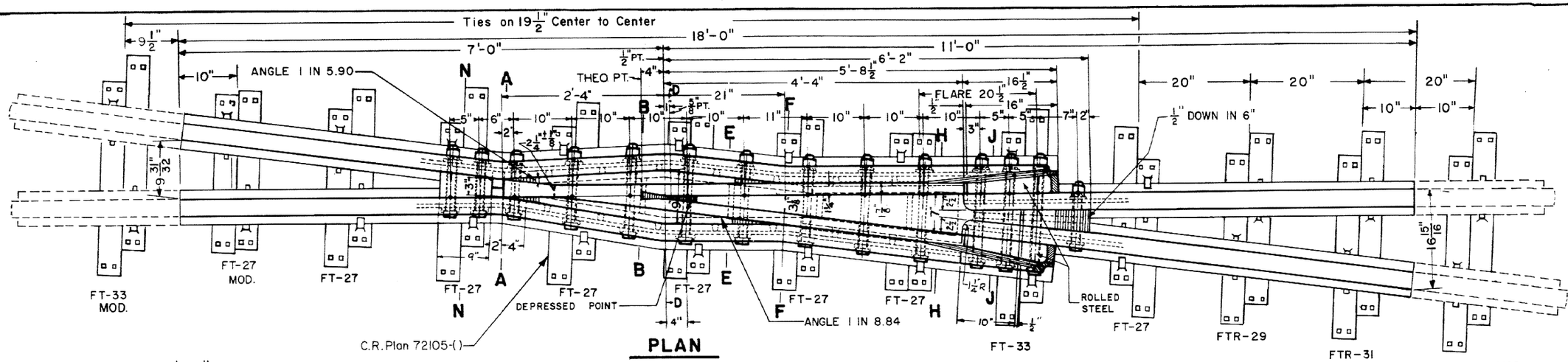
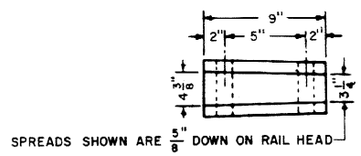
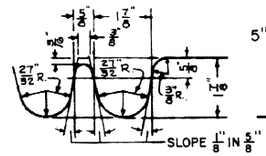
Revisions
B-June,1978
C-Oct.,1980
D-May,1986
E-May,1987



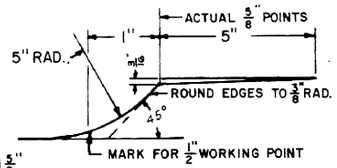
Frog Angle = 7°-09'-10"



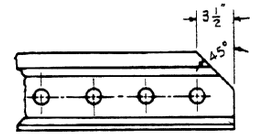
TOE FILLER BLOCK

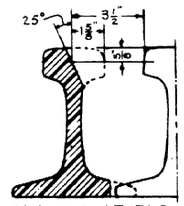


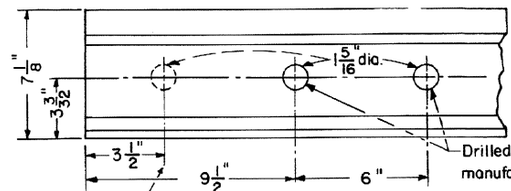
SECTION AT POINT

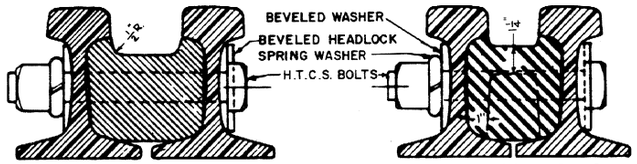


ELEVATION OF POINT


BEVELED END WING RAIL

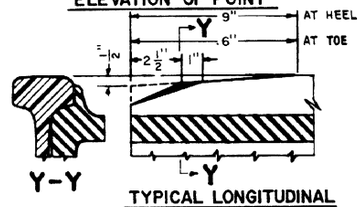

PLANING AT END OF WING RAIL



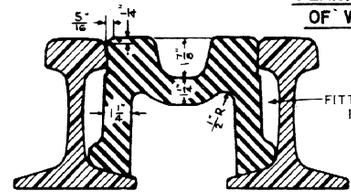


SECTION N-N

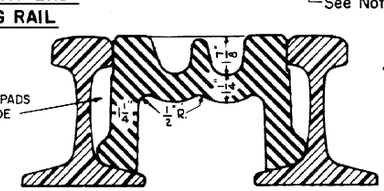
SECTION A-A

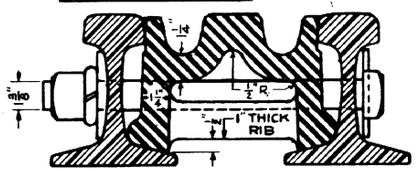


TYPICAL LONGITUDINAL SECTION AT TOE AND HEEL END OF MANGANESE



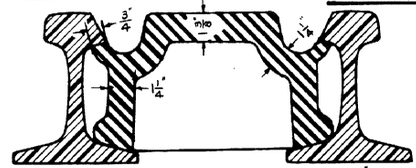
SECTION B-B

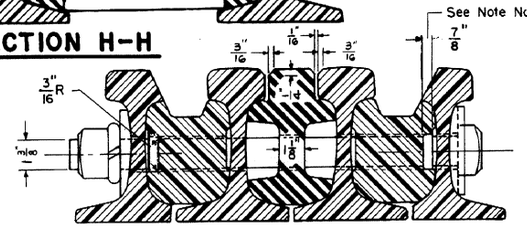

SECTION D-D



SECTION E-E

SECTION F-F


SECTION H-H



SECTION J-J

RAIL END DRILLING

FROG TIE PLATES REQ.

14 - FT 27
2 - FT 27 Mod.
2 - FT 33
2 - FT 33 Mod.
2 - FTR 29
2 - FTR 31 Mod.
2 - FTR 33 Mod.

NOTES

1 This plan is for use with A.R.E.A. recommended standards for 132 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 the center line of second bolt hole.
4 - All bolts used in construction of frog, shall be dipped immediately before applying (so that all threads are thoroughly coated) in NO-OX-ID "GG" grease.
5 - When frog is to be used in bolted track, first bolt hole to be drilled in the field by C.R. as per Plan 71015-( ).
6 - Casting to be explosion hardened, with wing and heel rails Fully Heat Treated.
7 - All bolt holes in rail to be chamfered 1/16"

CONRAIL

74160-E

STANDARD

No. 8 RAILBOUND MANGANESE STEEL FROG - 132 R.E. RAIL

DECEMBER, 1977

R H Smith
Chief Engineer - Maintenance of Way

G B Gordon
Chief Engineering Officer