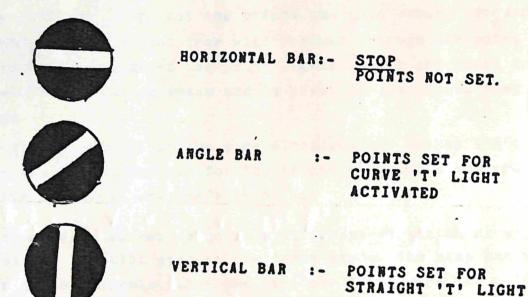


METROPOLITAN TRANSIT AUTHORITY

V- TAG _ POINTS _ / LIGHTS

Generally the Stud markings for "V" Tag Points are approximately one and one third tram lengths from the blades of the points. Situated approximately one tram length from the point blades, are three bar lights. These show the direction of the points (FIG 1). Speed through Studs must not exceed 5 K.P.H.

The strip light at the fouling studs only show the position of the points.

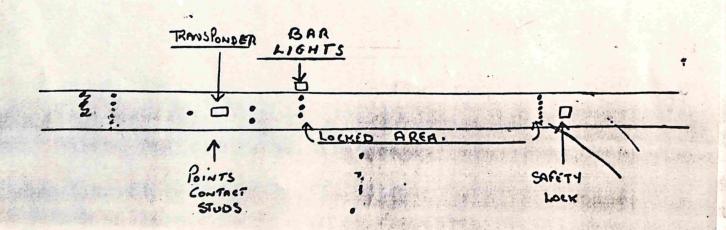


ACTIVATED

POLE TRAMS: Operate the points as normal automatic points.

PANTO TRAMS: Use the same Stud markings as Pole Trams no matter which end the Panto is (Points are transponder operated).

The following diagram shows Lights, Studs and Points and also safety features built into the V - Tag System.



SINGLE TRAM OPERATION

Tram approaches Studs speed not to exceed 5 K.P.H. When the Tram has cut the points, the bar light will show the direction the points are set for. If the stop bar appears or the direction does not change to the direction required. STOP. Proceed slowly to the 6 studs and change the points manually, to the direction required.

TWO OR MORE TRAM OPERATION

The first Tram operates the points as for a single Tram. This Tram must move right upto the six studs at the point's blades, this will allow the Tram behind to cut the points and have enough clearance to stop safely. The second tram will proceed through the point studs, stop at the three studs at the point lights. Until the first Tram has cleared both locking areas and is clear of the points they will not change.

If both trams are to go in the same direction, the points light will show that the points are set for the second tram. Both may proceed on the Traffic Signal when safe to do so.

If the second Tram wishes to go in a different direction it will cut the points but will stop at the three studs. The stop bar will appear on the Bar lights. When the stop bar is showing the points will remain locked in the position the front Tram has set them. The second Tram must remain at the 3 studs, until the point light shows the direction of the points. If the second tram proceeds before this, the points will remain in the position they are set, and must be changed manually. After the first Tram has cleared the points and the second tram has not moved. The stop bar remains, the tram may proceed slowly to the 6 studs and change the points manually, and notify the F.O.C. that the points are defective.