

FIG 1

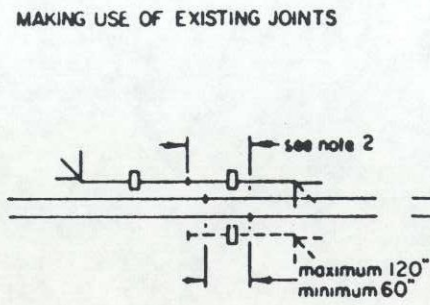


FIG 2

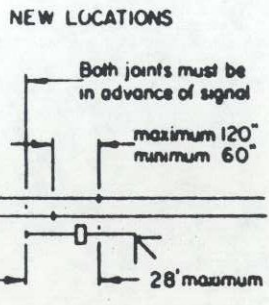


FIG 3

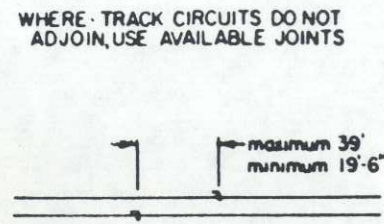
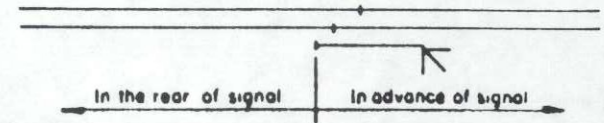


FIG 4



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.

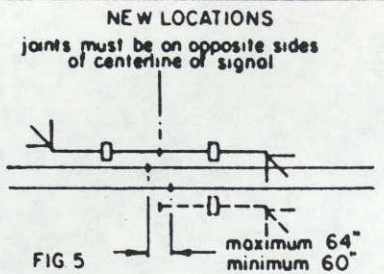


FIG 5

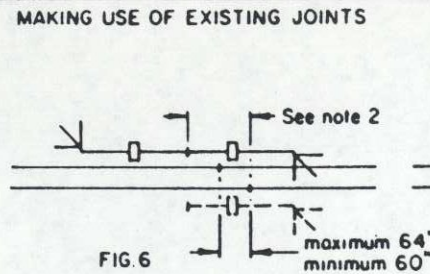


FIG 6

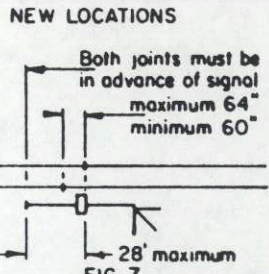


FIG 7

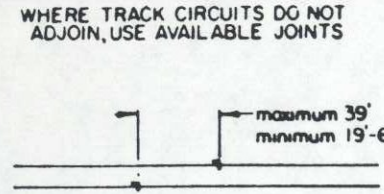
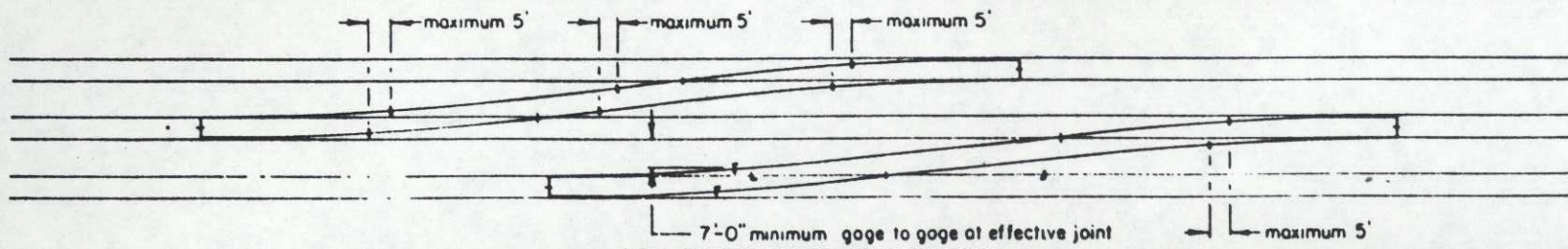


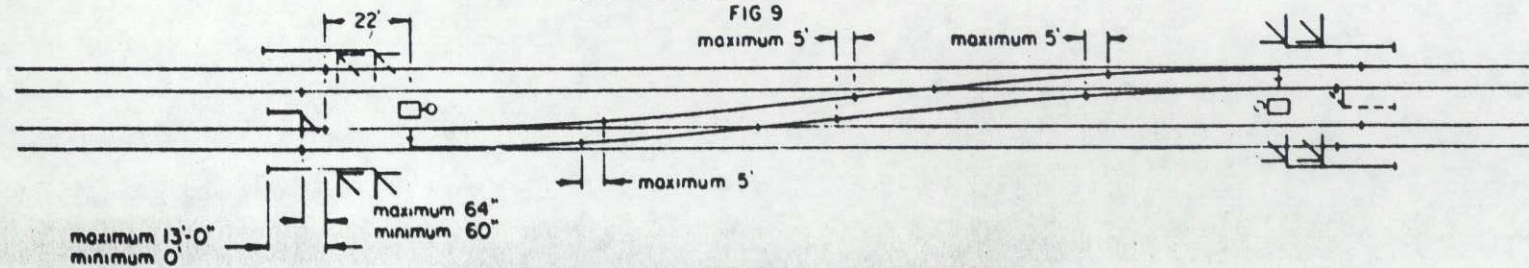
FIG 8

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**

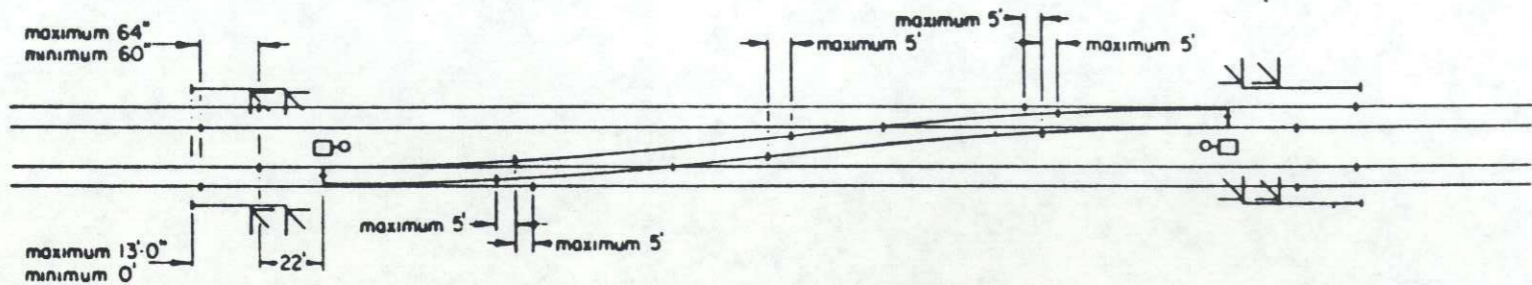
STANDARD
LOCATION OF INSULATED JOINTS

MAY 2 1983

Approved *H. Alexander*
Chief Engineer U&S

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

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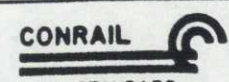


INTERLOCKED CROSSOVERS-CAB SIGNAL TERRITORY
 MEDIUM OR LIMITED SPEED IN BOTH DIRECTIONS
 FIG. 10A

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SEE NOTES ON SHEET 1

SHEET 2
 CONT'D ON SH 3



CS-9012

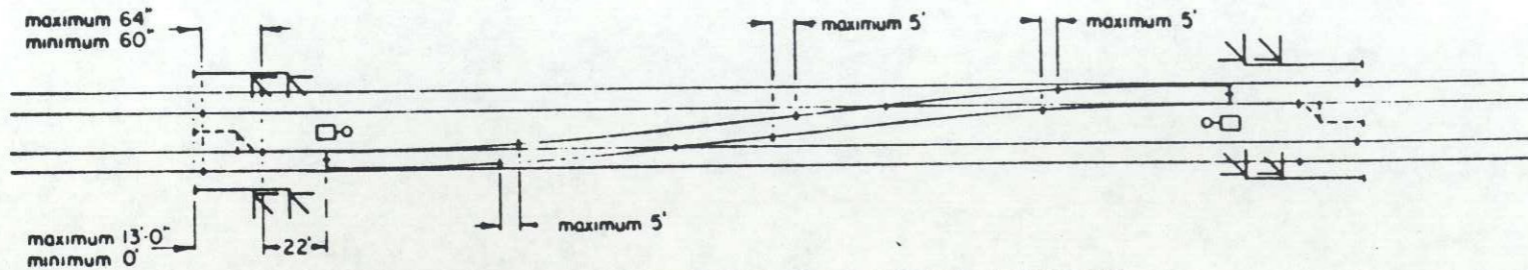
STANDARD
 LOCATION OF INSULATED JOINTS

NOV. 1, 1983

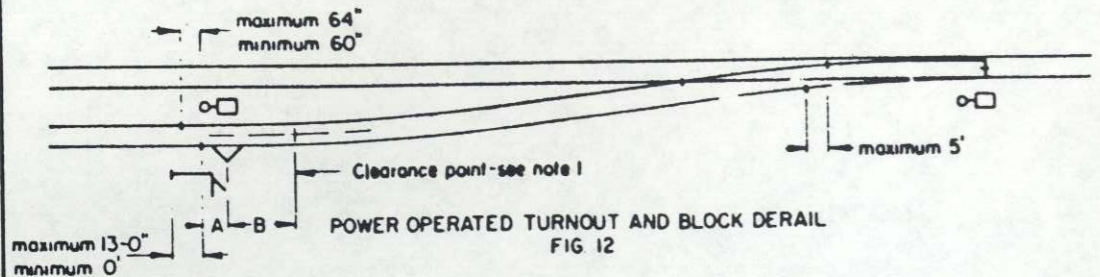
Rev. A 11-2-83 - changed sheet number from 2 to 3 - new sheet 2 added

NOTATION

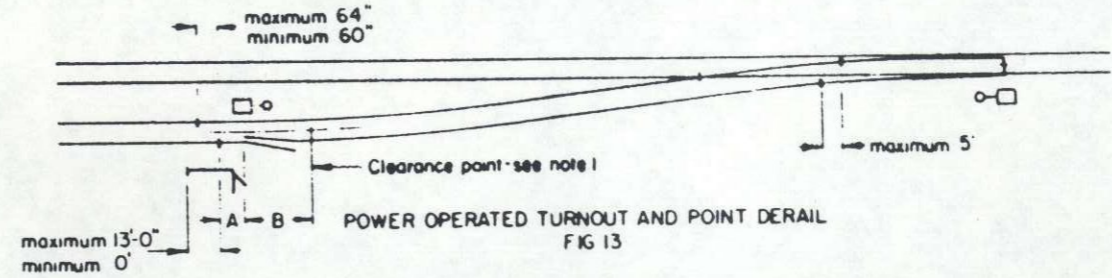
- A Not more than 5'
- B Not less than 15'
- C Maximum 20', minimum 5'-6"



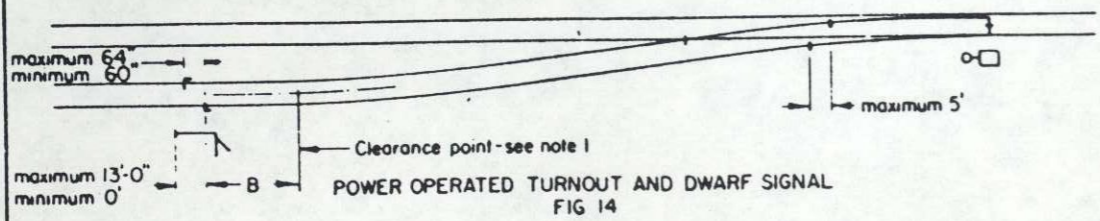
INTERLOCKED CROSSOVERS NON-CAB SIGNAL TERRITORY
FIG 11



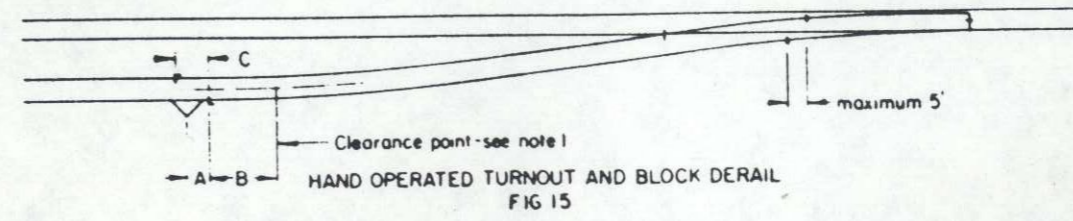
POWER OPERATED TURNOUT AND BLOCK DERAIL
FIG 12



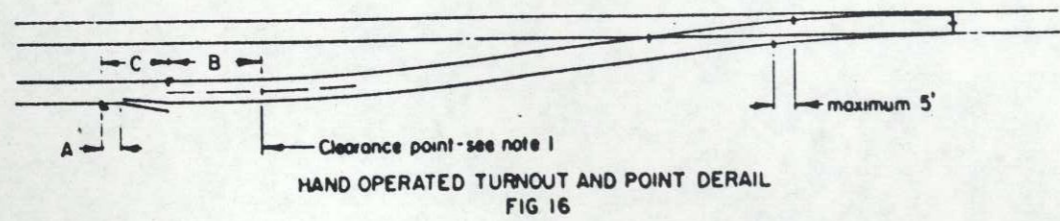
POWER OPERATED TURNOUT AND POINT DERAIL
FIG 13



POWER OPERATED TURNOUT AND DWARF SIGNAL
FIG 14



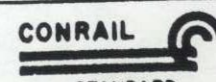
HAND OPERATED TURNOUT AND BLOCK DERAIL
FIG 15



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