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

MAKING USE OF EXISTING JOINTS

NEW LOCATIONS
Both joints must be in advance of signal

WHERE TRACK CIRCIRTS DO NOT ADJOIN, USE AVAILABLE JOINTS
maximum 39'
in advance of signal
minimum 19'-6"

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

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

maximum 5'
maximum 5'
maximum 5'

7'-0" minimum gate to gate at effective joint
NON-INTERLOCKED CROSSOVERS

maximum 5'

INTERLOCKED CROSSOVERS - CAB SIGNAL TERRITORY

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

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 26 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 circuitsp again, shall be a minimum of 66" and a maximum of 120".
4. The bonding of trackwork shown on plan CS-400.