## CLAIMS

1. A carbody of a railcar,

the carbody comprising:

an underframe;

a first member provided at a vertically lower side of a vertical center of the underframe, supported by the underframe, and absorbing collision energy;

a supporting member including a supporting surface that supports the first member from behind, the supporting member fixed to and extending from a lower surface of the underframe, the lower surface of the underframe being a bottommost surface of the underframe: and

a second member provided at a vertically upper side of the vertical center of the underframe, supported by the underframe, and contacting an obstacle when the first member is compressed by collision with the obstacle,

in a case where the second member receives a reaction force from the obstacle when the first member is compressed by the collision with the obstacle, the second member transferring to the underframe a moment load that is opposite in a rotational direction to a moment load transferred to the underframe via the supporting member by the first member.

2. The carbody according to claim 1, wherein a front end of the second member is located behind a front end of the first member and in front of a rear end of the first member.

3. The carbody according to claim 1, wherein:

a vertical distance from a vertical center of the second member to the vertical center of the underframe is longer than a vertical distance from a vertical center of the first member to the vertical center of the underframe.

4. The carbody according to claim 1, wherein:

the first member is an energy absorber; and

the second member is a post member.

5. The carbody according to claim 4, wherein:

the underframe includes

a first end beam located at a front end portion of the underframe and extending in a car width direction,

a second end beam located behind the first end beam and extending in the car width direction, and

a third member connecting the first end beam to the second end beam; and

the third member is an energy absorber provided at a height position overlapping the vertical center of the underframe.

6. The carbody according to claim 1, further comprising a supporting member connecting the second member to the underframe and supporting the second member from behind, wherein

the second member is an energy absorber.

7. The carbody according to claim 1, wherein the second member contacts the obstacle when the first member is compressed by an effective stroke amount by the collision with the obstacle.