CLAIMS

1. A railcar head structure comprising:

an underframe including

a beam extending in a car width direction and coupling a pair of side sills to each other and

a center sill connected to the beam and extending in a car longitudinal direction under a driver's cab;

a collision post erected on a tip end of the center sill;

a roof bodyshell positioned above a driver's cab window; and

a pillar extending so as to divide the driver's cab window, including one end joined to the collision post and the other end joined to the roof bodyshell, and coupling the roof bodyshell and the collision post to each other.

2. The railcar head structure according to claim 1, further comprising a front surface wall held by the collision post.

3. The railcar head structure according to claim 2, further comprising a cover attached to the front surface wall and made of fiber reinforced plastic.

4. The railcar head structure according to claim 1, wherein the pillar is a solid rod-shaped member.

5. The railcar head structure according to claim 1, wherein:

the driver's cab window is inclined relative to a vertical direction;

the roof bodyshell is positioned behind the driver's cab window; and

the pillar extends so as to oppose the center sill.

6. The railcar head structure according to claim 5, further comprising an upper surface exterior member arranged in front of the driver's cab window, wherein

the upper surface exterior member is supported by the collision post.

7. A railcar head structure comprising:

an underframe including a center sill extending in a car longitudinal direction;

a collision post erected on a tip end of the center sill;

a roof bodyshell positioned above a driver’s cab window;

a pillar extending so as to divide the driver’s cab window, including one end joined to the collision post and the other end joined to the roof bodyshell, and coupling the roof bodyshell and the collision post to each other;

a front surface wall held by the collision post; and

a collision energy absorbing device attached to the front surface wall so as to project from the front surface wall to a front side.

8. The railcar head structure according to claim 7, wherein the collision post is arranged so as to overlap the collision energy absorbing device as seen from the car longitudinal direction.