WHAT IS CLAIMED IS:

1. A rail vehicle, comprising:

bogies, wherein the bogie has a straddle recess suitable for straddling a rail; and

a vehicle body, wherein the vehicle body is connected to the bogie and pulled by the bogie to travel along the rail, and the vehicle body comprises a plurality of compartments hinged sequentially along a length direction of the rail,

wherein the bogie comprises:

a first running wheel and a second running wheel, wherein the first running wheel and the second running wheel are pivotably mounted onto the bogie frame respectively and are coaxially spaced apart; and

a driving device, wherein the driving device is mounted onto the bogie frame and is located between the first running wheel and the second running wheel, and the first running wheel and the second running wheel are driven by the driving device,

a bogie frame, wherein the straddle recess is disposed on the bogie frame;

a first horizontal wheel, wherein the first horizontal wheel is pivotably mounted onto the bogie frame and is suitable for fitting in on a first side surface of the rail; and

a second horizontal wheel, wherein the second horizontal wheel is pivotably mounted onto the bogie frame and is suitable for fitting in on a second side surface of the rail;

wherein the bogie further comprises:

a first horizontal safety wheel connected to the first horizontal wheel and moving in synchronization with the first horizontal wheel, and a second horizontal safety wheel connected to the second horizontal wheel and moving in synchronization with the second horizontal wheel,

wherein the outer diameter of the first horizontal safety wheel is less than the outer diameter of the first horizontal wheel, and the outer diameter of the second horizontal safety wheel is less than the outer diameter of the second horizontal wheel.

2. The rail vehicle according to claim 1, wherein in the length direction of the rail, a surface that is of a compartment at at least one end of the vehicle body and that faces away from an adjacent compartment is provided with an escape door that can be opened and closed.

3. The rail vehicle according to claim 2, wherein the escape door comprises a first end and a second end, the first end of the escape door is pivotably mounted onto the corresponding compartment, and the second end of the escape door tilts downward and stretches into the rail

when the escape door is opened.

4. The rail vehicle according to any one of claims 1 to 3, wherein an inner surface of the escape door is provided with a slide rail.

5. The rail vehicle according to any one of claims 1 to 2, wherein the vehicle body further comprises an escape port and an escape cover plate, the escape port is disposed on an inner floor of the compartment at the at least one end, and the escape cover plate collaborates with the escape door and can be disposed on the inner floor of the compartment at the at least one end to enable the escape cover plate to open and close the escape port.

6. The rail vehicle according to claim 5, wherein an escape ladder leading to an escape passage is disposed in the escape port, and the vehicle body further comprises a stretching/retraction driving device used to drive stretching/retraction of the escape ladder.

7. The rail vehicle according to any one of claims 1 to 6, wherein the bogie comprises:

a first running wheel and a second running wheel, wherein the first running wheel and the second running wheel are pivotably mounted onto the bogie frame respectively and are coaxially spaced apart;

a third running wheel and a fourth running wheel, wherein the third running wheel and the fourth running wheel are pivotably mounted onto the bogie frame respectively and are coaxially spaced apart, the third running wheel and the first running wheel are spaced apart in the length direction of the rail, and the fourth running wheel and the second running wheel are spaced apart in the length direction of the rail; and

a driving device, wherein the driving device is mounted onto the bogie frame, the driving device is located between the first running wheel and the second running wheel and/or the driving device is located between the third running wheel and the fourth running wheel, and the first running wheel and the second running wheel are driven by the driving device and/or the third running wheel and the fourth running wheel are driven by the driving device.

8. The rail vehicle according to claim 7, wherein the first running wheel and the second running wheel are connected by using a first connection shaft and/or the third running wheel and the fourth running wheel are connected by using a second connection shaft; and the driving device is in transmission connection to the first connection shaft and/or the second connection shaft.

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9. The rail vehicle according to claim 7, wherein the driving device comprises a first driving device and a second driving device, wherein the first driving device is located between the first running wheel and the second running wheel, and the first running wheel and the second running wheel are driven by the first driving device; the second driving device is located between the third running wheel and the fourth running wheel, and the third running wheel and the fourth running wheel are driven by the second driving device; and the first driving device is closer to the first running wheel than the second running wheel, and/or the second driving device is closer to the fourth running wheel than the third running wheel.

10. The rail vehicle according to claim 1, wherein the first horizontal wheel is suitable for fitting in on one outer side surface of the rail and the second horizontal wheel is suitable for fitting in on another outer side surface of the rail.

11. The rail vehicle according to claim 1, wherein the first horizontal wheel is suitable for fitting in on one inner side surface of the rail and the second horizontal wheel is suitable for fitting in on another inner side surface of the rail.

12. The rail vehicle according to any one of claims 1,10 and 11, wherein the first horizontal wheel and the second horizontal wheel are located at a same height in an up and down direction.

13. The rail vehicle according to any one of claims 1,10 and 11, wherein there is a plurality of first horizontal wheels spaced apart and coaxially disposed along an up and down direction and there is a plurality of second horizontal wheels spaced apart and coaxially disposed along the up and down direction.

14. The rail vehicle according to any one of claims 1,10 and 11, wherein there is a plurality of first horizontal wheels spaced apart along an up and down direction and the length direction of the rail respectively, and there is a plurality of second horizontal wheels spaced apart along the up and down direction and the length direction of the rail respectively.

15. The rail vehicle according to claim 1, wherein there is a plurality of first horizontal wheels suitable for respectively fitting in on one outer side surface and one inner side surface of the rail, and there is a plurality of second horizontal wheels suitable for respectively fitting in on

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another outer side surface and another inner side surface of the rail.

16. The rail vehicle according to claim 11 or 15, wherein the first horizontal wheel suitable for fitting in on the one inner side surface of the rail and the second horizontal wheel suitable for fitting in on the another inner side surface of the rail are located at different heights in an up and down direction.

17. The rail vehicle according to claim 1, wherein there are two first horizontal wheels spaced apart along the length direction of the rail, there are two second horizontal wheels spaced apart along the length direction of the rail, and the central axes of the two first horizontal wheels and the central axes of the two second horizontal wheels are respectively located at four corners of a rectangle in the horizontal plane, and the rectangle is symmetrical about the center of the bogie frame.

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