

Designing Europe's train of the future

Voice-over 1:

Today, a French driver doesn't know how to drive a German train, and vice versa. In a French train, the accelerator handle is on the right, and the brake is on the left. In a German train at the moment, it's the other way round.

Voice-over 2:

So it's difficult to work in a common system because of the technical history we've inherited.

Voice-over 1:

We had to find a solution.

Voice-over 3:

And this is it: a common European train for a common continental railway; an intercity train able to cope with all signalling systems throughout Europe at up to 300 kph. But it's taken four years of research just to develop this mock-up. They've started from scratch, re-designing traction systems, brakes, controls. They've even looked at interior design and all so the new train is familiar to any European driver - and will be familiar to any European passenger. And that included designing buttons which could be easily understood by all nationalities. Engineer Martin Schober coordinated the carriage design.

Voice-over 4:

This train has a spacious entrance...with bars to hold onto. We've also put the door-opening buttons lower down for wheelchair users. And for the first time there's an emergency column which combines all functions, like emergency stop, door-opening and communication. There's an illuminated strip showing the exit if there's a power failure. There's another large space which allows access to the toilet...which is equally big inside, so a wheelchair user can get in and manoeuvre the chair. For travellers with young children, there's a nappy changing table. There are several emergency buttons, all fitted with tactile symbols and an SOS button at floor level for anyone who's fallen and needs help.

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