Claims:

1. A cab roof structure comprising a ~~roof carline~~roofline, characterized in further comprising:

at least one roof connecting beam disposed on the ~~roof carline~~roofline; and

at least two aluminum honeycomb panels, one roof connecting beam is disposed between every two aluminum honeycomb panels, and each aluminum honeycomb panel is fixedly connected to a left or right side of the roof connecting beam,

characterized in that, the aluminum honeycomb panel disposed on a left side of the roof connecting beam is referred to as a first aluminum honeycomb panel, and the aluminum honeycomb panel disposed on a right side of the roof connecting beam is referred to as a second aluminum honeycomb panel;

a first protrusion is provided on an upper surface of the roof connecting beam; and

a second protrusion is provided on an upper end surface of the first protrusion, and a third shoulder configured to connect an upper panel of the first aluminum honeycomb panel and a fourth shoulder configured to connect an upper panel of the second aluminum honeycomb panel are respectively provided on left and right sides of the second protrusion.

2. The cab roof structure of claim 1, characterized in that, ~~the aluminum honeycomb panel disposed on a left side of the roof connecting beam is referred to as a first aluminum honeycomb panel, and the aluminum honeycomb panel disposed on a right side of the roof connecting beam is referred to as a second aluminum honeycomb panel; a first protrusion is provided on an upper surface of the roof connecting beam, and~~ a first shoulder configured to bear the first aluminum honeycomb panel and a second shoulder configured to bear the second aluminum honeycomb panel are respectively provided on left and right sides of the first protrusion.

3. The cab roof structure of claim 2, characterized in that, an upper end surface of the first shoulder is flush with an upper end surface of the second shoulder.

~~4. The cab roof structure of claim 2, characterized in that, a second protrusion is provided on an upper end surface of the first protrusion, and a third shoulder configured to connect an upper panel of the first aluminum honeycomb panel and a fourth shoulder configured to connect an upper panel of the second aluminum honeycomb panel are respectively provided on left and right sides of the second~~

~~protrusion.~~

~~5~~4. The cab roof structure of claim ~~4~~1, characterized in that, an upper end surface of the third shoulder is flush with an upper end surface of the fourth shoulder.

~~6~~5. The cab roof structure of claim ~~4 1~~ or ~~5~~4, characterized in that, a first welding position configured to weld one end of the upper panel of the first aluminum honeycomb panel onto the third shoulder is provided on the third shoulder.

~~7~~6. The cab roof structure of claim ~~6~~5, characterized in that, the third shoulder comprises a first horizontal portion and a first inclined portion connected to the first horizontal portion, wherein a first included angle is formed between the first horizontal portion and the first inclined portion.

~~8~~7. The cab roof structure of claim ~~7~~6, characterized in that, the first horizontal portion is disposed above the first shoulder, and a horizontal plane on which the first horizontal portion is located is disposed in parallel with the upper end surface of the first shoulder.

~~9~~8. The cab roof structure of claim ~~4 1~~ or ~~5~~4, characterized in that, a second welding position configured to weld one end of the upper panel of the second aluminum honeycomb panel onto the fourth shoulder is provided on the fourth shoulder.

~~10~~9. The cab roof structure of claim ~~9~~8, characterized in that, the fourth shoulder comprises a second horizontal portion and a second inclined portion connected to the second horizontal portion, wherein a second included angle is formed between the second horizontal portion and the second inclined portion.

~~11~~10. The cab roof structure of claim 2, characterized in that, a first fillet welding position is provided at a portion of the first shoulder in contact with a lower panel of the first aluminum honeycomb panel;
a second fillet welding position is provided at a portion of the second shoulder in contact with a lower panel of the second aluminum honeycomb panel.

~~12~~11. The cab roof structure of claim 1, further comprising reinforcing beams respectively disposed between two adjacent roof connecting beams, and the reinforcing beams are multiple and disposed at intervals along an extending directions of the roof connecting beams.

~~13~~12. The cab roof structure of claim 1, further comprising a roof rear end panel disposed at a rear end of the ~~roof carline~~roofline, wherein a first end of the roof connecting beam is connected to the ~~roof carline~~roofline, and a second end of the roof connecting beam is connected to the roof rear end panel.

~~14~~13. The cab roof structure of claim ~~13~~12, characterized in that, a support member extending in a direction away from the roof rear end panel is provided on a surface of the roof rear end panel towards a head.

~~15~~14. The cab roof structure of claim ~~13~~12, characterized in that, a horizontal mounting position is provided on an upper end surface of the roof rear end panel, and an aluminum liner panel is disposed on the horizontal mounting position.

~~16~~15. The cab roof structure of claim ~~15~~14, characterized in that, upper panels of each of the aluminum honeycomb panels proximate to the roof rear end panel are welded to an upper end surface of the aluminum liner panel.

~~17~~16. A cab, comprising the cab roof structure of any one of claims 1 to ~~16~~15.

~~18~~17. A rail train, comprising the cab of claim ~~17~~16.