CLAIMS

1. A railcar bogie comprising:

a bogie frame including a cross beam extending in the car width direction, and a receiving beam fixed to the car width direction end portion of the cross beam and extending in the car longitudinal direction;

a plurality of axle boxes accommodating a plurality of bearings supporting a plurality of axles;

a plurality of axle box suspensions coupling the plurality of axle boxes to the bogie frame; and

a plate spring extending in the car longitudinal direction and supported by a pair of axle boxes arranged away from each other in the car longitudinal direction among the plurality of axle boxes, the plate spring supporting the bogie frame, wherein

each of the plurality of axle box suspensions includes:

a coupler extending from the corresponding axle box in a car longitudinal direction and including a tubular portion at an end portion of the coupler, the tubular portion being open toward both sides in a car width direction;

a core rod inserted into an internal space of the tubular portion, a pair of protruding portions being provided at both respective sides of the core rod in the car width direction;

an elastic body interposed between the tubular portion and the core rod;

a pair of receiving seats provided at the receiving beam and including a pair of groove portions which are open toward the car width direction and an upper side;

a pair of lids pressing, from above, the pair of protruding portions fitted into the pair of groove portions from above; and

fasteners fixing the lids to the receiving seats,

the receiving beam further includes projecting portions located at both respective sides of the cross beam in the car longitudinal direction and projecting toward a lower surface of the plate spring, each of gaps being formed between each of the projecting portions and the lower surface of the plate spring.

2. The railcar bogie according to claim 1, wherein:

the bogie frame includes

a pressing member provided at a lower portion of a car width direction end

portion of the cross beam and pressing a middle portion of the plate spring from above; and

the receiving beam includes

a pair of side wall portions provided at both respective sides of the middle portion of the plate spring in the car width direction and extending in the car longitudinal direction, and

a bottom wall portion connecting lower ends of the pair of side wall portions to each other and covering the plate spring from below, the pair of side wall portions and the bottom wall portion being formed integrally.

3. The railcar bogie according to claim 2, wherein:

the receiving beam further includes a pair of flange portions projecting from respective upper ends of the pair of side wall portions to both respective sides in the car width direction;

a plate spring insertion space surrounded by the pair of side wall portions and the bottom wall portion is open upward; and

the pair of flange portions are fixed to the cross beam.

4. The railcar bogie according to any one of claims 1 to 3, wherein an opening through which part of a side surface of the plate spring is exposed is formed at a middle portion of the side wall portion located at an outside in the car width direction out of the pair of side wall portions.

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

cutouts through which a side surface of the plate spring is exposed are formed on at least one of the pair of side wall portions; and

the gaps are exposed through the respective cutouts.

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

the plate spring is formed in a bow shape that is convex downward as a whole in a side view of the bogie, and

each of the projecting portions is located at an inner side in the car longitudinal direction relative to the tubular portion.