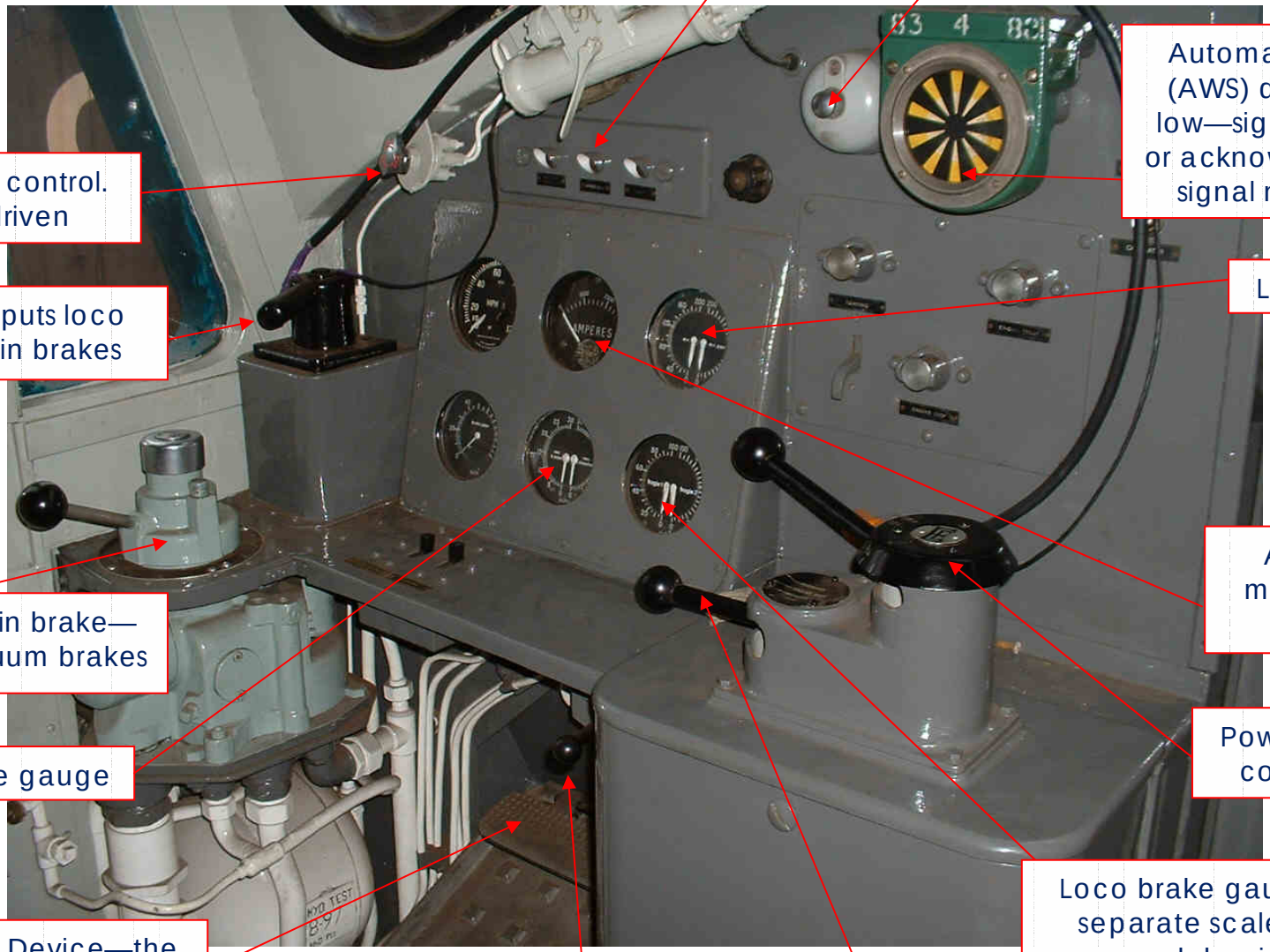
Class 40 Drivers Desk — an explanation



Loco fault lights

AWS reset & acknowledgement button

Automatic Warning System (AWS) display. Black & Yellow—signal last passed clear or acknowledged. Black—last signal not acknowledged

Windscreen wiper control. Wipers are air driven

Loco air gauge

'Straight Air'. This puts loco brakes on, not train brakes

Ammeter—shows how much electrical current is being used

'M8'. This is the train brake—operates air & vacuum brakes

Power control—'notchless' control of engine speed

Train vacuum brake gauge

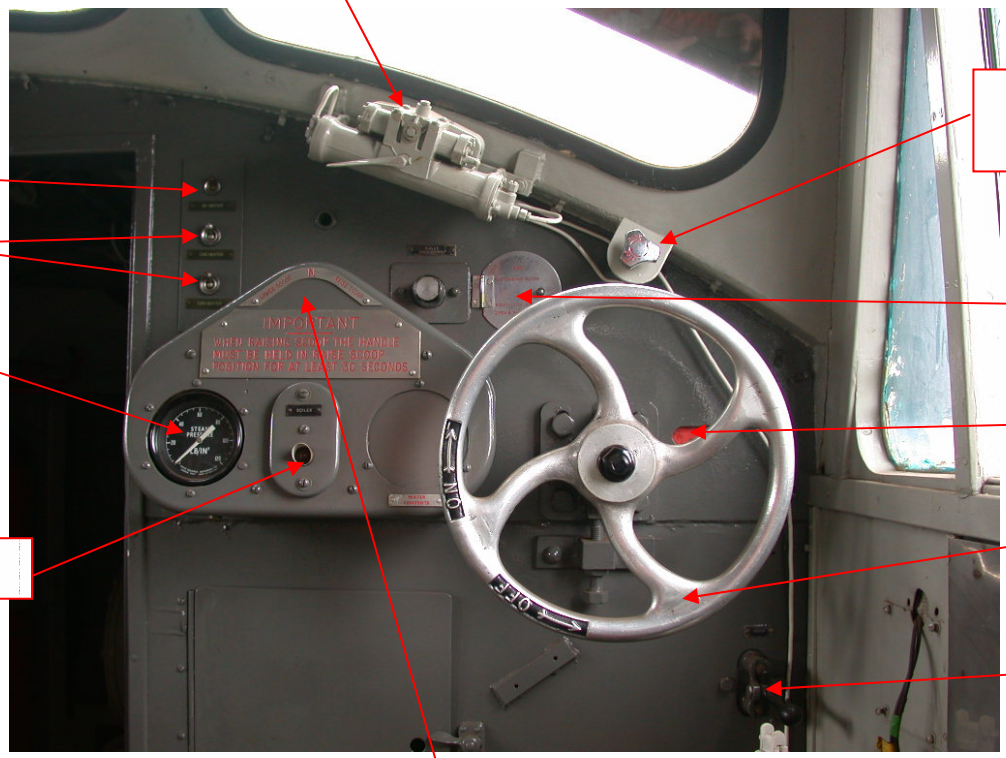
Loco brake gauge—separate scale for each bogie

Drivers Safety Device—the driver must keep this pedal depressed. Failure to do so will apply brakes.

Drivers horn control

Forward & Reverse

Class 40 Secondmans Desk — an explanation



Windscreen wiper motor

Windscreen wiper control. Wipers are air driven

Heated windscreen switch

Cab heater controls

Fire extinguisher pull cord cover—with etched instructions for use.

Train heating steam pressure gauge

Handbrake indicator—red is on.

Boiler fault light

Handbrake wheel

Secondmans horn valve

When built, 40's had water scoops to replenish the train heating boiler water tanks. These used the water troughs used by steam locomotives. The engine had a scoop which was lowered into the water troughs, and the locomotive speed forced water up the scoop into the water tank. An air valve was situated on top of the control panel to control the scoop. When water troughs were removed from the network (late 1960's), the water scoops were removed.

Class 40 Cab — bulkhead equipment — an explanation

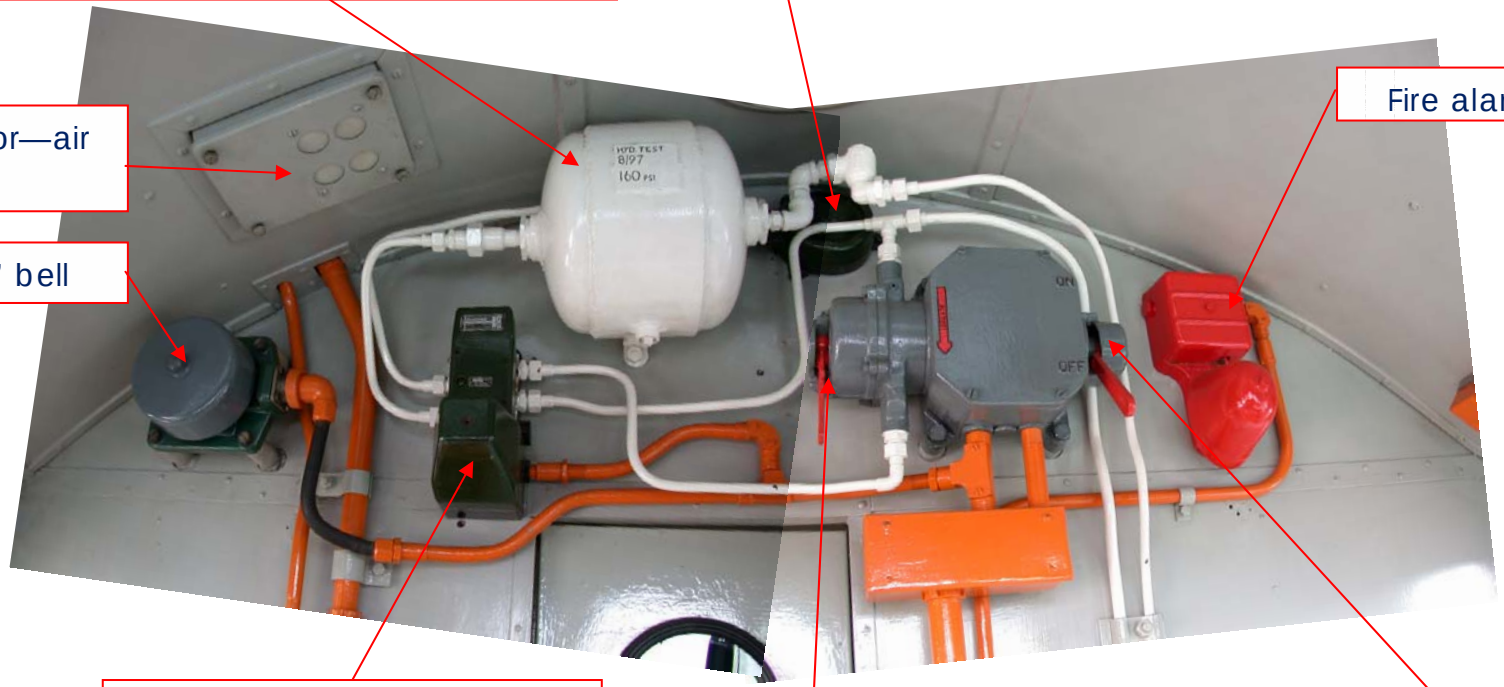
AWS timing cylinder. Gives the driver several seconds to acknowledge a warning before ‘taking over’ and making an emergency brake application

AWS ‘adverse signal’ horn

Brake type indicator—air or vacuum

Fire alarm bell

AWS ‘signal clear’ bell



Part of the AWS timing system

AWS isolating switch

Drivers ‘change end’ switch. This must be in ‘on’ to a driver to use this cab