



KEY TO CONTROLS

- (1) Reversing wheel. This is used constantly to adjust the 'cut-off' which is the position in the stroke of the piston at which steam is cut off by the piston-valve, and expansion begins.
- (2) Vacuum brake handle.
- (3) Handle of large and small ejectors for creating vacuum in the train brake-pipe.
- (4) Steam brake handle.
- (5) Regulator handle, controlling supply of steam to cylinders.
- (6-6) Whistle control.
- (7) Control of blower, which creates a draught for the fire when the engine is standing.
- (8) Sanding valve, for applying sand under the driving wheels to prevent slipping.
- (9) Control of water supply from the tender to the injector, which feeds the boiler.
- (10) Live steam injector valve, for forcing the water into the boiler against the pressure of the steam.
- (11) Exhaust steam injector valve, used instead of the live steam injector when the engine is running.
- (12) Steam-valve for carriage warming.
- (13) Steam manifold shut-off valve, controlling steam supply from boiler to various accessories.
- (14) Carriage warming pressure gauge.
- (15) Boiler pressure gauge.
- (16-16) Water gauges with lamps for illumination at night, showing level of water in boiler and duplicated in case of breakage.
- (17-17) Water gauge cocks.
- (18) Gauge showing pressure in piston valve chest, immediately before steam enters cylinders.
- (19) Vacuum gauge.
- (20) Vacuum brake ejector.
- (21) Firehole door screen handle.
- (22) Firehole door screen, open.
- (23) Firehole door.
- (24) Hand-lamp for emergency.
- (25) Fireman's seat, for sake of clearness, fireman is not shown.
- (26) Driver's seat, with stainless steel-lined cupboard under, for food, etc.
- (27) Tender coal door, overhanging footplate.
- (28) Engine footplate, independent of tender.
- (29) Driver's notebook, working notice, etc.

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