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Order Booking Display at the Bookshop. Print out the form and photocopy or scan. This invention relates to a hydraulic pressure relief apparatus for a wheel, such as a railway wheel. More particularly, this invention relates to such an apparatus which is used in particular in a railway truck, but which may be used in other wheel structures. Such a hydraulic pressure relief apparatus is generally used to automatically relieve the internal hydraulic pressure and decrease the load when the axle structure of a railway wheel is subjected to an external force, for example, when the wheel is encountering a rock obstacle or the like. A conventional hydraulic pressure relief apparatus for a railway wheel will be described below with reference to FIG. 1. In FIG. 1, 1 denotes a railway wheel; 2 a bearing fitted to the wheel 1; and 3 a buffer spring fitted to the bearing 2. The bearing 2 is fastened to a boss 4 of a truck frame (not shown) by a plurality of bolts 5 and a nut 6. A plurality of ball joints 7 are disposed between the wheel 1 and the truck frame, and these ball joints 7 are adapted to withstand the load applied to the axle structure of the wheel 1. As shown, the wheel 1 is mounted as far as possible from the end of the truck frame so as not to apply excessive stress to the ball joints 7. The hydraulic pressure relief apparatus 3 is disposed between the end of the wheel 1 and the truck frame. This relief apparatus is interposed between the wheel 1 and the bearing 2, and is fastened to the bearing 2 by a plurality of bolts 8 and a nut 9. The hydraulic pressure relief apparatus 3 is provided with a hydraulic pressure relief piston 10 having a tapered portion 11 that is adapted to contact a tapered portion 13 of a shoulder 12 of the bearing 2. The hydraulic pressure relief apparatus 3 further has a valve body 14 having a valve plate 15 that is provided on its inner periphery with a cam plate 16 that is adapted to contact a valve plate 17, both of which are adapted to open and close valve orifices, which are formed at regular intervals in a plane. The tapered portion 11 of the hydraulic pressure relief piston 10 is formed so as to be adapted to be in contact with the shoulder 12 of the bearing 2. The cam plate 16 is adapted to press the valve plate 15 against the valve plate 17, both of which are mounted on the hydraulic pressure relief piston 10 so as to be slidable in the axial direction thereof. The cam plate 16 and the valve plate 17 are adapted to be in contact with the shoulder 12 of the bearing 2.

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