CLAIMS

1 A railcar bogie comprising:

a bogie frame; and

a single link type traction device coupling the bogie frame and a carbody and transmitting force to the carbody, the force acting on the bogie frame, wherein:

the single link type traction device includes

a single link member coupling a center pin of the carbody and the bogie frame and extending in a car longitudinal direction,

a receiving seat provided at a fixation target object constituted by the center pin or the bogie frame, the link member being fixed to the receiving seat, and

a first fastening member including a bolt and a nut and fixing an end portion of the link member to the receiving seat, the bolt being inserted into the end portion of the link member and the receiving seat from one side in the car longitudinal direction, the nut being threadedly engaged with the bolt from the other side in the car longitudinal direction;

the receiving seat includes

a through hole into which the bolt is inserted and

a nut accommodating space communicating with the through hole and accommodating the nut, and

the receiving seat includes:

a base portion joined to the fixation target object;

a first projecting portion including a first surface and the through hole and projecting from the base portion, the first surface being located at the one side of the nut in the car longitudinal direction and forming the nut accommodating space;

a second projecting portion including a second surface and projecting from the base portion, the second surface being located at the other side of the nut in the car longitudinal direction and forming the nut accommodating space; and

a coupling portion coupling the first projecting portion and the second projecting portion at a side where a projecting end of the first projecting portion exists when viewed from at least an axis of the bolt.

2 The railcar bogie according to claim 1, wherein:

the nut accommodating space is concavely provided on a lower surface of the receiving seat; and

the coupling portion includes wall portions located at both respective car width direction sides of the nut and forming the nut accommodating space.

3 The railcar bogie according to claim 1 or 2, wherein:

the receiving seat includes a third surface opposed to the nut in a direction perpendicular to an axis of the bolt and forming the nut accommodating space; and

a shortest distance between the third surface and the axis is smaller than a maximum radius of the nut.

4 The railcar bogie according to any one of claims 1 to 3, wherein:

the single link type traction device further includes a spacer sandwiched between the first surface and a fastening surface of the nut and including a first through hole into which the bolt is inserted;

an opposed region, facing the fastening surface, of the first surface is different in shape from the fastening surface;

a surface, facing the first surface, of the spacer is the same in shape as the opposed region of the first surface; and

a surface, facing the fastening surface, of the spacer is the same in shape as the fastening surface.

5 The railcar bogie according to any one of claims 1 to 4, wherein:

the single link type traction device further includes a spacer sandwiched between the first surface and a fastening surface of the nut and including a first through hole into which the bolt is inserted;

the spacer includes a nut opposing surface opposed to the nut in a direction

perpendicular to an axis of the bolt; and

a shortest distance between the nut opposing surface and the axis is smaller than a maximum radius of the nut.

6 The railcar bogie according to claim 4 or 5, wherein:

the single link type traction device further includes a second fastening member constituted by a spacer fixing bolt fixing the spacer to the receiving seat;

the spacer includes

a spacer main body portion accommodated in the nut accommodating space and

a flange portion projecting from the spacer main body portion to an outside of the nut accommodating space and extending along an outer surface of the receiving seat;

the flange portion includes a second through hole into which the spacer fixing bolt is inserted; and

the receiving seat includes a screw hole having an internal thread threadedly engaged with an external thread of the spacer fixing bolt.

7 A railcar comprising the railcar bogie according to any one of claims 1 to 6.