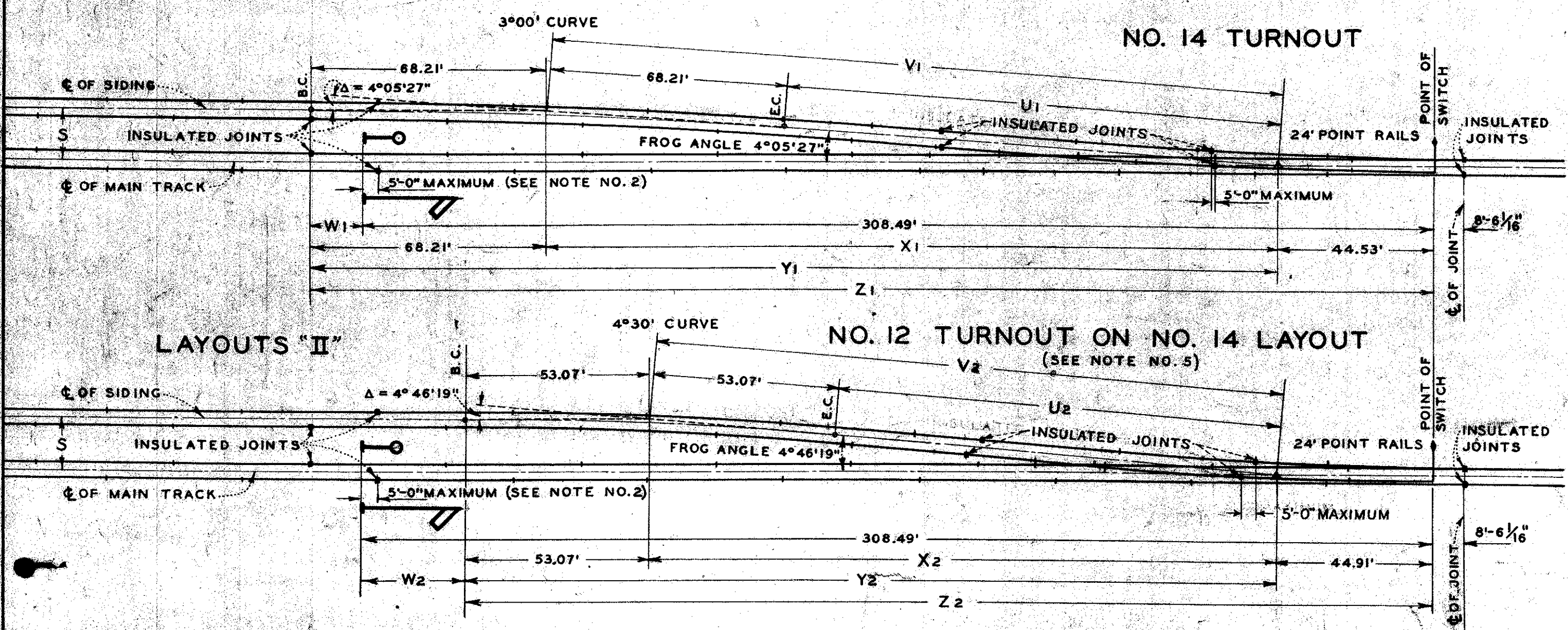


TRACK CENTERS	CURVE NO. 1 (3°00')			CURVE NO. 2 (3°00')			NO. 14 TURNOUT - FROG ANGLE 4°05'27"				NO. 12 TURNOUT - FROG ANGLE 4°46'19"											
	Δ ₁	T ₁	L ₁	Δ ₂	T ₂	L ₂	A	B	C	D	U ₁	V ₁	W ₁	X ₁	Y ₁	Z ₁	U ₂	V ₂	W ₂	X ₂	Y ₂	Z ₂
13	6°25'30"	107.20'	214.17'	2°20'03"	38.39'	77.81'	308.74'	651.28'	288.81'	255.49'	114.02'	182.23'	13.98'	181.77'	249.98'	294.51'	103.20'	156.27'	54.78'	155.73'	208.80'	253.71'
14	6°11'37"	103.33'	206.48'	2°06'10"	35.05'	70.09'	293.34'	635.88'	273.27'	240.09'	128.04'	196.25'	0.00'	195.75'	283.96'	308.49'	115.22'	168.29'	42.80'	167.71'	220.78'	265.69'
15	5°56'48"	99.20'	198.23'	1°51'21"	30.93'	61.86'	276.91'	619.43'	260.95'	223.65'	142.06'	210.27'	13.98'	209.73'	277.94'	322.47'	127.24'	180.31'	30.82'	179.69'	232.76'	277.67'
16	5°40'47"	94.74'	189.33'	1°35'20"	26.48'	52.96'	259.13'	601.85'	247.62'	205.88'	156.07'	224.28'	27.96'	223.71'	291.92'	336.45'	139.26'	192.33'	18.89'	191.66'	244.73'	289.64'
17	5°23'16"	89.86'	179.60'	1°17'49"	21.62'	43.23'	239.69'	582.21'	233.05'	186.43'	170.09'	238.30'	41.95'	237.70'	305.91'	350.44'	151.28'	204.35'	6.87'	203.64'	256.71'	301.62'
18	5°03'41"	84.41'	168.72'	0°58'14"	16.18'	32.35'	217.94'	560.48'	216.74'	164.69'	184.11'	252.32'	55.93'	251.68'	319.89'	364.42'	163.30'	216.37'	-5.11'	215.62'	268.69'	313.60'

- NOTES**
- NO.1: THESE LAYOUTS ARE FOR USE AT SIDINGS WHERE SPRING SWITCHES ARE INSTALLED AND IN C.T.C. TERRITORY.
 - NO.2: SIGNALS FOR MAIN TRACK OR SIDING TO BE PLACED NOT MORE THAN 5 FEET FROM NEAREST INSULATED JOINT IN EITHER RAIL, NEAREST SWITCH AT EACH END OF SIDING. ON LAYOUTS "I", THEY SHALL BE PLACED BETWEEN POINTS "E" AND "F", BUT PREFERABLY AT INSULATED JOINT NEAREST POINT "E" AS SHOWN.
 - NO.3: SIGNALS ON SIDING TO BE PLACED OPPOSITE SIGNALS FOR MAIN TRACK. RAILS ON SIDING TO BE REARRANGED OR CUT TO PROVIDE PROPER LOCATION OF INSULATED JOINTS.
 - NO.4: WHEN RAIL IS CHANGED IN MAIN TRACK OR SIDING, IT MUST BE SO LAID THAT THE LOCATION OF INSULATED JOINTS WILL NOT BE CHANGED MORE THAN 6 INCHES, UNLESS THE SIGNAL HAS TO BE RELOCATED OR THE UNDERGROUND WIRING RENEWED.
 - NO.5: WHERE NO. 12 TURNOUTS ARE INSTALLED, SIGNALS SHALL BE PLACED SO AS TO CONFORM TO FUTURE NO. 14 TURNOUTS, AS SHOWN.



NOTE: FOR SIDINGS AT 15 FOOT CENTERS, PLACE DWARF SIGNAL BETWEEN TRACKS AT MINIMUM DISTANCE OF 2.39 FEET FROM POINT OF SWITCH, SO AS TO CONFORM TO PROPOSED 15 FOOT SIDINGS.

**SOUTHERN PACIFIC LINES
COMMON STANDARD
SIGNAL LAYOUT AT SIDINGS**

NO SCALE. ADOPTED NOV. 12, 1947.
REVISED OCT. 10, 1950.