

Mr Jean-Charles Pichant
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Ghent, 29 June 2009

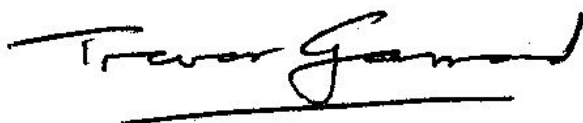
Subject: TSI Rolling stock
Please reply to: secretariat@epf.eu

Dear Mr Pichant,

Thank you for giving us the opportunity to comment on this document.
We have studied it and our comments are as follows:

1. There is no mention of the emergency brake for passengers. Should it not be possible to cancel this, in case the train is somewhere where they do not want it to stop, such as in a long tunnel?
2. Braking - this should be as gradual as possible, rather than with a jolt.
3. In air-conditioned stock, the facility should be available to open at least part of a window, to let in fresh air, when the train is stranded without power for a considerable period.
4. Train headlights: it should be possible to dim them, so that a driver coming in the opposite direction, or passengers on a platform, are not dazzled.
5. Cowcatcher: We can find no reference to this, but it is a simple rudimentary safeguard against derailing, especially in the case of an incident on a level crossing.
6. It would be useful to address two other points, although we doubt if they would belong in this particular TSI:
 - (a) Ergonomics should be taken into account when designing seats. For example, some seats seem to lean back too much whereas others are too upright.
 - (b) Pictograms and buttons/handles for passengers to operate should be harmonised.
7. The chapter on weather conditions is very relevant. Too often trains are affected by weather conditions that would be regarded as normal elsewhere. The same is true for railway infrastructure, and therefore a similar TSI for railway infrastructure would seem worthwhile.

Yours sincerely,



Trevor Garrod
Chairman