

ABSTRACT

Disclosed are a railway vehicle and a vehicle end windshield structure therefor. The vehicle end windshield structure comprising an inner windshield (1) and an outer windshield (2) arranged at the vehicle end, the outer windshield (2) is of a sealing structure, a mounting frame of the inner windshield (1) is provided with an air passing port, and the air passing port is used for enabling a cavity defined between the outer windshield (2) and the inner windshield (1) to communicate with the in-vehicle environment. According to the railway vehicle and the vehicle end windshield structure therefor, the air passing port formed in the mounting frame of the inner windshield is used for enabling the cavity defined between the outer windshield (2) and the inner windshield (1) to communicate with the in-vehicle environment, so that when the vehicle is in high-speed operation and pressure fluctuation occurs in the cavity defined between the outer windshield (2) and the inner windshield (1), the pressure fluctuation can be timely transmitted, and damage to the outer windshield (2) is avoided; and meanwhile, the outer windshield (2) uses a sealing structure, so that interference of an air flowing field outside the vehicle to an air flowing field between the inner windshield (1) and the outer windshield (2) is reduced, thereby avoiding the situation that the inner windshield (1) shakes when the vehicle is in high-speed operation, affecting the travelling comfort of a passenger.