

FIG. 1

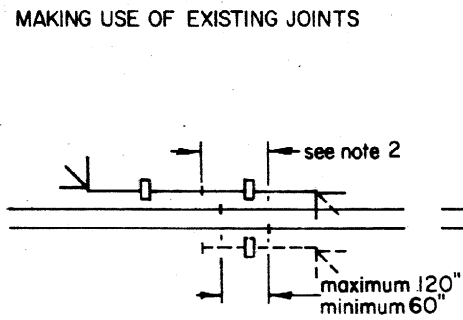


FIG. 2

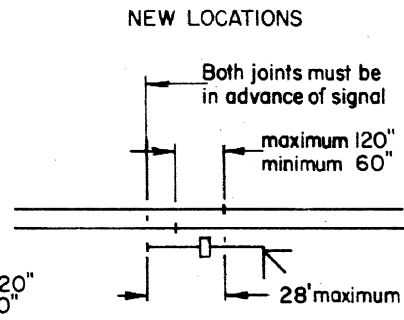


FIG. 3

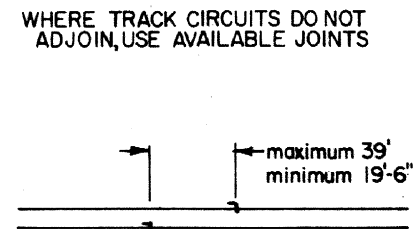


FIG. 4

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

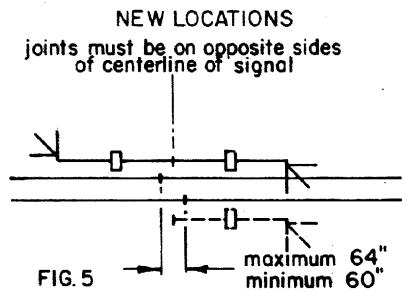


FIG. 5

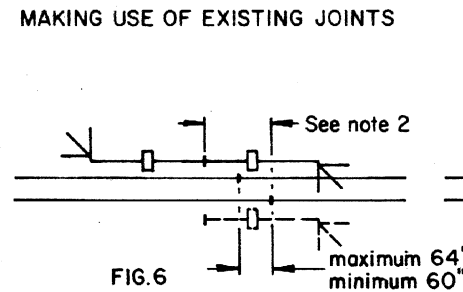


FIG. 6

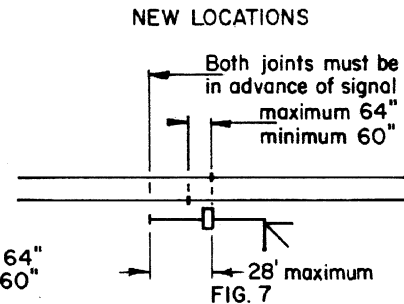


FIG. 7

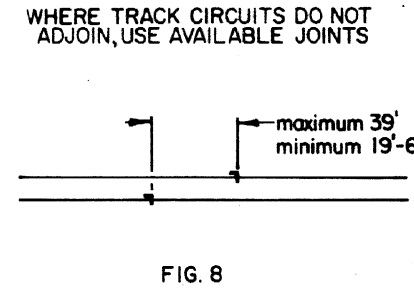


FIG. 8

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

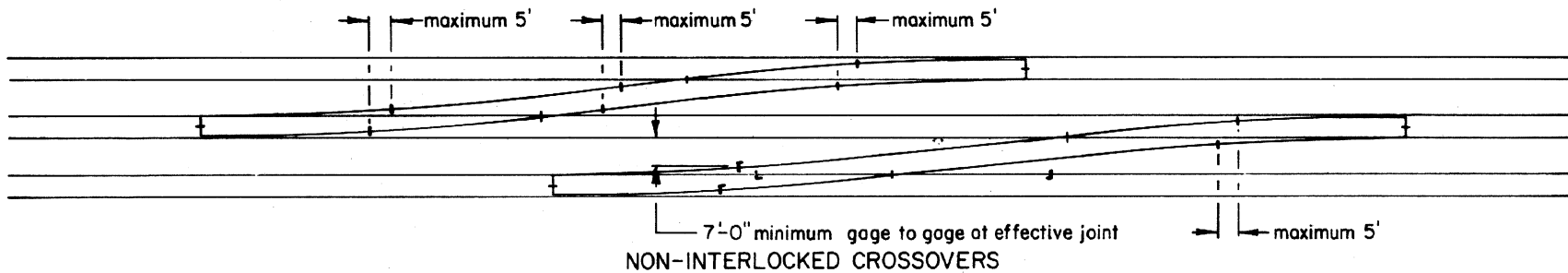


FIG. 9

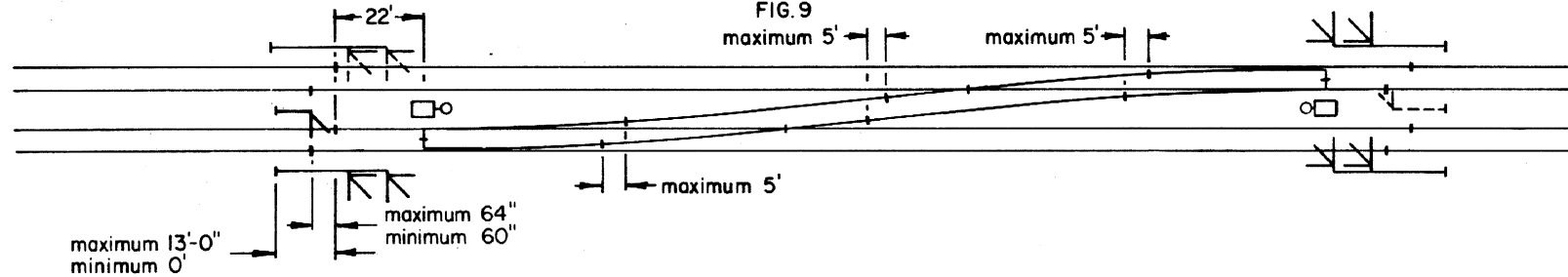
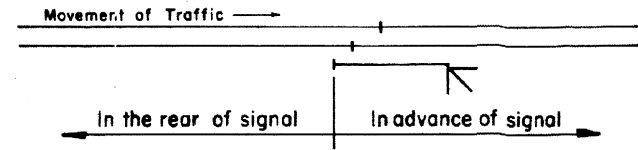


FIG. 10



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 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".

LEGEND:

△ - BLOCK (SLIDING) DERAIL

— / — - POINT DERAIL

□ - SWITCH MACHINE

CONRAIL 71325-A  
SHEET 1 OF 3

STANDARD  
LOCATION OF INSULATED JOINTS  
JUNE, 1984

J. R. Coe  
Chief Engineer - Maintenance of Way

[Signature]  
Chief Engineering Officer