

Recommended Insulated Joint Location for Electric Operation Territory
 Revised 2023 (2 Pages)

A. Purpose

This Manual Part recommends Insulated joint locations for electric operation territory. Insulated joints shown in this section are of additional importance due to return propulsion current, joint stagger shall be made so that propulsion rails overlap. Note: Diagrams are limited to only represent the location of insulated joints.

B. General

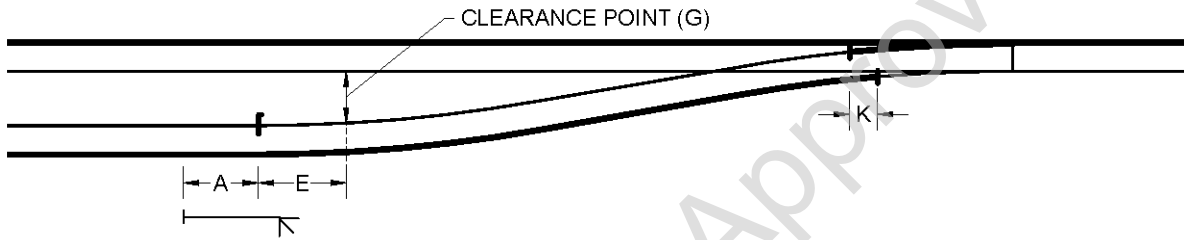


Figure 20120C-1: Turnout – Main to Siding

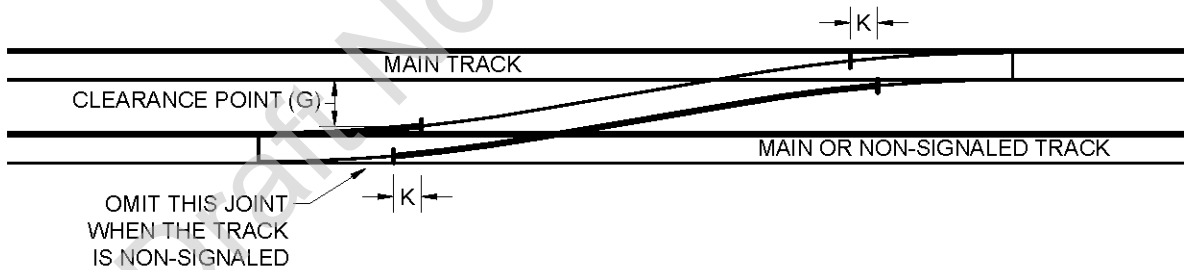


Figure 20120C-2: Crossover

Notes:

———— = SIGNAL RAIL

———— = PROPULSION RAIL

- To avoid cutting rail or the selection of short rail lengths, the following tolerances are allowable:

A – May vary from 0 ft to 13 ft 0 in (3.96 m) from signal.

E – Distance shall be more than the maximum overhang of equipment.

G – Each railway shall use its standard practice in determining clearance point.

K – Max 4 ft 6 in (1.37 m)

Note: Insulated joint stagger shall be made so that propulsion rails overlap.

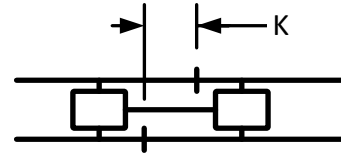


Figure 20120C-3: Single Main Track

K – Max 4 ft 6 in (1.37 m)

- Double Impedance Bond
- Double-Rail Track Circuit
- Abutting Double-Rail Track Circuit

Draft Not Yet Approved