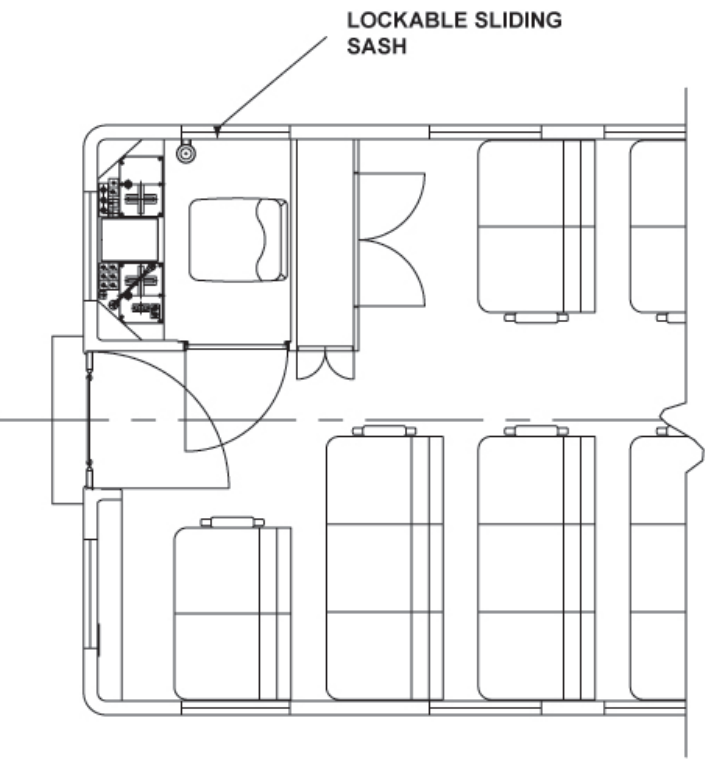


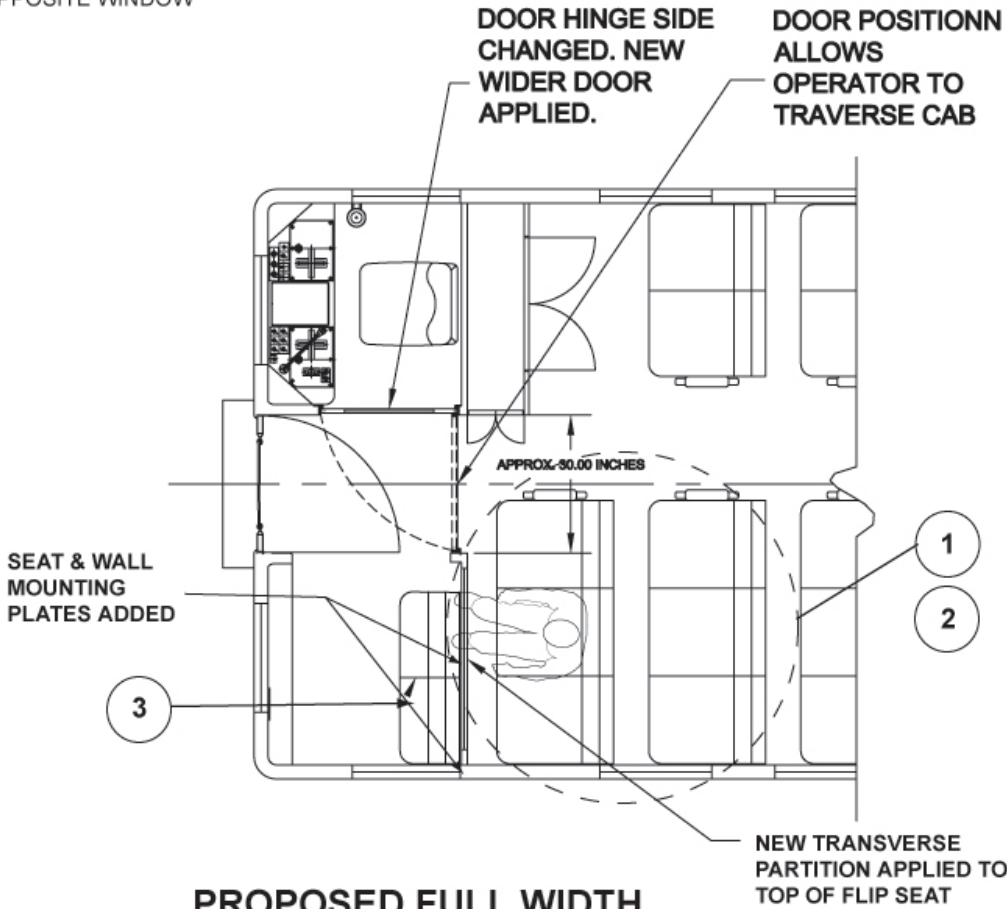
NOTES:

1. TO ALLOW LEGROOM, PARTITION WILL ATTACH TO SEAT BACK @ TOP
2. DOOR CLEARANCE IS RESTRICTED
3. FRONT SEAT FLIP UP TO ALLOW OPERATOR ACCESS TO OPPOSITE WINDOW



SILVERLINER V STANDARD
CONDITION AT CAB

OPTION "C"

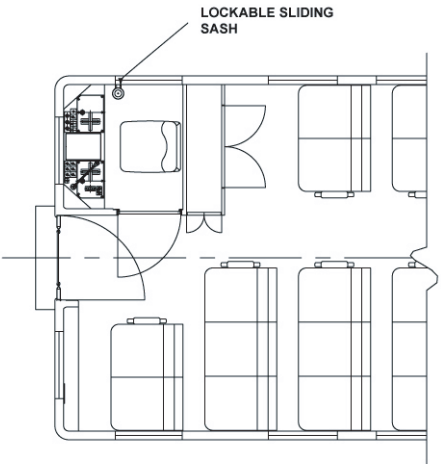


PROPOSED FULL WIDTH
CAB CONFIGURATION

SK-RVBSPTACC-C

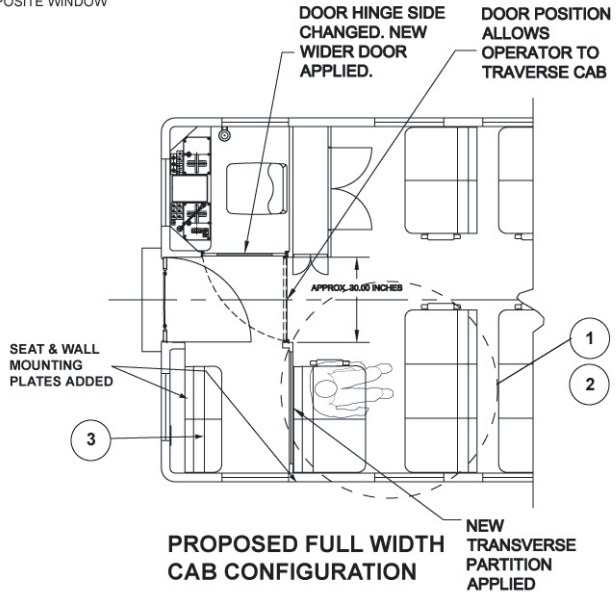
NOTES:

1. SEAT ROTATED TO FACING CONFIGURATION TO ALLOW LEGROOM
2. SEAT REDUCED TO 2 SEATER TO MAINTAIN DOOR CLEARANCE
3. FRONT SEAT REVERSED & FLIP UP TO ALLOW OPERATOR ACCESS TO OPPOSITE WINDOW



SILVERLINER V STANDARD
CONDITION AT CAB

OPTION "A"

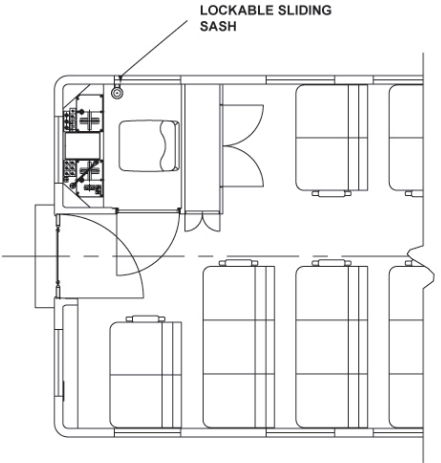


PROPOSED FULL WIDTH
CAB CONFIGURATION

SK-RVBSPTACC-A

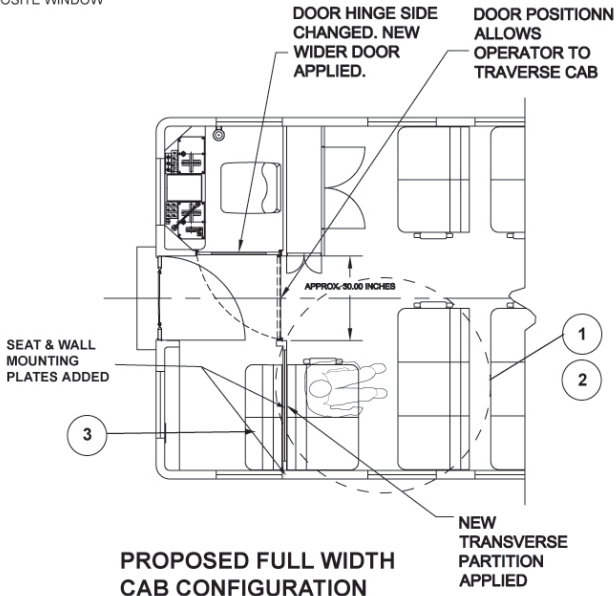
NOTES:

1. SEAT ROTATED TO FACING CONFIGURATION TO ALLOW LEGROOM
2. SEAT REDUCED TO 2 SEATER TO MAINTAIN DOOR CLEARANCE
3. FRONT SEAT REVERSED & FLIP UP TO ALLOW OPERATOR ACCESS TO OPPOSITE WINDOW



SILVERLINER V STANDARD
CONDITION AT CAB

OPTION "B"



PROPOSED FULL WIDTH
CAB CONFIGURATION

SK-RVBSPTACC-B

Interior Layout studies

Design/Development

Raul Bravo Associates Commuter Rail Interiors

