CLAIMS

1. A railcar bogie comprising:

a cross beam supporting a carbody of a railcar;

a pair of axles arranged at both respective sides of the cross beam in a car longitudinal direction and extending in a car width direction;

bearings provided at both car width direction sides of each of the axles and rotatably supporting the axles;

axle boxes accommodating the respective bearings;

plate springs supporting both respective car width direction end portions of the cross beam and extending in the car longitudinal direction, both car longitudinal direction end portions of each of the plate springs being supported by the respective axle boxes; and

pressing members located at both respective car width direction end portions of the cross beam and placed on respective car longitudinal direction substantially middle portions of the plate springs,

a lower surface of a portion of each of the pressing members having a circular-arc shape that is convex downward in a side view, the portion pressing the plate spring,

an upper surface of a portion of each of the plate springs having the circular-arc shape that is convex downward in the side view, the portion being pressed by the pressing member, and

a curvature of the lower surface of the pressing member being larger than the curvature of the upper surface of the plate spring.

2. The railcar bogie according to claim 1, further comprising a flexible cover covering a space between the lower surface of the pressing member and the upper surface of the plate spring, the space arising from a difference between the curvature of the lower surface of the pressing member and the curvature of the upper surface of the plate spring.

3. The railcar bogie according to claim 2, wherein the flexible cover covers at least both car longitudinal direction sides of the space.

4. The railcar bogie according to claim 2 or 3, wherein the flexible cover is attached to the pressing member or the cross beam to which the pressing member is attached.

5. The railcar bogie according to any one of claims 2 to 4, wherein the flexible cover integrally includes:

a buffer portion between the lower surface of the pressing member and the upper surface of the plate spring; and

a cover portion covering the space from a horizontal direction outer side of the space.

6. The railcar bogie according to any one of claims 2 to 4, wherein the flexible cover elastically and tightly contacts a portion of the upper surface of the plate spring, the portion being located at a car longitudinal direction outer side of the space.

7. The railcar bogie according to claim 6, wherein:

an end portion of the flexible cover elastically and tightly contacts the upper surface of the plate spring, the end portion being located at the car longitudinal direction outer side; and

the end portion of the flexible cover has a shape that is tapered toward the car longitudinal direction outer side in a plan view.

8. The railcar bogie according to claim 6 or 7, wherein:

an end portion of the flexible cover elastically and tightly contacts the upper surface of the plate spring, the end portion being located at the car longitudinal direction outer side; and

the end portion of the flexible cover includes an end surface that is inclined toward a car longitudinal direction inner side relative to a normal line of the upper surface of the plate spring in a side view.