CLAIMS

1. A railcar bodyshell comprising:

an underframe including an underframe main body and an end beam, the end beam being disposed at one of end portions of the underframe main body in a car longitudinal direction and extending in a car width direction;

a corner post connecting the underframe and a roof bodyshell;

an energy absorber that is arranged between the end beam and the underframe main body and absorbs part of collision energy; and

an anti-climber that projects from the end beam outward in the car longitudinal direction and extends in the car width direction, wherein:

the end beam includes an end beam main body portion and a side coupling portion, the side coupling portion connecting the end beam main body portion to the underframe main body in a corner post rear region that extends from the corner post inward in the car longitudinal direction;

the anti-climber includes a starting point portion that serves as a starting point of bending of the end beam when collision has occurred, and the end beam is bent by a collision load;

the starting point portion is disposed at a portion corresponding to a position between a front end of the energy absorber and the corner post in the car width direction; and

the starting point portion is a cutout located at a part of the anti-climber in the car width direction.

2. The railcar bodyshell according to claim 1, wherein the end beam includes a front hole at a front end thereof, the front hole being located in a region corresponding to the cutout of the anti-climber and penetrating a wall of the end beam in the car longitudinal direction.

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

the anti-climber includes an upper-stage anti-climber, a middle-stage anti-climber, and a lower-stage anti-climber which are lined up in a vertical direction at intervals; and

the cutout is located at the middle-stage anti-climber.

4. The railcar bodyshell according to any one of claims 1 to 3, wherein the starting point portion is disposed at a position located at a car body middle side of a center between the front end of the energy absorber of the end beam and the corner post in the car width direction.

5. A railcar bodyshell comprising:

an underframe including an underframe main body and an end beam, the end beam being disposed at one of end portions of the underframe main body in a car longitudinal direction and extending in a car width direction;

a corner post connecting the underframe and a roof bodyshell;

an energy absorber that is arranged between the end beam and the underframe main body and absorbs part of collision energy; and

an anti-climber that projects from the end beam outward in the car longitudinal direction and extends in the car width direction, wherein:

the end beam includes an end beam main body portion and a side coupling portion, the side coupling portion connecting the end beam main body portion to the underframe main body in a corner post rear region that extends from the corner post inward in the car longitudinal direction;

the anti-climber includes a starting point portion that serves as a starting point of bending of the end beam when collision has occurred, and the end beam is bent by a collision load;

the starting point portion is disposed at a portion corresponding to a position between a front end of the energy absorber and the corner post in the car width direction;

the end beam includes

a first portion located adjacent to and behind the corner post and

a second portion located behind the first portion; and

rigidity of the first portion of the end beam in the car longitudinal direction is higher than rigidity of the second portion of the end beam in the car longitudinal direction.

6. The railcar bodyshell according to any one of claims 1 to 5, wherein a car width direction middle portion of a car front portion of the end beam projects outward in the car longitudinal direction.

7. The railcar bodyshell according to any one of claims 1 to 6, wherein:

the end beam includes an upper plate portion that is attached to an upper portion of the end beam main body portion and includes a through hole; and

the upper plate portion is attached to the end beam main body portion by continuous fillet welding along an edge portion surrounding the through hole.

8. The railcar bodyshell according to any one of claims 1 to 7, wherein:

the end beam includes a lower plate portion that is attached to a lower portion of the end beam main body portion and includes a through hole; and

the lower plate portion is attached to the end beam main body portion by continuous fillet welding along an edge portion surrounding the through hole.