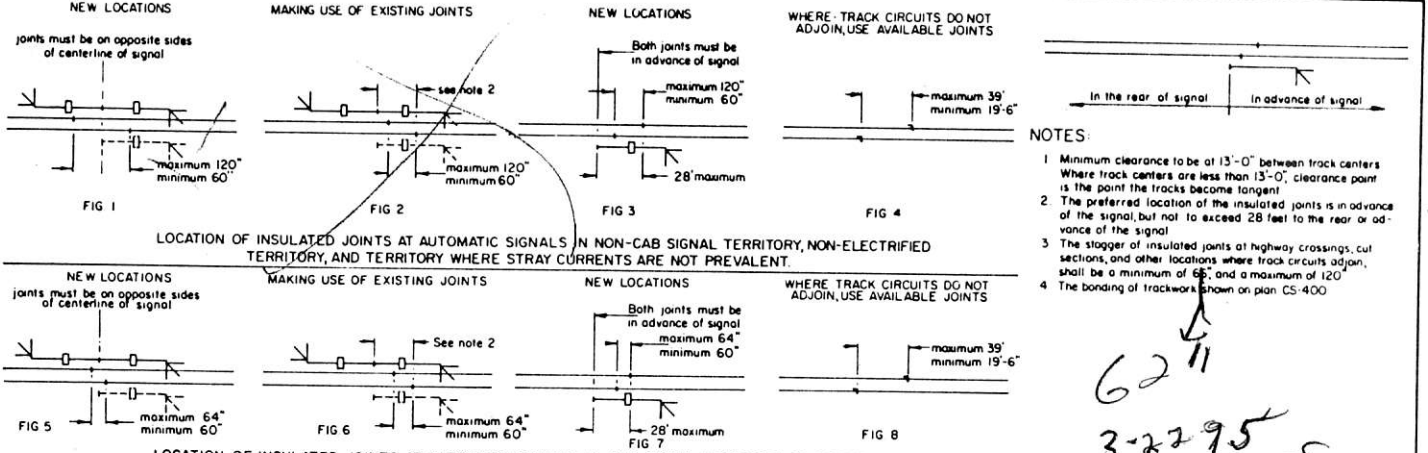
Rev. 4/11/2 83- added "maximum" to 28' dimension, Fig 3. Note 4 added



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

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 adjoin, shall be a minimum of 66', and a maximum of 120'
4. The bonding of trackwork shown on plan CS-400

62 11
3-22 95
Per - D. Gross

SHEET 1
CONT'D ON SH 2

CONRAIL

CS-9012-A

STANDARD

LOCATION OF INSULATED JOINTS

MAY 2 1983

Approved H. Alexander
Chief Engineer C&S

Approved R. E. Gordon
Chief Engineering Officer

134