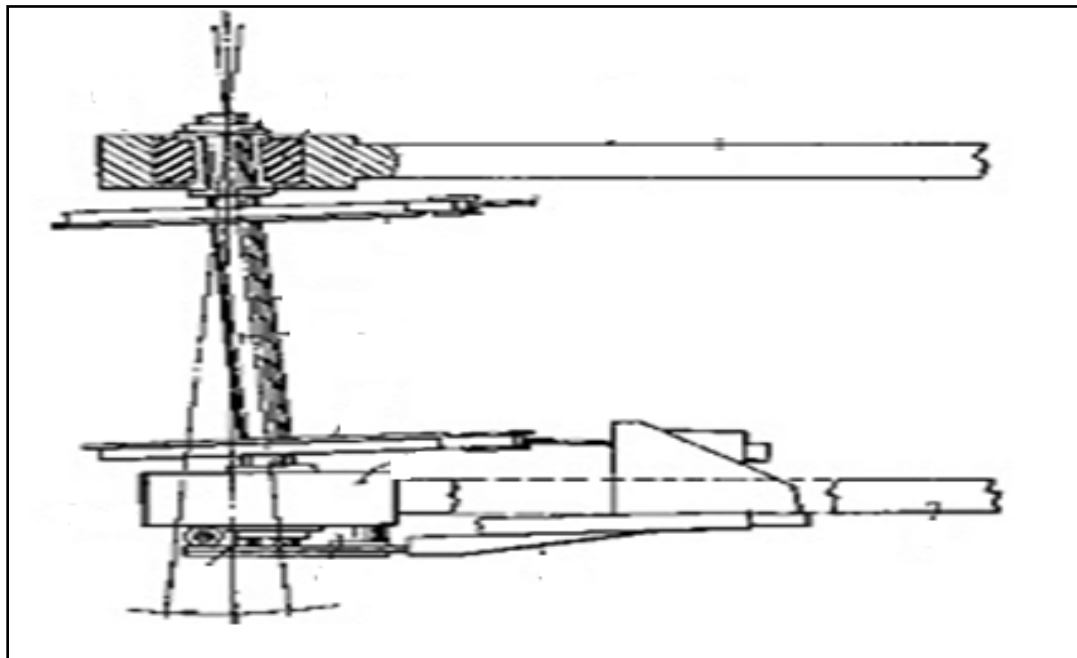


Figure 2.2: Front wheel assemblies steered to the left [5]

Researchers had introduced a driven running gear with steerable a individual unit which was shown Figure 2.3 [6]. Basically it was specially designed for low-platform rail vehicles and it must contain at least two articulated body parts. There were two separate running gears mounted with steering mean. The pivot was interrelated horizontally under the axial center of the wheels with the running gears through a connecting member. Both supported arms were directly joined at the end of the connecting member, and it acted as a body support. At least one motor with the brake would be fastened on each side. Through the telescopic universal shafts and the bevel gearings which were placed outside of the wheel, it could drive and brake the running gears. During a cornering section, it would form a bending angle between a leading body part. The trailing body part that supported on axle would transmit to the steerable individual running gears, and the pairs of wheels will turn into desired curve-radial position in the direction of travel.

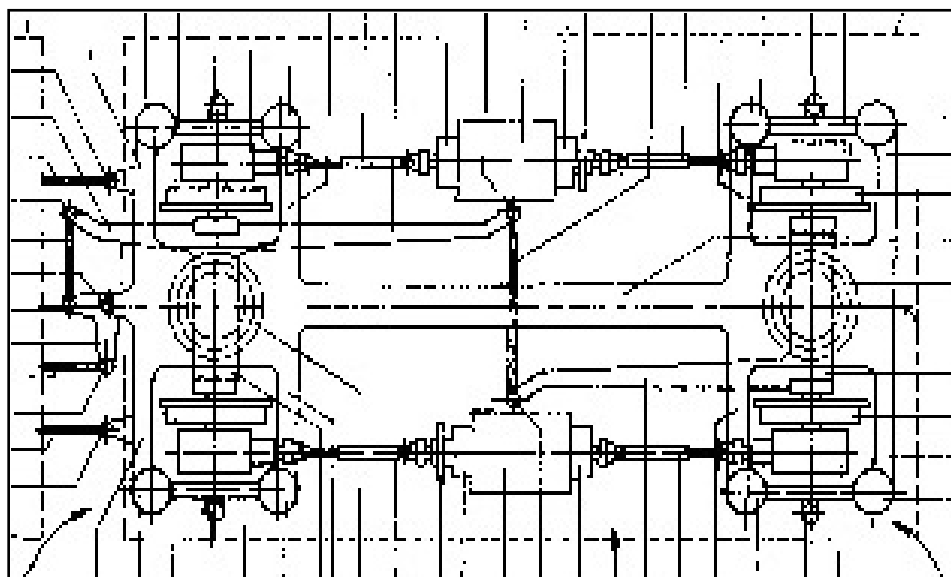


Figure 2.3: Top view of driven running gear [6]

Researchers had invented a bogie frame that consist a coupling device with two wheel sets in the year of 1996. The Figure 2.4 showed the bogie model and the Figure 2.5 showed the skeletal view of the bogie [7]. The two wheel sets were steerable through the connection with the coupling device. The adjustment forces were transmitted