CLAIMS

1. A railway vehicle including a driver's console (25) of the railway vehicle and a support (20), the support (20) being configured to support the driver's console (25), the support (20) including a first upper face (35) delimiting the support (20) in an elevation direction (Z) of the railway vehicle, the console (25) including driving means (45) of the railway vehicle,

characterized in that the console (25) is rotatable relative to the support (20) between at least one deployed position in which the driving means (45) are accessible for an operator and a retracted position in which the driving means (45) are inaccessible for the operator, the console (25) being accommodated in a cavity (42) of the support (20) when the console (25) is in the retracted position, the console (25) extending outside the support (20) from the first upper face (35) when the console (25) is in the deployed position,

wherein the cavity (42) emerges on the first upper face (35), the console (25) including a terminal (50) bearing the driving means (45) and a cover (55) delimiting the console (25) in the elevation direction (Z), the cover (55) closing off the cavity (42) when the console (25) is in the retracted position, the console (50) being inserted between the cover (55) and the support (20) when the console (25) is in the deployed position,

wherein the terminal (50) has at least one active face bearing the driving means (45), the cover (55) including a portion (70) protruding relative to the at least one active face in a direction substantially perpendicular to said active face over a length, and

wherein the cover (55) is movable relative to the active face between a first position and a second position, the length of the portion (70) protruding in the first position being strictly greater than the length of the portion (70) protruding in the second position.

~~**2.** The railway vehicle according to claim 1, wherein the cavity (42) emerges on the first upper face (35), the console (25) including a terminal (50) bearing the driving means (45) and a cover (55) delimiting the console (25) in the elevation direction (Z), the cover (55) closing off the cavity (42) when the console (25) is in the retracted position, the console (50) being inserted between the cover (55) and the support (20) when the console (25) is in the deployed position.~~

~~**3.**~~**2.** The railway vehicle according to claim 1~~2~~, wherein ~~the terminal (50) has at least one active face bearing the driving means (45), the cover (55) including a portion (70) protruding relative to the active face in a direction substantially perpendicular to the active face,~~ the protruding portion (70) ~~in particular having~~has a length of between 10 centimeters and 20 centimeters.

~~**4.** The railway vehicle according to claim 3, wherein the cover (55) is movable relative to the active face between a first position and a second position, the length of the portion (70) protruding in the first position being strictly greater than the length of the portion (70) protruding in the second position.~~

~~5.~~3. The railway vehicle according to claim ~~4~~1 or 2, wherein the cover (55) is configured to move from the first position to the second position when the console (25) moves from the retracted position to the deployed position.

~~6.~~4. The railway vehicle according to any one of claims ~~2 to 5~~1 to 3, wherein the support (20) includes at least one bearing face (37), the cover (55) bearing against the bearing face (37) when the console (25) is in the retracted position, the cover (55) being distant from the bearing face (37) when the console (25) is in the deployed position, the bearing face (37) in particular being a face of a shoulder protruding inside the cavity (42).

~~7.~~5. The railway vehicle according to claim ~~6~~4, including a sealing gasket inserted between the cover (55) and the bearing face (37) when the console (25) is in the retracted position, the sealing gasket being configured to prevent a liquid from penetrating in the cavity (42) from the first upper face (35) when the console (25) is in the retracted position.

~~8.~~6. The railway vehicle according to any one of the preceding claims, wherein the console (25) has a second upper face (60) delimiting the console (25) in the elevation direction (Z), the second upper face (60) being level with the first upper face (35) when the console (25) is in the retracted position.

~~9.~~7. The railway vehicle according to any one of the preceding claims, wherein an angular difference between the deployed position and the retracted position is between 30 degrees and 40 degrees.

~~10.~~8. The railway vehicle according to any one of the preceding claims, wherein the console (25) is rotatable relative to the support (20) along a substantially horizontal axis (A), the axis (A) in particular being perpendicular to a longitudinal direction (DL) of the railway vehicle, the vehicle being configured to move in the longitudinal direction.