CLAIMS

1. A railcar bogie comprising:

a cross beam extending in a car width direction;

a first traction motor supported by a first car longitudinal direction portion of the cross beam;

a second traction motor supported by a second car longitudinal direction portion of the cross beam; and

a coupling member arranged under the cross beam and between the first traction motor and the second traction motor, coupling the first traction motor and the second traction motor to each other, and configured to cancel out a swinging motion of the first traction motor and a swinging motion of the second traction motor.

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

the first traction motor is arranged at a first side in the car width direction;

the second traction motor is arranged at a second side in the car width direction;

in a plan view, a swing axis of the first traction motor is inclined relative to the car width direction in such a direction that a portion of the swing axis of the first traction motor which portion is located at the second side in the car width direction extends away from the cross beam; and

in the plan view, a swing axis of the second traction motor is inclined relative to the car width direction in such a direction that a portion of the swing axis of the second traction motor which portion is located at the first side in the car width direction extends away from the cross beam.

3. The railcar bogie according to claim 2, wherein in the plan view, the swing axis of the first traction motor and the swing axis of the second traction motor are substantially perpendicular to a virtual line connecting a gravity center of the first traction motor and a gravity center of the second traction motor.

4. The railcar bogie according to claim 3, wherein the coupling member extends along the virtual line.

5. The railcar bogie according to any one of claims 2 to 4, comprising:

a first traction motor receiving seat provided at the first car longitudinal direction

portion of the cross beam, the first traction motor being attached to the first traction motor receiving seat; and

a second traction motor receiving seat provided at the second car longitudinal direction portion of the cross beam, the second traction motor being attached to the second traction motor receiving seat, wherein:

the first traction motor receiving seat includes a keyway to which the first traction motor is attached;

the second traction motor receiving seat includes a keyway to which the second traction motor is attached;

the first traction motor is attached to the first traction motor receiving seat so as to swing about the keyway serving as the swing axis; and

the second traction motor is attached to the second traction motor receiving seat so as to swing about the keyway serving as the swing axis.

6. The railcar bogie according to claim 5, wherein:

a car width direction middle portion of the cross beam includes a curved portion projecting toward both sides in a car longitudinal direction and including inclined surfaces inclined relative to the car width direction; and

the first traction motor receiving seat and the second traction motor receiving seat are provided on the respective inclined surfaces of the curved portion.