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(54) Titre : MACHINE POUR LA STABILISATION D'UNE VOIE

(54) Title: MACHINE FOR STABILIZING A TRACK

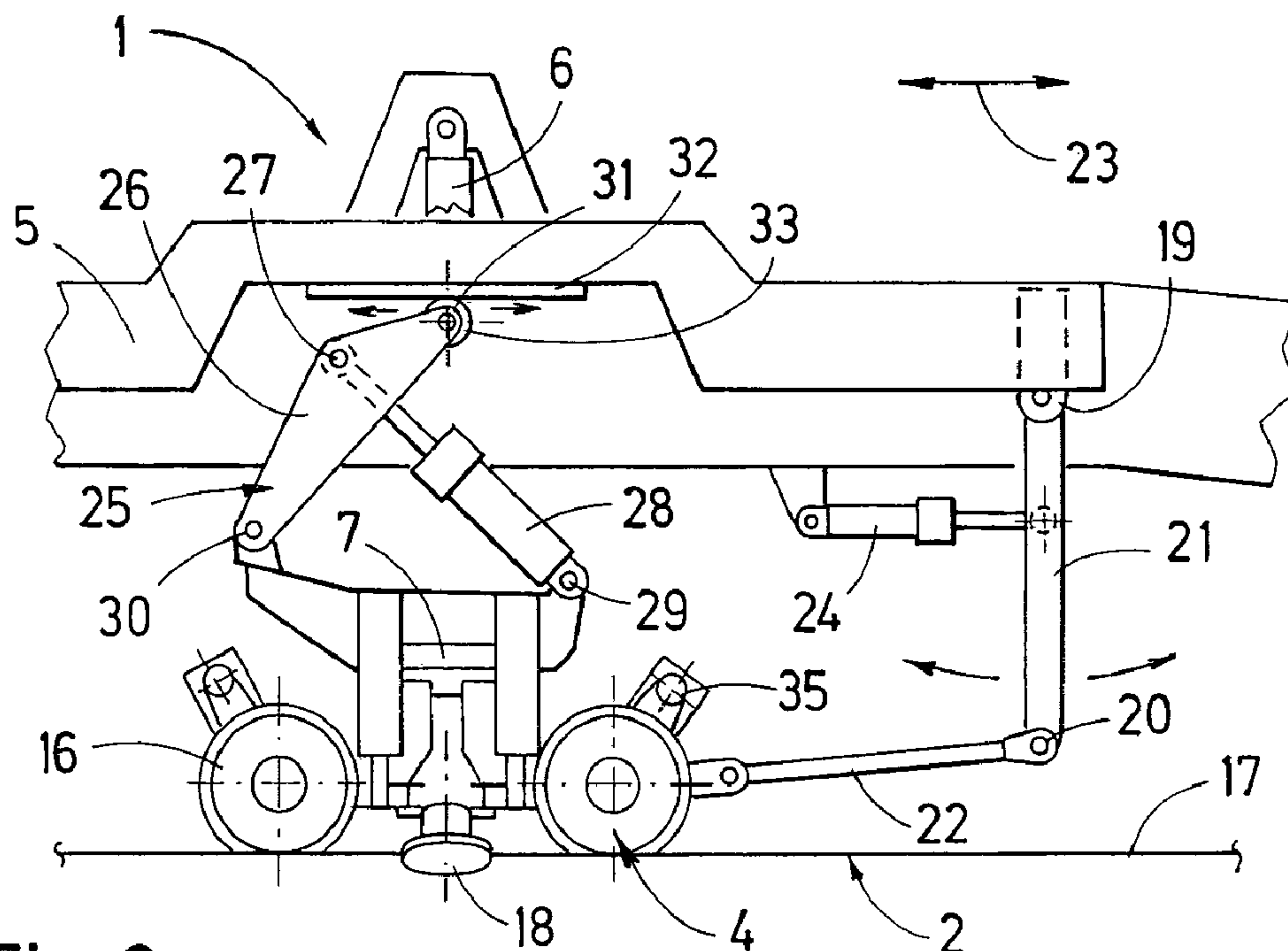
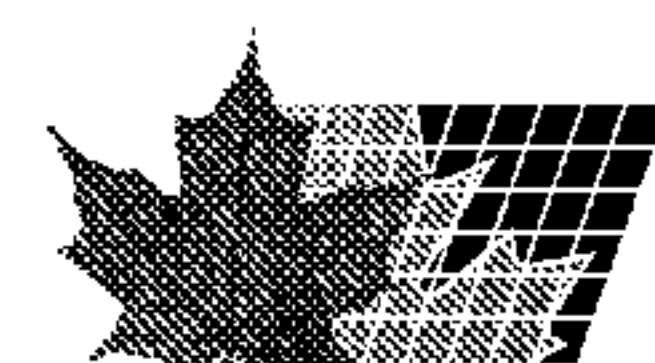


Fig. 2

(57) **Abrégé/Abstract:**

The invention relates to a machine (1) for stabilizing a track (2), comprising a machine frame (5), which can be moved on the track by means of rail-bound traveling mechanisms and on which a stabilization unit (4), which has height adjustment drives (6) and a



(57) **Abrégé(suite)/Abstract(continued):**

vibration exciter (7), is arranged. The stabilization unit is designed to be movable in relation to the machine frame (5) in a machine longitudinal direction (23) by means of a linear displacement drive (24).

Abstract

A machine (1) for stabilization of a track (2) has a machine frame (5), mobile on the track by means of on-track undercarriages, on which a stabilizing unit (4) is arranged which has vertical adjustment drives (6) as well as a vibration exciter (7). The stabilizing unit is designed to be displaceable relative to the machine frame (5) in a longitudinal direction (23) of the machine by means of a longitudinal displacement drive (24).

(Fig. 2)

Machine for Stabilizing a Track

- [01] The invention relates to a machine for stabilization of a track, including a machine frame mobile on the track by means of on-track undercarriages and a stabilizing unit which has vertical adjustment drives as well as a vibration exciter.
- [02] In EP 0 726 360, a machine of this type, known as a track stabilizer, is already described which is coupled to a track tamping machine mobile in steps during working operations, and which, after tamping, lowers the track into a target position in a controlled way by means of vibrations under vertical load. With the aid of a control system, the tamping- and stabilizing sequences can be coordinated with one another, wherein the machine frame of the stabilizer is designed to be adjustable relative to the machine frame of the tamping machine by means of a longitudinal displacement drive.
- [03] It is the object of the present invention to provide a machine of the kind mentioned at the beginning with which improved controlling of the stabilizing unit during operations is possible.
- [04] According to the invention, this object is achieved with a machine of the specified type by way of the features cited in the characterizing part of the main claim.

- [05] With this structurally simple and robust configuration, it is possible during working operations to move the stabilizing unit forward continuously on the track in the working direction, while at the same time the machine frame – which is coupled to the tamping machine – is moved together with the latter in steps or cyclically. Thus it is possible in an advantageous way to avoid a situation where, during the stopping phase of the tamping machine, the stabilizing unit acts on the track for too long at the same position and thus the track is lowered too much in places, from which an altogether uneven work result would ensue.
- [06] Additional advantages of the invention become apparent from the dependent claims and the drawing description.
- [07] The invention will be described in more detail below with reference to an embodiment represented in the drawing in which Fig. 1 is a side view of a machine according to the invention, coupled to a tamping machine, Fig. 2 is an enlarged detail view of the stabilizing unit of Fig. 1, and Fig. 3 is a further variant of the invention.
- [08] A machine 1, shown in Fig. 1, for stabilization of a track 2 has a machine frame 5 which is mobile on the track by means of on-track undercarriages 3 and connected to a stabilizing unit 4. The stabilizing unit 4 – which will be described in more detail below with reference to Fig. 2 – is designed for vertical adjustment via vertical adjustment drives 6 and equipped with a vibration exciter 7. The machine frame 5 is

coupled to a tamping machine 9 which is positioned at the front, with regard to a working direction 8, and designed for cyclic tamping, and which is supported on the track 2 via on-track undercarriages 10 and equipped with a driver's cabin 11, a track tamping unit 12, a track lifting-lining unit 13, an energy supply unit 14, and a motive drive 15.

[09] As can be seen in Fig. 2, the stabilizing unit 4 is mounted during working operations via flanged rollers 16 on rails 17 of the track 2 and is in engagement with the same by means of laterally pivotable lifting rollers 18. Each flanged roller 16 is connected to a separate, independently actuatable hydraulic drive 35. Preceding the stabilizing unit 4 in the working direction 8, an approximately vertically extending compensating lever 21 is provided which is connected by a first linkage 19 to the machine frame 5 and by a second linkage 20 via a pull rod 22 to the stabilizing unit 4. At a point situated about halfway between the two linkages 19, 20, the compensating lever 21 is connected to a longitudinal displacement drive 24, extending in a longitudinal direction 23 of the machine, which in turn is articulatedly connected to the machine frame 5. In this manner, the stabilizing unit 4 is designed to be displaceable in the longitudinal direction 23 of the machine relative to the machine frame 5.

[10] The stabilizing unit 4 is equipped with a thrusting device 25 for producing a vertical load. Said device consists of a thrust lever 26 which

is articulately connected to a first end 27 of a thrust drive 28, the second end 29 of which is linked to the stabilizing unit 4. The thrust lever 26, in turn, is articulately connected by a lower end 30 – with regard to the vertical – to the stabilizing unit 4 while, at an upper end 31, a thrust roller 33 is arranged which is provided for application to the machine frame 5 (or to a plate 32 mounted on the same).

[11] Further provided on the machine 1 is a speedometer 34 (Fig. 1) which is connected to the machine frame 5 and designed to roll on the rail 17 of the track 2. Alternatively, the speedometer could also be connected to the stabilizing unit 4.

[12] During working operations, the tamping machine 9 is moved in steps from sleeper to sleeper of the track 2 and cyclically stopped in each case in order to lower the tamping unit 12 into the track bed for the tamping operation. To the rear in the working direction, the tamped track 2 – which is in a temporary vertical position – is set into vibrations by means of the stabilizing unit 4 and, with application of a downward load, is lowered into a target position. In order to prevent the track 2, in the process, from being lowered too much in one place by excessively lengthy stabilizing action during the stopping phase of the tamping machine 9, the stabilizing unit 4 is now moved forward relative to the machine frame 5 by means of the longitudinal displacement drive 24 – assisted by actuation of the hydraulic drives 35 of the flanged rollers 16

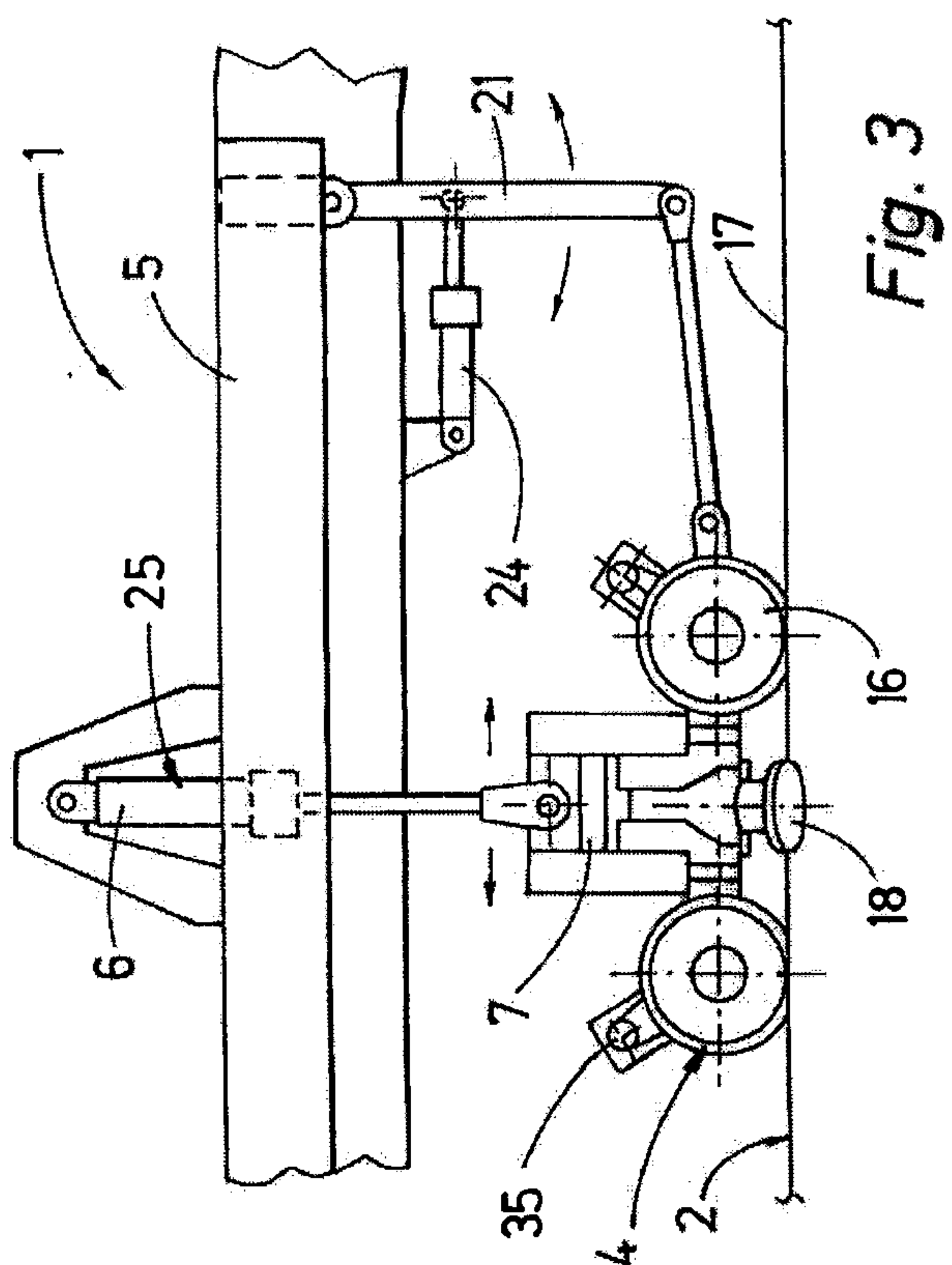
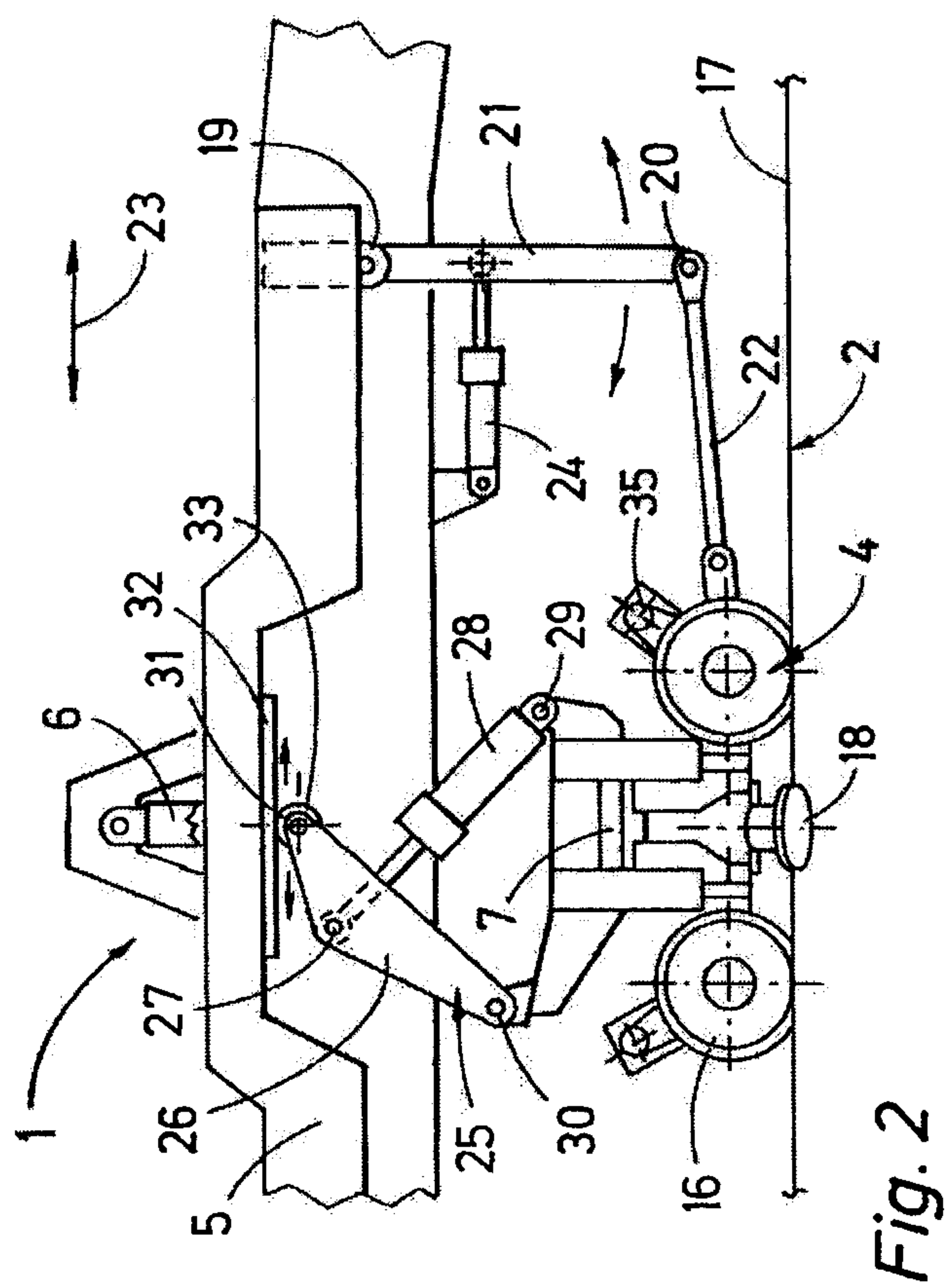
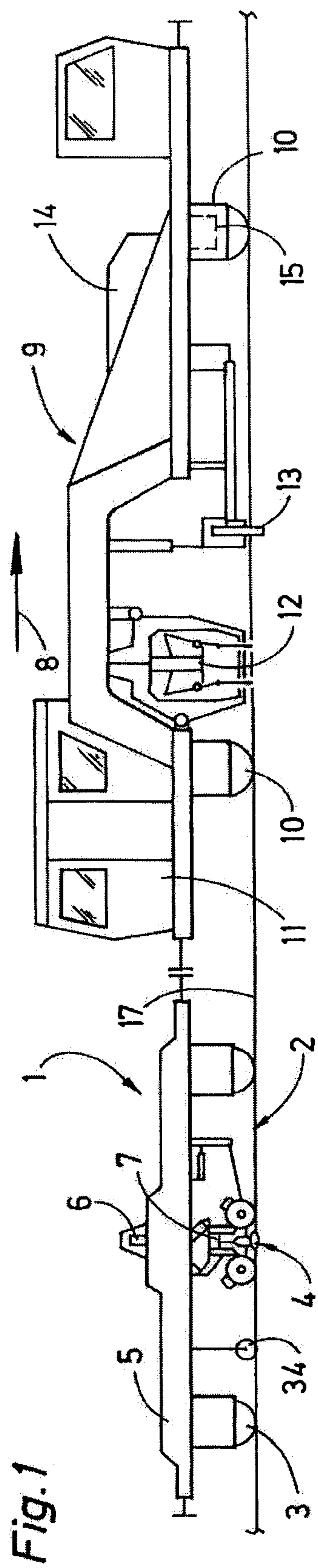
rolling on the track 2 – while the stopping phase continues. With the aid of the speedometer 34 which registers the forward motion of the two machines 1 and 9 coupled to one another, it is possible to control the forward motion by the longitudinal displacement drive 24 correspondingly, or to match it to the forward motion of the machine in such a way that an optimal working result is achieved.

- [13] Shown in Fig. 3 is an alternative version of the invention in which the thrusting device 25 is formed by the vertical adjustment drive 6, wherein the vertical load is applied by the latter to the rails 17. Since, as a result of the displacement motion of the stabilizing unit 4 relative to the machine frame 5, the length of the vertical adjustment drive 6 changes continuously, the latter is continually readjusted by means of a control device (not shown) in order to keep the vertical load upon the rails 17 of the track 2 constant.

C l a i m s

1. A machine for stabilization of a track (2), including a machine frame (5) mobile on the track (2) by means of on-track undercarriages (3) and a stabilizing unit (4) which has vertical adjustment drives (6) as well as a vibration exciter (7), characterized in that the stabilizing unit (4) is designed to be displaceable relative to the machine frame (5) in a longitudinal direction (23) of the machine by means of a longitudinal displacement drive (24).
2. A machine according to claim 1, characterized in that, between the machine frame (5) and the stabilizing unit (4), a thrust drive (28) is provided which is articulatedly connected at a first end (27) to a thrust lever (26) and by a second end (29) to the stabilizing unit (4), wherein the thrust lever (26) has a lower end (30) – with regard to the vertical – which is articulatedly connected to the stabilizing unit (4) while a thrust roller (33) provided for application to the machine frame (5) is arranged at an upper end (31).
3. A machine according to claim 1, characterized in that a compensating lever (21) is provided which is connected by a first linkage (19) to the machine frame (5) and by a second linkage (20) to the stabilizing unit (4), and that the longitudinal displacement drive (24) is connected between the two linkages (19, 20) to the compensating lever (21).

4. A machine according to claim 1, 2 or 3, characterized in that a speedometer (34) connected to the stabilizing unit (4) or the machine frame (5) is provided which is designed to roll on a rail (17) of the track (2).
5. A machine according to one of claims 1 to 4, characterized in that flanged rollers (16), designed to roll on the track (2), of the stabilizing unit (4) are connected in each case to a separate, independently actuatable hydraulic drive (35).



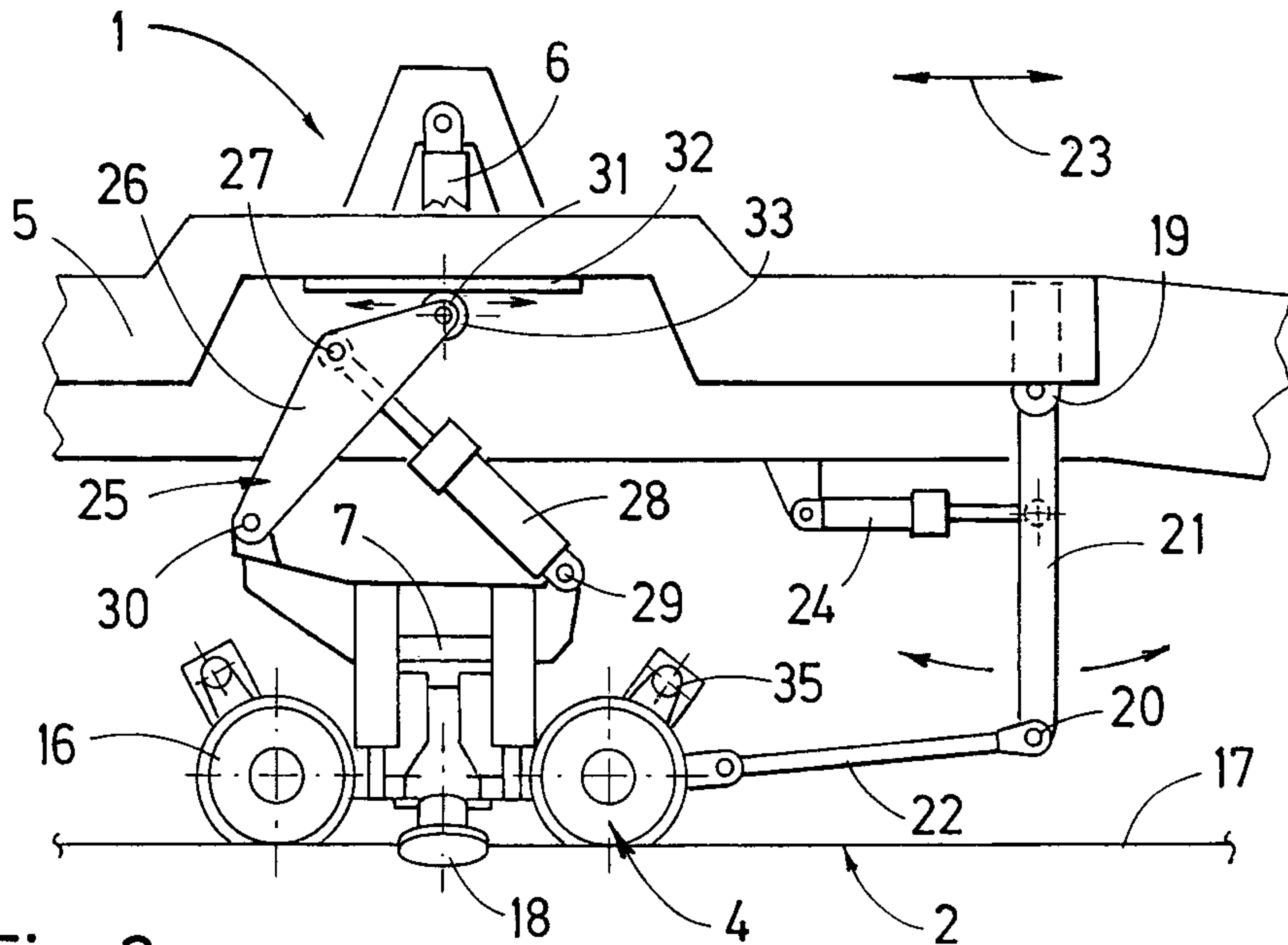


Fig. 2