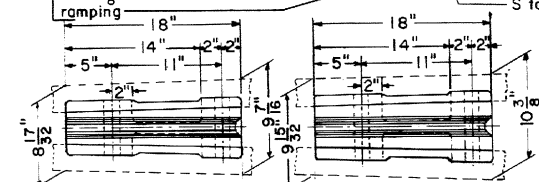
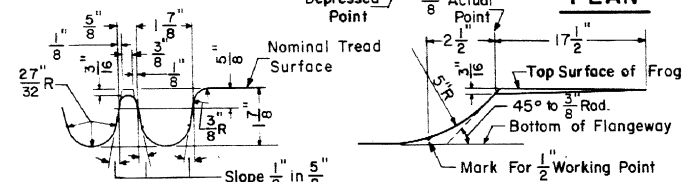
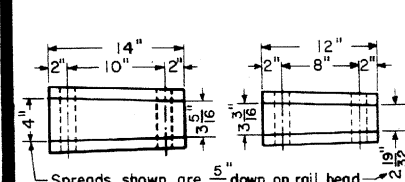
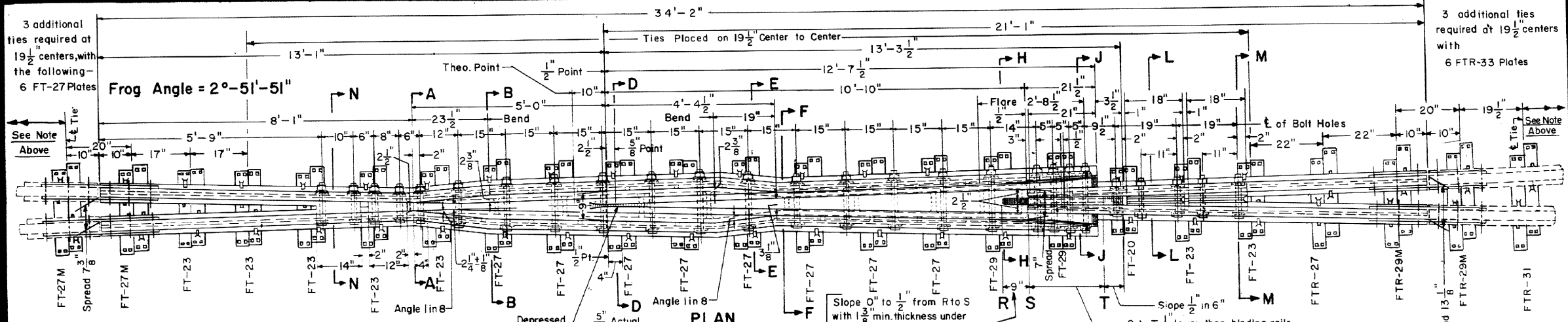
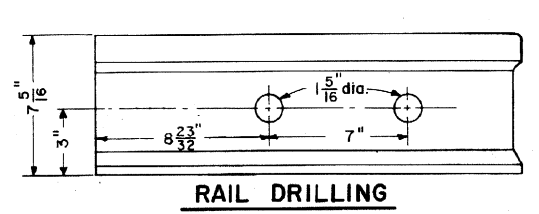
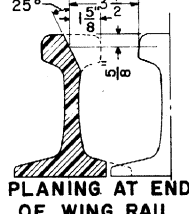
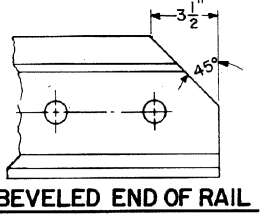
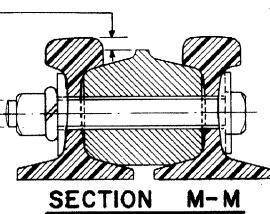
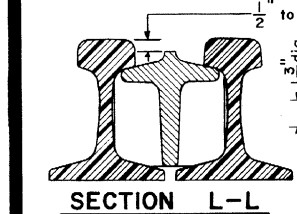
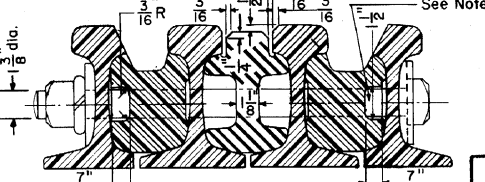
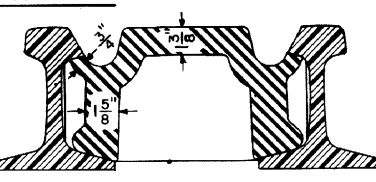
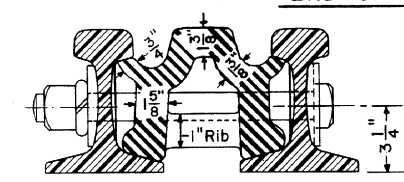
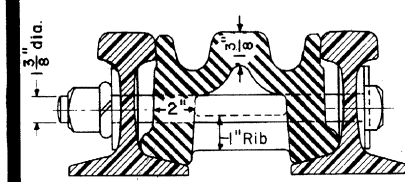
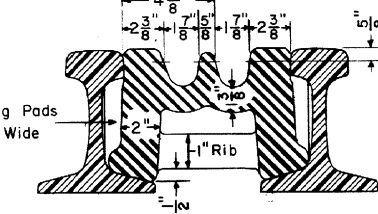
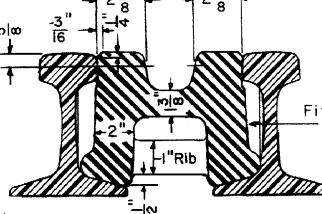
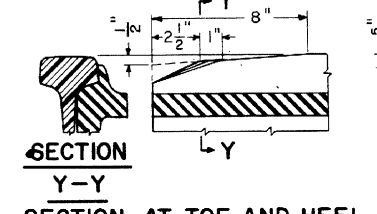
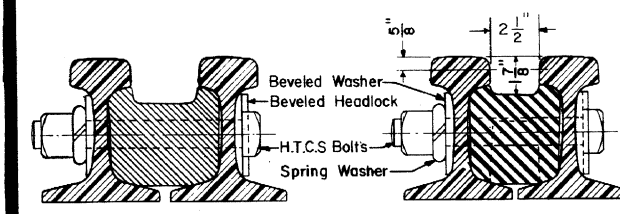


Revisions
"A" June, 1978



NOTES

- 1- This plan is for use with A.R.E.A. recommended standards for 140lb. R.E. Rail.
- 2- Workmanship and materials, including beveling and hardening rail ends, shall be per current "A.R.E.A. Specifications".
- 3- Groove for bond wires shall extend from end of filler block at least to center line of second bolt hole.
- 4- All bolts used in construction of frog and switch material shall be dipped immediately before applying (so that all threads are thoroughly coated) in NO-OX-ID "GG" grease, manufactured by The Dearborn Chemical Company.
- 5- When frog is to be used in bolted track first bolt hole to be drilled in field as shown on C.R. Plan 71010.



FROG TIE PLATES REQUIRED

- 2 - FT 20
 - 14 - FT 23
 - 22 - FT 27
 - 4 - FT 27 Modified
 - 4 - FT 29
 - 2 - FTR 27
 - 4 - FTR 29 Modified
 - 2 - FTR 31
 - 6 - FTR 33
- C.R. Plan 72105 ()

CONRAIL 74158-B

STANDARD

NO.20 RAILBOUND MANGANESE STEEL FROG

FOR 140LB. R.E. RAIL

DECEMBER 1976

R.H. Smith
Chief Engineer - Maintenance of Way

A.B. Gordon
Chief Engineering Officer