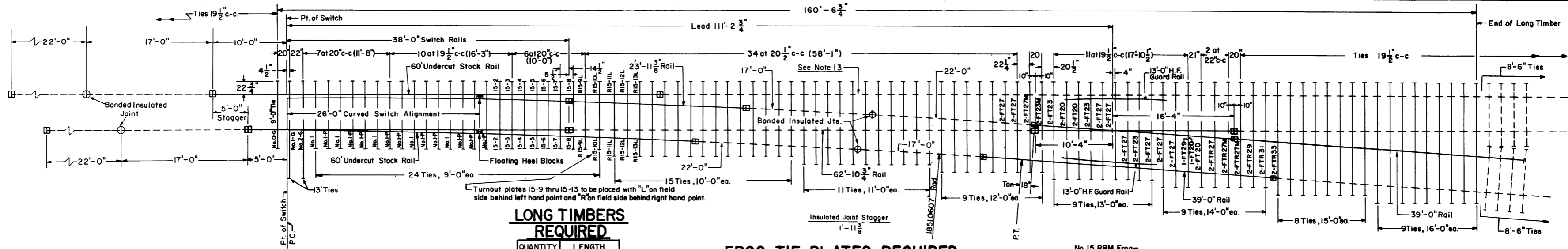


- Revisions
 B - Aug., 1978
 C - May, 1980
 D - Dec., 1981
 E - Jun., 1983
 F - Feb., 1984
 G - May, 1986



**LONG TIMBERS
REQUIRED**

QUANTITY	LENGTH
25	9'-0"
15	10'-0"
11	11'-0"
9	12'-0"
11	13'-0"
9	14'-0"
8	15'-0"
9	16'-0"
97	Total

FROG TIE PLATES REQUIRED

- 7 - FT 20
- 6 - FT 23
- 2 - FT 23 Modified
- 16 - FT 27
- 2 - FT 27 Modified
- 1 - FT 29
- 2 - FTR 27
- 4 - FTR 27 Modified
- 2 - FTR 29
- 2 - FTR 31
- 2 - FTR 33
- 46 Total

Plan 72105-()

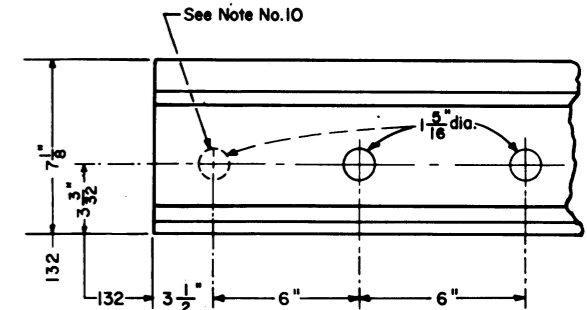
No. 15 RBM Frog - Plan No. 74162-() 132 R.E.

LEGEND

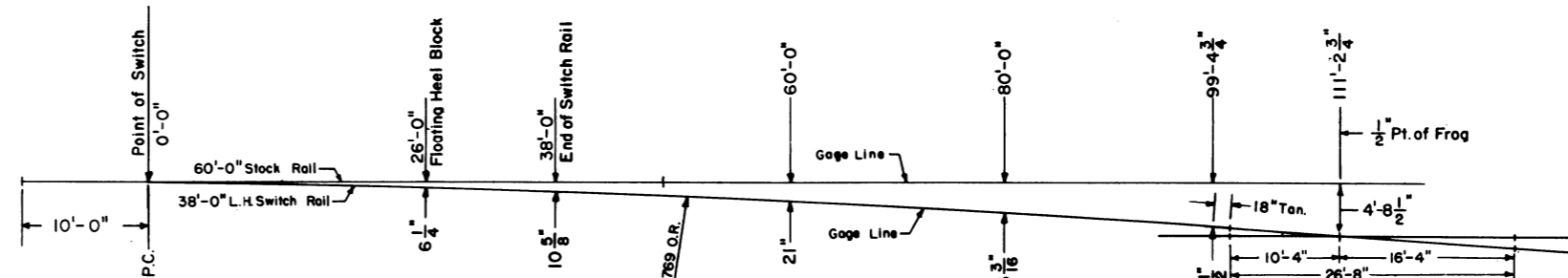
- ⊕ Indicates standard bolted joint with 1/8" opening
- ⊕ Indicates bonded insulated joints
- ⊞ Indicates field welded joints.
- Indicates rails furnished by the manufacturer.
- - - - Indicates rails furnished by Conrail.

NOTES

- 1 - All rails to be Fully Heat Treated.
- 2 - Switch rails to be samson.
- 3 - 60' stock rails, to be undercut as per Plan 73062-().
- 4 - For switch detail see Plan 73182-().
- 5 - Gage plates O-G, I-G and 2-G as per Plan 73517-().
- 6 - Switch plates Nos. I and I-P as per Plan 73517-().
- 7 - Turnout plates, No. 2 thru No. 13 as per Plan 72221-().
- 8 - Vertical insulated switch rods and adjustable rocker clips, generally as per Plan 73516-().
- 9 - Floating heel block, as per Plan 73182-().
- 10 - All rails, including switch rails, to be drilled per Conrail Plan 71015-() for 132 R.E. rail, except that first hole is not to be drilled by the manufacturer. Conrail forces to field drill first hole when necessary.
- 11 - See Conrail Plan 73184-(), sheet 2, for Bill of Material.
- 12 - When a third insulated joint is required (as per Plan 71325-(), Sheet 2) weld the 22'-0" end of the 39'-0" Bonded Joint Plug to the end of the 60'-0" stock rail on the straight (Main Line) side.



RAIL END DRILLING



OFFSETS FOR NO. 15 R.H. TURNOUT

CONRAIL 73186-G

STANDARD

**NO. 15 WELDED TURNOUT
TIE AND RAIL LAYOUT-132 R.E.**

JANUARY, 1978

Chief Engineer - Maintenance of Way Chief Engineering Officer