

FIG 1

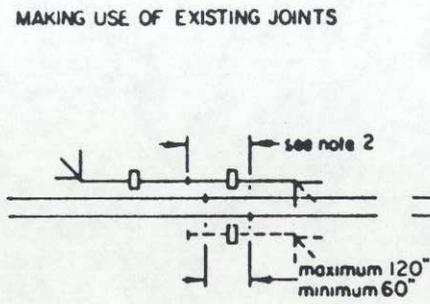


FIG 2

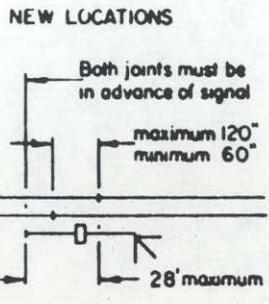


FIG 3

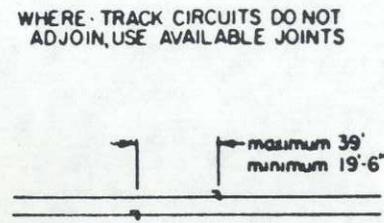
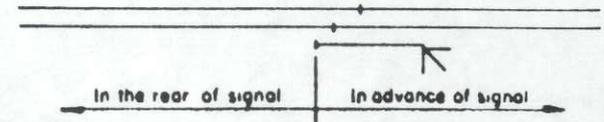


FIG 4



**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.

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

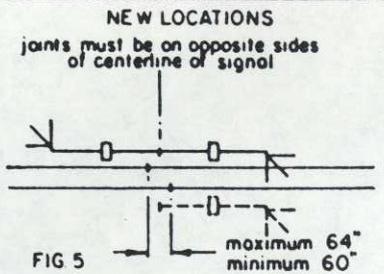


FIG 5

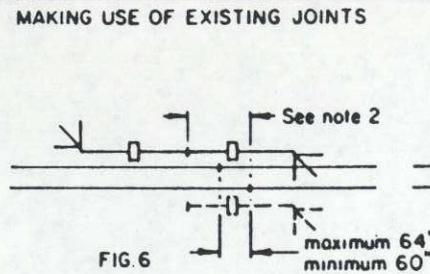


FIG 6

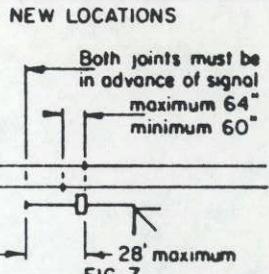


FIG 7

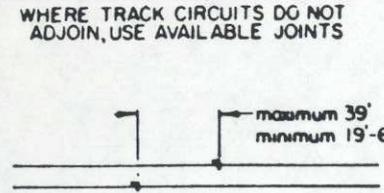
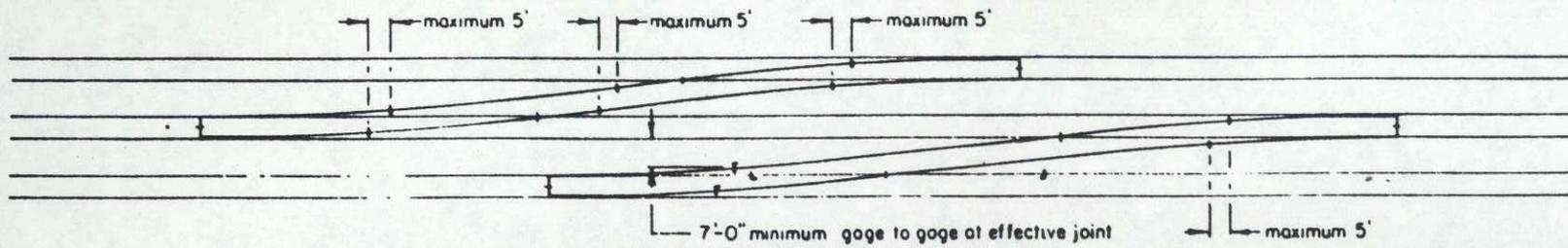


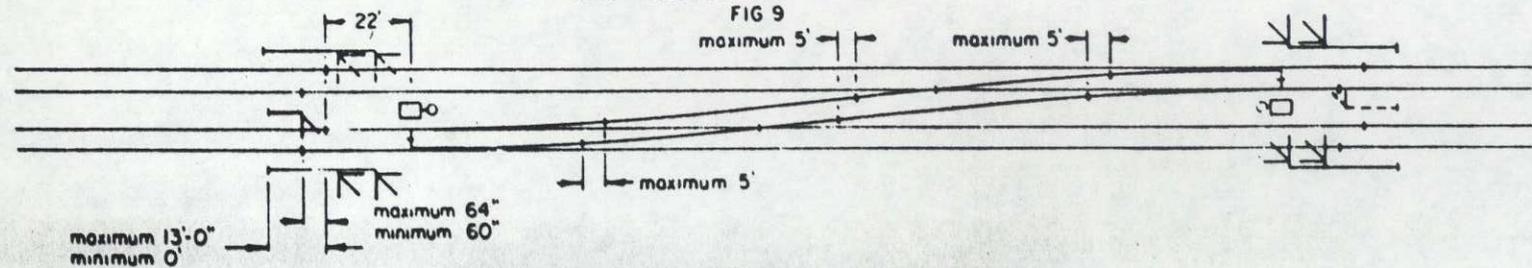
FIG 8

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



**NON-INTERLOCKED CROSSOVERS**

FIG 9



**INTERLOCKED CROSSOVERS - CAB SIGNAL TERRITORY**

FIG 10

SHEET 1  
CONT'D ON SH 2

**CONRAIL**  **CS-9012-A**

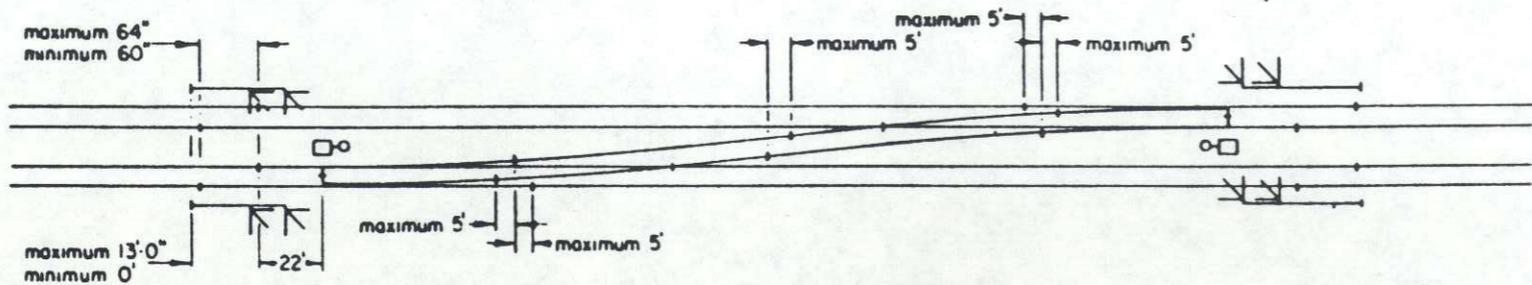
STANDARD  
LOCATION OF INSULATED JOINTS

MAY 2 1983

Approved *H. Alexander*  
Chief Engineer U&S

Approved *B. G. ...*  
Chief Engineering Officer

134

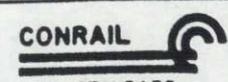


INTERLOCKED CROSSOVERS-CAB SIGNAL TERRITORY  
 MEDIUM OR LIMITED SPEED IN BOTH DIRECTIONS  
 FIG. 10A

135

SEE NOTES ON SHEET 1

SHEET 2  
 CONT'D ON SH 3



CS-9012

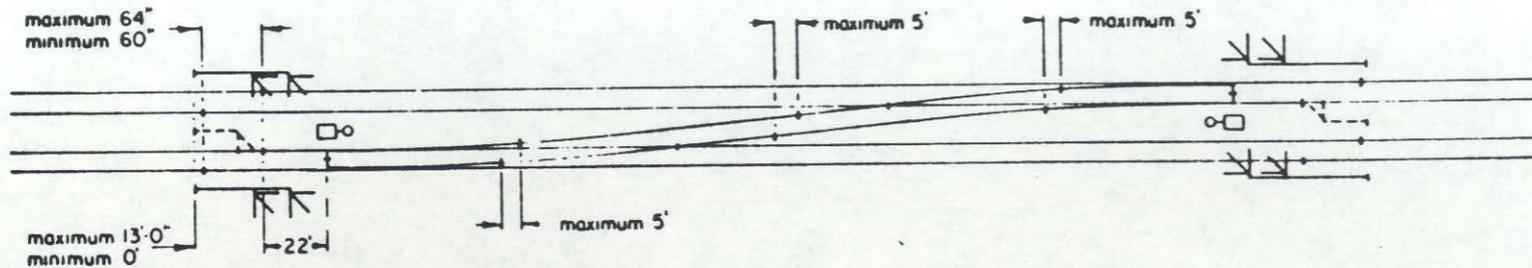
STANDARD  
 LOCATION OF INSULATED JOINTS

NOV. 1, 1983

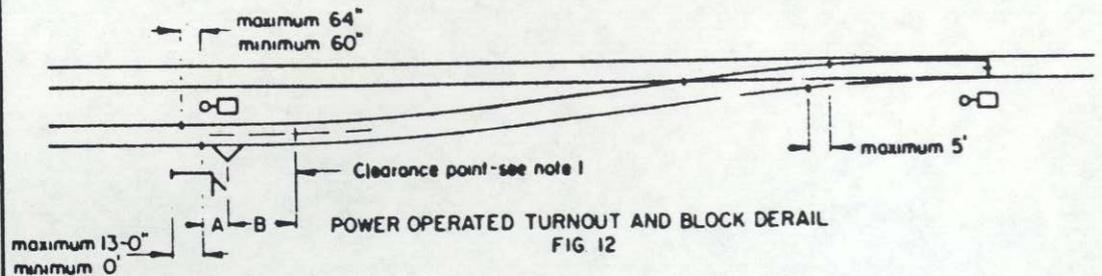
Rev. A 11-2-83 - changed  
sheet number from 2 to  
3 - new sheet 2 added

**NOTATION**

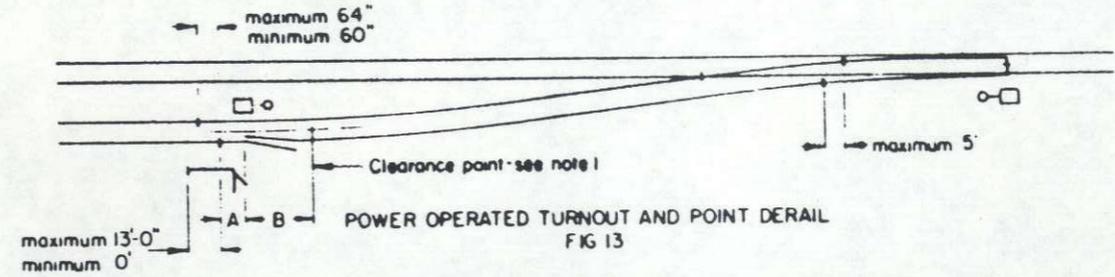
- A Not more than 5'
- B Not less than 15'
- C Maximum 20', minimum 5'-6"



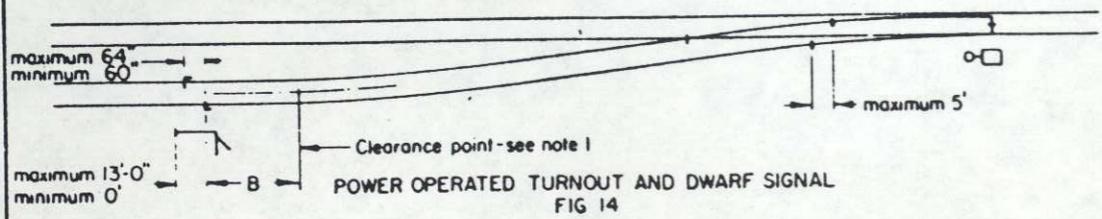
**INTERLOCKED CROSSOVERS NON-CAB SIGNAL TERRITORY**  
FIG 11



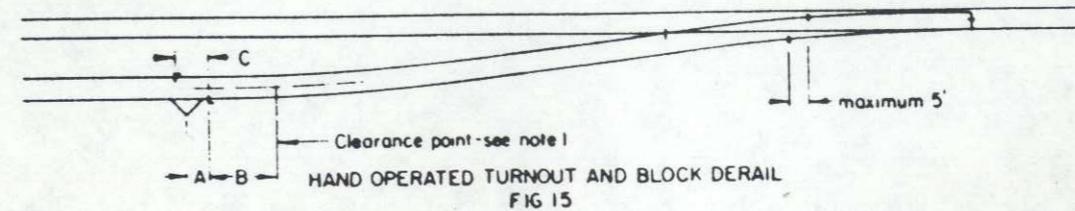
**POWER OPERATED TURNOUT AND BLOCK DERAIL**  
FIG 12



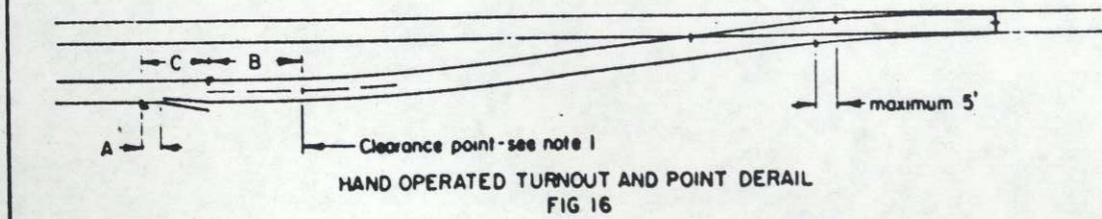
**POWER OPERATED TURNOUT AND POINT DERAIL**  
FIG 13



**POWER OPERATED TURNOUT AND DWARF SIGNAL**  
FIG 14



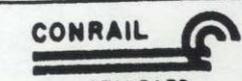
**HAND OPERATED TURNOUT AND BLOCK DERAIL**  
FIG 15



**HAND OPERATED TURNOUT AND POINT DERAIL**  
FIG 16

SEE NOTES ON SHEET 1

SHEET 3



CS-9012-A

STANDARD  
LOCATION OF INSULATED JOINTS

MAY 20, 1983