CLAIMS

1. A collision energy absorbing device of a railcar,

the collision energy absorbing device comprising:

at least one outside plate constituting an outer tube having an axis extending in a car longitudinal direction; and

at least one partition plate extending in the car longitudinal direction in an internal space surrounded by the at least one outside plate, the at least one partition plate fixed to the outside plate and dividing the internal space, wherein:

an end portion of the partition plate which portion is located at an end in a direction perpendicular to the axis is sandwiched by the outside plate, the end portion constituting a part of the outer tube;

the at least one partition plate includes a vertical partition plate and a horizontal partition plate intersecting with the vertical partition plate;

the vertical partition plate and the horizontal partition plate include respective opposing slits fitted to each other; and

the vertical partition plate and the horizontal partition plate are joined to each other by welding with the opposing slits fitted to each other.

2. The collision energy absorbing device according to claim 1, wherein:

the at least one outside plate comprises a plurality of outside plates; and

the end portion of the partition plate is sandwiched by opposing end edges of the plurality of outside plates.

3. The collision energy absorbing device according to claim 1 or 2, wherein:

the end portion of the partition plate projects outward beyond an outer surface of the outside plate; and

the end portion of the partition plate and the outer surface of the outside plate are joined to each other by welding.

4. The collision energy absorbing device according to claim 3, further comprising a front plate facing a front end of the outer tube, wherein:

a front end of the end portion of the partition plate contacts the front plate from behind;

a projection amount of a front end region of the end portion of the partition plate

from the outer surface of the outside plate decreases as the front end region extends forward; and

a front end portion of the outer tube and the front plate are joined to each other by welding from outside.

5. The collision energy absorbing device according to any one of claims 1 to 4, wherein:

a slot is formed at a position of the outside plate, the position being separated from one of car longitudinal direction end edges of the outside plate; and

the end portion of the partition plate is inserted into the slot.