



**KEY TO
TUBE TRAIN CONTROLS**

(1) Train-stop arm, raised when signal is at danger. (2) Trip arm on train, intercepted by train-stop, and so cutting off the current and applying the brakes should the driver attempt to pass the signal at danger. (3) Piton and spring, operated by compressed air. (4) Cables to relay box. (5) Relay box, operating signal and stop arm. (6) Red and green colour-light signal. (7) Signal number, and sign 'A' for automatic working. (8) Automatic coupling, both of cars and of control cables throughout the train. (9) Brake pressure gauge. (10) Brake handle. (11) Driver's telephone and loud-speaker to and from guard. (12) 'Deadman's handle' type of controller; if the driver raises his hand, current is cut off automatically and brakes are applied. (13) Fuses. (14) Hand-brake for use in emergency. (15) Driving cab, extending across width of coach. (16) Electric motor, driving axle through reduction gearing. (17) Shoe for picking up current from conductor rail. (18) Section through passenger seating. (19) Door-opening cylinder, operated by compressed air. (20) Throw of arm opening and shutting sliding doors, shown by dotted line. (21) Electrical equipment, all below floor level. (22) Experimental type of trailer car with roof windows. (23) Automatic signal and relays for nearer track.

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Image courtesy of "The Eagle"