Claims

1. A rail vehicle (10), with at least two coach bodies (11, 12) coupled together, wherein at least one line (30) bridges a gap (13) between the coach bodies (11, 12), characterized in that
the line (30) is an outwardly electrically insulated high-voltage line, is flexible and guided in the region of the gap (13) between the coach bodies (11, 12) at least in sections by means of a cable guiding device (50), wherein the cable guiding device (50) has a plurality of guiding elements which are mechanically coupled together, which can be pivoted relative to one another in a guiding plane (E) and wherein the cable guiding device (50) is flexible in the guiding plane (E) and is less flexible in a plane which is perpendicular thereto than in the guiding plane (E).

2. The rail vehicle as claimed in claim 1,
characterized in that
the cable guiding device (50) is arranged in the region of the gap (13) between the two coach bodies (11, 12) so that the guiding plane (E) of the cable guiding device (50) is arranged parallel to the vehicle support plane (FE) in which the rail vehicle is standing or moving, in particular horizontal or at least in an angular range between ±10 degrees to the horizontal.

3. The rail vehicle as claimed in claim 1,
characterized in that
neighboring guiding elements are connected in each case by means of a pivot support (52), the pivot axis of which (S) is arranged perpendicular to the guiding plane (E) and/or

vertical, or at least in an angular range between ±10 degrees to the vertical.

4. The rail vehicle as claimed in one of the preceding claims, characterized in that
the cable guiding device (50) is torsionally stiff in the plane perpendicular to the guiding plane (E).

5. The rail vehicle as claimed in one of the preceding claims, characterized in that
the mechanically coupled guiding elements are chain links (51).

6. The rail vehicle as claimed in claim 5,
characterized in that
the line (30) is routed through the chain links (51) or is at least held by said links.

7. The rail vehicle as claimed in one of the preceding claims, characterized in that
the line (30) is suitable for carrying traction power with a rated voltage of 3kV or 6kV in the case of DC voltage and/or traction power with a rated voltage of 15kV or 25 kV in the case of AC voltage.

8. The rail vehicle as claimed in one of the preceding claims characterized in that

- a bellows device (20) is arranged between the coach bodies (11, 12), which provides an outer shield for a walk-through connection between the coach bodies (11, 12),
- the bellows device (20) has a radially outer bellows (22) and a radially inner bellows (21), and

- the cable guiding device (50) is arranged between the inner and the outer bellows (21, 22), in particular in the roof area of the coach bodies (11, 12).

9. The rail vehicle as claimed in the preceding claim, characterized in that
the bellows device (20) has a support frame (23) and the cable guiding device (50), in particular a center section of the cable guiding device (50), is supported on the support frame (23).

10. The rail vehicle as claimed in the preceding claim, characterized in that
the support frame (23) has at least one sliding and/or rolling element (230) on which the cable guiding device (50), in particular the center section of the cable guiding device (50), slides and/or rolls with low friction.

11. The rail vehicle as claimed in one of the preceding claims 8 to 10
characterized in that
- the bellows device (20) has a bellows section (20a) belonging to the one coach body (11) and a bellows section (20b) belonging to the other coach body (12), and
- the support frame (23) is arranged between the two bellows sections (20a, 20b).

12. The rail vehicle as claimed in one of the preceding claims characterized in that
- the rail vehicle is a railroad train with a plurality of individual coaches coupled to one another or is an articulated train in which the coach bodies (11, 12) form sections of the articulated train, and