NEW LOCATIONS

Making Use of Existing Joints

New Locations

Where Track Circuits Do Not Adjoin, Use Available Joints

Movement of Traffic

In the rear of signal

In advance of signal

Notes:
1. Minimum clearance to be at 15'-0" between track centers. Where track centers are less than 15'-0", clearance point is the point the tracks become tangent.
2. The preferred location of the insulated joints is in advance of the signal, but not to exceed 28 feet to the rear or advance of the signal.
3. The stagger of insulated joints at highway crossings, cut sections, and other locations where track circuits adjoin, shall be a minimum of 66", and a maximum of 180'.

Legend:
\[ \triangle \] - Block (sliding) derail
\[ \bigcirc \] - POINT DERAILE

Location of Insulated Joints at Automatic Signals in Non-Cab Signal Territory, Non-Electrified Territory, and Territory Where Stray Currents Are Not Prevalent

Location of Insulated Joints at Automatic Signals in Cab Signal Territory, Electrified Territory, and Territory Where Stray Currents Are Prevalent

Non-Interlocked Crossovers

Interlocked Crossovers - Cab Signal Territory