NEW LOCATIONS
joints must be on opposite sides of centerline of signal

MAKING USE OF EXISTING JOINTS
Both joints must be in advance of signal
maximum 120" minimum 60"
maximum 64" minimum 60"

NEW LOCATIONS
Both joints must be in advance of signal
maximum 64" minimum 60"
maximum 39" minimum 19-6"

WHERE TRACK CIRCUITS DO NOT ADJOIN, USE AVAILABLE JOINTS
In the rear of signal
In advance of signal

NOTES:
1. Minimum clearance to be at 13-0" between track centers. Where track centers are less than 13-0", 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 adjacent shall be a minimum of 66", and a maximum of 120".
4. The bonding of trackwork shown on plan CS-400

LOCATION OF INSULATED JOINTS AT AUTOMATIC SIGNALS IN NON-CAB SIGNAL TERRITORY, NON-ELECTRIFIED TERRITORY, AND TERRITORY WHERE STRAY CURRENTS ARE NOT PREVALENT.

NEW LOCATIONS
joints must be on opposite sides of centerline of signal

MAKING USE OF EXISTING JOINTS
See note 2
maximum 60" minimum 60"
maximum 39" minimum 19-6"

NEW LOCATIONS
Both joints must be in advance of signal
maximum 64" minimum 60"
maximum 39" minimum 19-6"

WHERE TRACK CIRCUITS DO NOT ADJOIN, USE AVAILABLE JOINTS

LOCATION OF INSULATED JOINTS AT AUTOMATIC SIGNALS IN CAB SIGNAL TERRITORY, ELECTRIFIED TERRITORY, AND TERRITORY WHERE STRAY CURRENTS ARE PREVALENT.

7'-0" minimum gage to gage of effective joint

NON-INTERLOCKED CROSSOVERS
maximum 5'

INTERLOCKED CROSSOVERS - CAB SIGNAL TERRITORY
maximum 64" minimum 60"
maximum 13'-0" minimum 0'

FIG. 1
FIG. 2
FIG. 3
FIG. 4
FIG. 5
FIG. 6
FIG. 7
FIG. 8
FIG. 9
FIG. 10