

Articulated railway vehicle or truck carried on radial single wheel sets

This invention relates to an articulated railway vehicle or truck comprising first and second pivotally connected body portions with at least three spaced supporting single wheel sets that are relatively pivotally displaceable when travelling along a curved track.

Typically a railroad vehicle in use today will comprise a pair of trucks at the vicinity of either end of the railway vehicle. Each of the trucks will contain two wheel sets. Typically a wheel set comprises a pair of flanged wheels having conical surfaces that contact the guiding rails and a single axle. Each wheel of the wheel set is affixed to the axle such that the wheels and axle turn at the same angular speed. With such a fixed wheel set the axle is selfaligning on the railroad track. As will be obvious to those skilled in the art the conical surface of each wheel which contacts the rail generates forces in the wheel set known as creep forces which will keep the wheel set generally perpendicular to a tangent to the rails at the point of contact but these forces also have a tendency to over control and thus cause an instability generally known as "hunting".

Heretofore, it has been considered that a single wheel set using conical wheels is an unstable system if the wheel sets are allowed freedom to align themselves to curves in the track, and various attempts have been made to provide for curve negotiation by the vehicle with stability. Typically, wheel set stability has been achieved by equipping the vehicle with short wheelbase trucks. Each truck consists of a pair of wheel sets arranged in a comparatively short wheelbase and the two axles of the truck are fixed to the truck frame such that the axles remain parallel at all times. The truck frame is allowed to pivot relative to the vehicle body to negotiate curves. While this system is stable, problems arise with such trucks when the vehicle rounds railway curves.

It has generally been realized in the industry that certain advantages are obtained when the wheel sets are mounted on the vehicle such that each axle can assume a radial configuration when the vehicle is negotiating a curve. With the axle in a radial configuration slip of the wheel along the rails or across the rails can be kept to a minimum. Those skilled in the art will appreciate that the conical surface of the wheels allows the wheel set to roll without slip around a curve by shifting the centre of the axle toward the outer rail. As the axle is shifted towards the outer rail the rolling radius of the outer wheel is enlarged as the point of contact moves toward the base of the cone. The rolling radius of the inner wheel is minimized as the point of contact between the inner wheel and the inner rail moves to a point on the cone remote from the base of the cone. Thus as long as the axle is aligned radially on the rail then the

axle will roll without slip along the track. Such a pure rolling motion is desirable as wheel wear can be reduced and noise associated with slip can be substantially reduced.

Heretofore various attempts have been made to provide railway vehicles having a single axle at either end. However, because of the instability of the single axle some form of stiffening or yaw restraint has been incorporated between the axles and the vehicle body to provide the axles with suitable yaw stability. However, in providing yaw restraint in this manner an input force to overcome the yaw restraint is required to move the axle to the radial position. In addition, the longitudinal forces imposed on the axles by longitudinal bracing reduces the longitudinal forces which would otherwise be available for either propulsion or braking or other purposes.

In CH-A-139 626, there is described an articulated railway vehicle with two main body parts having a common central articulation point on an intermediate truck or bogie. The truck is mounted on a single wheel set and further single wheel sets are shown mounted at the further ends of the two body parts. Although cross-linkages are shown between the axles of each of the two further wheel sets to articulation points on the intermediate truck, there is no description of how these wheel sets can be displaced, if at all, relative to their body parts. The specification suggests that the arrangement is used to guide the vehicle along a curved railway track but it can be demonstrated that the cross-linkage configuration cannot allow the axles of the three wheel sets to assume radial positions to a common centre of a curved track section. In this disclosure, therefore, there is only stated the problem and no solution is suggested that would allow the axles of the wheel sets to be aligned to conform to the radius of a curved track along which the vehicle is travelling.

In DE-C-850 623, an arrangement of twin-axle trucks or bogies is shown with the relative pivoting of the two axles on the truck being hydraulically controlled. Pivoting between the truck and the vehicle body when travelling along a curved track, is sensed by the hydraulic system to cause the two axles of a truck to pivot in opposite directions and align them radially to the centre of curvature of the track. The system described here, however, cannot be applied to a vehicle having articulated body portions supported on three or more single wheel sets.

Typically railroad vehicles are used in trains comprising more than one vehicle. It will be understood by those skilled in the art that as a single railway vehicle negotiates a curve the body of the vehicle will assume a "chord" position. Thus, a train comprising two or more vehicles when negotiating a curve will consist of

a number of vehicles all of which have assumed a chorded position with respect to the curve being negotiated. In this invention the chording effect of two coupled bodies is used to maintain single wheel sets in radial position.

For the purposes of this description the word vehicle shall hereinafter refer to a single articulated vehicle having two body portions and supported on three or more wheel sets, which definition shall include a pair of like bodies each supported on two wheel sets which bodies are pivotally affixed together for travel along the track, this latter unit being hereinafter referred to as a "married pair".

According to the present invention, there is provided an articulated railway vehicle or truck comprising first and second pivotally connected body portions with at least three spaced supporting single wheel sets that are relatively pivotally displaceable when travelling along a curved track, and in which the individual wheel sets are each attached to the vehicle or truck for pivotal movement about respective substantially vertical pivots, control means are provided capable of sensing changes in the relative angle between the body portions arising from the curvature of the rail track and capable of actuating pivotal displacements of said wheel sets to guide them into alignment with the curved track, and said control means comprise sensing means for sensing said angular changes between the body portions and connections from said sensing means to respective actuating means that determine the pivotal positions of the individual wheel sets to conform with the radius of the track along which the vehicle or truck is travelling.

A preferred embodiment of the invention will now be described in association with the following drawings in which:

Figure 1 is a schematic plan view of a preferred embodiment of this invention illustrating an articulated vehicle having 3 independent wheel sets in the alignment when travelling on tangent track.

Figure 2 is a schematic plan view of the vehicle of Figure 1 in the alignment when travelling on curved track.

Figure 3 illustrates a single axle suspension system used with the articulated vehicle.

Figure 4 is an elevation view of the suspension system of Figure 3.

Figure 1 diagrammatically illustrates an articulated vehicle indicated generally as 1 comprising two similar pivotally attached body portions 2 and 3. Means to sense the angle of articulation shown generally as 4 and 5 extend between the body portions 2 and 3. The vehicle body 1 is supported by three wheel sets 6, 7 and 8. Wheel set 6 comprises flanged wheels 9 and 10 and an axle 11. Wheel set 7 comprises flanged wheels 12 and 13 and an axle 14. Wheel set 8 comprises flanged wheels 15 and 16 and an axle 17. Wheel sets 6, 7 and 8 are attached to the articulated vehicle to permit

pivotal movement with respect to the vehicle 1 by pivotal means 6A, 7A and 8A.

Figures 3 and 4 illustrate a single axle suspension system used with the articulated vehicle shown in the preferred embodiment. Wheel set 6 comprises flanged wheels 9 and 10 and an axle 11. Axle 11 is journaled for rotation about a generally horizontal axis in bearing means 18 and 19. Bearing means 18 and 19 are fixed to a bolster 20 by a convenient means well known to those skilled in the art. The bolster 20 comprises a pivot bearing 21 for attachment of the wheel set and bolster to the articulated vehicle 1. Those skilled in the art will realize that vehicle suspension means such as resilient pads, springs, air bags and the like may be used in the vehicle suspension system as desired. Wheel sets 7 and 8 are suspended from similar suspension means as shown in Figures 3 and 4 with reference to wheel set 6.

Articulation sensing means 4 and 5 are essentially similar units acting redundantly to each other. For clarity articulation sensing means 4 will be described in detail, it being understood that articulation means 5 is an essentially similar system.

Vehicle 1 is essentially symmetrical about a longitudinal axis 22 which passes through the articulation joint between body portions 2 and 3. It will be observed that articulation sensing means 4 is located to one side of the longitudinal vehicle axis. A comparison of Figures 1 and 2 illustrates that as the vehicle 1 rounds the curve shown in Figure 2 the body portions pivot with respect to one another such that the distance between body portions 2 and 3 sensed by articulation sensing means 4 is less than when the vehicle is travelling on tangent track. The reduction of the spacing between the body portions 2 and 3 at any corresponding point on each of said body portions is a direct function of the included angle between the longitudinal axes of each of the body portions. It will also be appreciated that the angle between the body portions 2 and 3 is determined by the radius of the curve on which the vehicle is travelling and the proportion of the vehicle. The shorter the radius of the curve the less will be the included angle between body portions 2 and 3 sensed by articulation angle sensing means 4. Articulation sensing means 5 being on the other side of the longitudinal vehicle axis 22 from articulation sensing means 4 will sense an increase of the angle, this increase being the same value as the decrease sensed by articulation sensing means 4.

Articulation sensing means 4 comprises three separate independently acting hydraulic actuators 23, 24 and 25. Hydraulic actuator 25 comprises a piston 26 affixed to vehicle body portion 2 and a cylinder 27 affixed to body portion 3. An oil flow line 28 connects hydraulic actuator 25 with an hydraulic actuator 29 attached to wheel set 6. Hydraulic actuator 29 comprises a piston 30 affixed to axle 11 and a

hydraulic cylinder 31 affixed to vehicle body portion 3. It is to be noted that hydraulic actuator 29 is affixed to axle 1,1 at a position on the opposite side of the vehicle longitudinal axis 22 from the location of hydraulic actuator 25.

Hydraulic actuator 24 which also comprises a piston 32 affixed to vehicle body portion 3 and an hydraulic cylinder 33 affixed to vehicle body portion 2 is connected to hydraulic actuator 35 by means of oil flow line 34. Hydraulic actuator 35 comprises a hydraulic cylinder 36 affixed to vehicle body portion 2 and a hydraulic piston 37 affixed to axle 17 of wheel set 8. It is to be observed that hydraulic actuator 35 is attached to axle 17 on the opposite side of vehicle longitudinal axis 22 from that occupied by hydraulic actuator 24.

Hydraulic actuator 23 which is similar to actuators 24 and 25 comprises a hydraulic piston 38 affixed to body portion 2 and a hydraulic cylinder 39 affixed to body portion 3. Hydraulic actuator 23 is hydraulically connected to hydraulic actuator 40 by means of oil flow line 39. Hydraulic actuator 40 comprises a hydraulic cylinder 41 attached to vehicle body portion 3 and a hydraulic piston 42 attached to axle 14 of wheel set 7. It is to be noted that hydraulic actuator 40 is located on the opposite side of the vehicle body longitudinal axis 22 from hydraulic actuator 23.

A review of Figures 1 and 2 will assist in understanding the operation of the invention shown in this embodiment. As the vehicle body rounds a curve the body portions 2 and 3 will pivot with respect to one another. Accordingly, each piston in the group of articulation angulation sensing means 4 will move toward the bottom of its associated hydraulic cylinder thereby expelling oil from the hydraulic cylinder. Oil will thus be expelled from cylinder 27 by piston 26 and flow through hydraulic line 28 into cylinder 31. The flow of oil into cylinder 31 will cause piston 30 to move outwardly thereby causing wheel set 6 to pivot about its pivotal attachment to the body portion 3. In a similar fashion movement in a hydraulic actuator 24 will cause movement in hydraulic actuator 35 thereby causing wheel set 8 to pivot with respect to body portion 2. Similarly movement in actuator 23 will cause movement in actuator 40 thereby causing wheel set 7 to pivot with respect to body portion 3. It will be observed that wheel set 6 is caused to pivot in a clockwise direction with respect to vehicle body portion 3 whereas wheel set 8 is caused to pivot in a counterclockwise direction with respect to body portion 2. Similarly wheel set 7 pivots in a counterclockwise direction with respect to vehicle body portion 3.

The amount of movement of hydraulic actuator 29 is directly related to the amount of movement in hydraulic actuator 25. If the actuators are each equipped with identical sized pistons and cylinders then the movement would be on a one for one basis. However, if more con-

venient, any form of multiplication could be used. It should be appreciated that the amount of movement sensed by hydraulic actuator 25 is a function of the length of the vehicle 1, the wheel base of body portions 2 and 3, the radius of the curve which the vehicle is negotiating and finally, the distance from the longitudinal vehicle axis 22 to actuator 25. The amount of movement in actuator 29 required to guide wheel set 6 to the radial position will depend on the distance between vehicle longitudinal axis 22 and the location of actuator 29. It is considered that those skilled in the art will have no difficulty in correlating these various factors which may be plotted for the specific geometry of any vehicle so as to ensure that wheel set 6 remains in a radial configuration regardless of the radius travelled by the articulated vehicle. As all such correlations can be approximated to be of a linear nature it is expected that those skilled in the art would have no difficulty in establishing such proportions.

It will be observed that hydraulic actuator 24 and its associated hydraulic actuator 35 connected to wheel set 8 operate in precisely the same manner so as to ensure that wheel set 8 assumes a radial configuration when travelling a curve. Similarly hydraulic actuator 23 ensures that wheel set 7 is guided to the radial configuration.

As shown in Figure 2 angulation sensing means 4 is located radially inward of the longitudinal vehicle axis. Thus as shown in Figure 2, the hydraulic actuators 23, 24 and 25 are each compressed thereby expelling oil. It will now be appreciated that if the vehicle were rounding a curve in the other direction the actuators 23, 24 and 25 would be radially outward from the vehicle longitudinal axis 22 and would expand as the vehicle enters the curve. This expansion would draw oil into actuators 23, 24 and 25 causing the associated actuators 40, 35 and 29 respectively to collapse inwardly as the oil flowed out of such actuators. This flow in the other direction from that previously explained will cause wheel set 6 to pivot with respect to vehicle body portion 3 in a counterclockwise direction, wheel set 7 to pivot with respect to body portion 3 clockwise and wheel set 8 to pivot with respect to body portion 2 in a clockwise direction so that the vehicle rounds a curve with all three wheel sets in the radial configuration. In order to achieve this double acting effect hydraulic actuators 29, 35 and 40 may be double acting or as shown in this embodiment single acting cylinders wherein ambient air pressure is delivered to the underside of each piston. As the wheel sets will themselves attempt to assume the radial position it will be realized that no substantial external force is required to pivot the wheel sets.

Angulation sensing means 5 is identical to angulation sensing means 4. Angulation sensing means 5 however is connected to cylinders attached to each of wheel sets 6, 7

and 8 on the opposite side of cylinders 29, 40 and 35 respectively. Angulation sensing means 5 will thus operate in precisely the reciprocal manner of angulation sensing means 4. It will be understood by those skilled in the art that sensing means 4 and 5 therefore form a redundant system. However, it is suggested that in the interest of safety for a passenger conveying vehicle that such redundant means are desirable.

As stated hereinbefore each of the wheel sets is free to pivot with respect to the vehicle body subject to moving oil through the hydraulic circuits as described hereinabove. This system provides unique stability for a single axle. The stability of the system may be more clearly understood if one of the wheel sets is discussed in detail.

If the speed of the vehicle is such that wheel set 6 would otherwise be unstable in the yaw mode then the wheel set will attempt to deviate from a configuration where it is perpendicular to a tangent to the track. However, in order for the wheel set to deviate from this position it must cause oil to flow through the hydraulic circuits explained above from actuator 29 into actuator 25. Flow of oil into actuator 25 can only be accomplished if vehicle body portion 2 pivots with respect to body portion 3. Body portion 2 cannot pivot with respect to body portion 3 as to do so exerts a lateral force in wheel sets 8 and 7 which is resisted by each wheel set. It is to be observed therefore that the stability of wheel set 6 is provided not by a longitudinal reaction of axle 11 parallel to the track but rather by a transverse reaction in axles 14 and 17 perpendicular to a tangent to the track. This analysis is identical regardless of whether the vehicle is travelling on curved track or on tangent track. Accordingly, the system disclosed herein provides the appropriate stability without significantly decreasing the amount of longitudinal force that may be available at the wheels 9 and 10. A similar analysis for each of wheel sets 7 and 8 indicates that the stability for each wheel set is provided by lateral restraints in each of the other two wheel sets.

In the preferred embodiment illustrated hereinbefore hydraulic means have been suggested as the means to sense the relative angularity between body portions 2 and 3 and to guide the movement of each wheel set to the radial position. It will be obvious however that other means may be provided. Typically, pure mechanical linkages could be used such as a lever system between body portions 2 and 3. Such levers could be used to directly guide wheel sets 6, 7 and 8 in a manner analogous to that explained above with regard to the hydraulic circuits. Other means of sensing the angularity between the body portions may also be used to guide the wheel sets to the radial alignment. Servo and electrical sensing and actuating means can also be used with this

invention. In certain cases it may also be desirable to use a three axle articulated truck made according to the invention disclosed herein.

Claims

1. An articulated railway vehicle or truck comprising first and second pivotally connected body portions (2, 3) with at least three spaced supporting single wheel sets (6, 7, 8) that are relatively pivotally displaceable when travelling along a curved track, characterised in that the individual wheel sets (6, 7, 8) are each attached to the vehicle or truck for pivotal movement about respective substantially vertical pivots, that control means are provided capable of sensing changes in the relative angle between the body portions arising from the curvature of the rail track and capable of actuating pivotal displacements of said wheel sets to guide them into alignment with the curved track, and that said control means comprise sensing means (4, 5) for sensing said angular changes between the body portions and connections (28, 34, 39) from said sensing means to respective actuating means (29, 35, 40) that determine the pivotal positions of the individual wheel sets to conform with the radius of the track along which the vehicle or truck is travelling.

2. A vehicle or truck according to claim 1 wherein the sensing means comprise first and second units (4, 5) each connected between the two body portions (2, 3), said units acting redundantly to each other.

3. A vehicle or truck according to claim 1 or claim 2 wherein the control means comprise hydraulic sensing actuators (23, 24, 25) and hydraulic wheel set pivoting actuators (29, 35, 40).

4. A vehicle or truck according to claim 3 wherein the control means for each wheel set (6, 7, 8) comprises an independently acting hydraulic sensing actuator (23, 24, 25) each said sensing actuator being hydraulically connected to a single wheel set pivoting actuator (29, 35, 40).

5. A vehicle or truck according to claim 2 together with claim 4 wherein each wheel set (3, 4, 5) is connected to two hydraulic pivoting actuators (29, 35, 40), one of said pivoting actuators of each wheel set being connected to a sensing actuator (23, 24, 25) of the first unit (4) and the other of said pivoting actuators of each wheel set being connected to a sensing actuator of the second unit (5).

6. A vehicle or truck according to claim 1 or claim 2 wherein the control means for each wheel set (3, 4, 5) comprise respective sensing actuators (23, 24, 25) responsive to relative pivoting between the body portions (2, 3), said sensing actuators each acting on a respective further actuator (29, 35, 40) arranged to pivot an associated individual wheel set.

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Claims

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2. A vehicle or truck according of claim 1 wherein the sensing means comprise first and second units (4, 5) each connected between the two body portions (2, 3), said units acting redundantly to each other.

3. A vehicle or truck according to claim 1 or claim 2 wherein the control means comprise hydraulic sensing actuators (23, 24, 25) and hydraulic wheel set pivoting actuators (29, 35, 40).

4. A vehicle or truck according to claim 3 wherein the control means for each wheel set (6, 7, 8) comprises an independently acting hydraulic sensing actuator (23, 24, 25) each said sensing actuator being hydraulically connected to a single wheel set pivoting actuator (29, 35, 40).

5. A vehicle or truck according to claim 2 together with claim 4 wherein each wheel set (3, 4, 5) is connected to two hydraulic pivoting actuators (29, 35, 40), one of said pivoting actuators of each wheel set being connected to a sensing actuator (23, 24, 25) of the first unit (4) and the other of said pivoting actuators of each wheel set being connected to a sensing actuator of the second unit (5).

6. A vehicle or truck according to claim 1 or claim 2 wherein the control means for each wheel set (3, 4, 5) comprise respective sensing actuators (23, 24, 25) responsive to relative pivoting between the body portions (2, 3), said sensing actuators each acting on a respective further actuator (29, 35, 40) arranged to pivot an associated individual wheel set.



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Revendications

1. Véhicule ou wagon articulé de chemin de fer comprenant des première et seconde parties de corps reliées pivotantes (2, 3), avec au moins trois groupes espacés de roues simples de support (6, 7, 8) qui peuvent se déplacer relativement en pivotant lors d'un parcours le long d'une voie courbée, caractérisé en ce que chaque groupe individuel de roues (6, 7, 8) est fixé au véhicule ou wagon pour un mouvement pivotant autour de pivots respectifs sensiblement verticaux, en ce que des moyens de contrôle sont prévus pouvant détecter des changements de l'angle relatif entre les parties de corps provenant de la courbure de la voie de chemin de fer et pouvant actionner des déplacements pivotants desdits groupes de roues pour les guider en alignement avec la voie courbée et en ce que lesdits moyens de contrôle comprennent un moyen de détection (4, 5) pour détecter lesdits changements angulaires entre les parties de corps et des connexions (28, 34, 39) desdits moyens de détection à des moyens respectifs de mise en action (29, 35, 40) qui déterminent les positions pivotantes des groupes individuels de roues pour se conformer au rayon de la voie le long de laquelle se déplace le véhicule ou wagon.

2. Véhicule ou wagon selon la revendication 1, où les moyens de détection comprennent des première et seconde unités (4, 5), chacune étant connectée entre les deux parties de corps (2, 3), lesdits unités agissant de façon redondante l'une par rapport à l'autre.

3. Véhicule ou wagon selon la revendication 1 ou la revendication 2, où les moyens de contrôle comprennent des moyens hydrauliques de mise en action de détection (23, 24, 25) et des moyens hydrauliques de mise en action de pivotement des groupes de roues (29, 35, 40).

4. Véhicule ou wagon selon la revendication 3, où le moyen de contrôle pour chaque groupe de roues (6, 7, 8) comprend un moyen hydraulique de mise en action de détection agissant indépendamment (23, 24, 25), chaque moyen de mise en action de détection étant hydrauliquement connecté à un moyen de mise en action de pivotement d'un groupe de roues simples (29, 35, 40).

5. Véhicule ou wagon selon la revendication 2 et la revendication 4, où chaque groupe de roues (3, 4, 5) est connecté à deux moyens hydrauliques de mise en action de pivotement (29, 35, 40), l'un desdits moyens de mise en action de pivotement de chaque groupe de roues étant connecté à un moyen de mise en action de détection (23, 24, 25) de la première unité (4) et l'autre desdits moyens de mise en action de pivotement de chaque groupe de roues étant connecté à un moyen de mise en action de détection de la seconde unité (5).

6. Véhicule ou wagon selon la revendication 1 ou la revendication 2, où les moyens de contrôle pour chaque groupe de roues (3, 4, 5)

comprennent des moyens respectifs de mise en action de détection (23, 24, 25) répondant à un pivotement relatif entre les parties de corps (2, 3), les moyens de mise en action de détection agissant chacun sur un autre moyen respectif de mise en action (29, 35, 40) agencé pour faire pivoter un groupe individuel associé de roues.

Patentansprüche

1. Gelenkiges Schienenfahrzeug oder Fahrgestell, bei dem ein erster und zweiter drehgelenkig miteinander verbundener Rumpfteil (2, 3) mit mindestens drei voneinander beabstandeten, tragenden Einzelradsätzen (6, 7, 8), die bei einer Fahrt längs einer gekrümmten Schiene relativ zueinander Schwenkbeweglich versetzbar sind, vorgesehen ist, dadurch gekennzeichnet, daß die einzelnen Radsätze (6, 7, 8) jeweils an dem Fahrzeug oder Fahrgestell im Sinne einer Drehbewegung um jeweils eine im wesentlichen vertikale Drehachse angeordnet sind, daß Steuereinrichtungen vorgesehen sind, durch die von der Krümmung der Führungsschiene hervorgerufene Änderungen des relativen Winkels zwischen den Rumpfteilen erfaßbar und Drehversetzungen der Radsätze für deren Führung in Flucht mit der gekrümmten Schiene betätigbar sind, und daß die Steuereinrichtungen Erfassungseinrichtungen (4, 5) zur Erfassung der Winkeländerungen zwischen den Rumpfteilen aufweisen sowie Verbindungsglieder (28, 34, 39) von den Erfassungseinrichtungen zu jeweiligen Betätigungseinrichtungen (29, 35, 40), welche die Drehstellungen der einzelnen Radsätze in Übereinstimmung mit dem Radius der Schienenspur, längs der sich das Fahrzeug oder Fahrgestell bewegt, festlegen.

2. Fahrzeug oder Fahrgestell nach Anspruch 1, bei dem die Erfassungseinrichtungen eine erste und zweite Einheit (4, 5) aufweisen, die jeweils zwischen die beiden Rumpfteile (2, 3) geschaltet sind, wobei diese Einheiten im Verhältnis zueinander redundant wirken.

3. Fahrzeug oder Fahrgestell nach Anspruch 1 oder Anspruch 2, bei dem die Steuereinrichtungen hydraulische Erfassungsbetätigungsglieder (23, 24, 25) und hydraulische Radsatz-Drehbetätigungsglieder (29, 35, 40) aufweisen.

4. Fahrzeug oder Fahrgestell nach Anspruch 3, bei dem die Steuereinrichtung für jeden Radsatz (6, 7, 8) ein unabhängig wirkendes hydraulisches Erfassungsbetätigungsglied (23, 24, 25) aufweist, deren jedes hydraulisch mit einem einzelnen Radsatz-Drehbetätigungsglied (29, 35, 40) verbunden ist.

5. Fahrzeug oder Fahrgestell nach Anspruch 2 in Verbindung mit Anspruch 4, bei dem jeder Radsatz (3, 4, 5) mit zwei hydraulischen Drehbetätigungsgliedern (29, 35, 40) verbunden ist, wobei eines der Drehbetätigungsglieder jedes Radsatzes mit einem Erfassungsbetätigungsglied (23, 24, 25) der ersten Einheit (4) und das



andere der Drehbetätigungsglieder jedes Radsatzes mit einem Erfassungsbetätigungsglied der zweiten Einheit (5) verbunden ist.

6. Fahrzeug oder Fahrgestell nach Anspruch 1 oder 2, bei dem die Steuereinrichtungen für jeden Radsatz (3, 4, 5) jeweilige Erfassungsbetätigungsglieder (23, 24, 25) aufweisen, die

auf die relative Drehversetzung zwischen den Rumpfteilen (2, 3) ansprechen, wobei jedes Erfassungsbetätigungsglied auf ein jeweiliges weiteres, für die Drehung eines zugeordneten einzelnen Radsatzes angeordnetes Betätigungsglied (29, 35, 40) einwirkt.

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