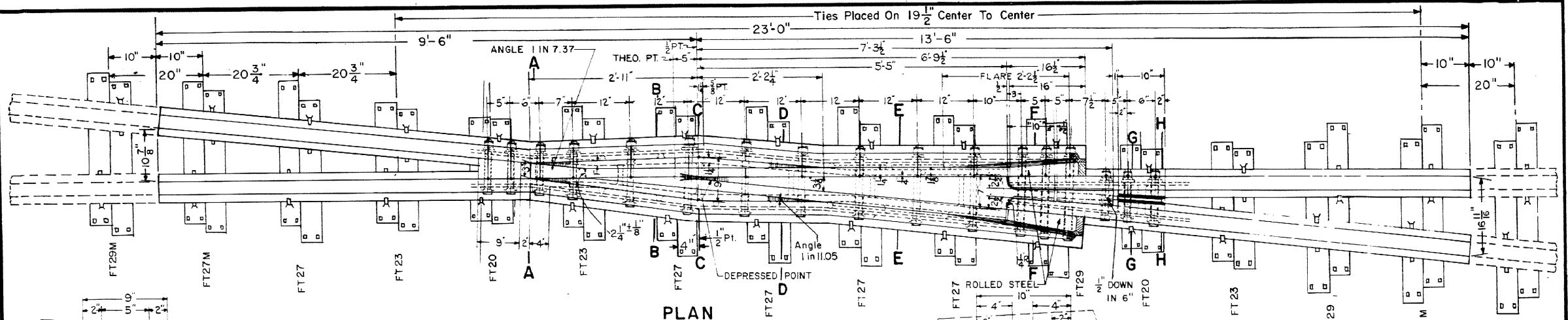
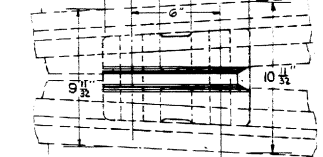
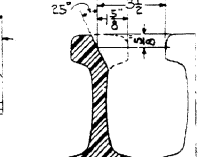
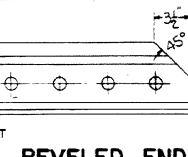
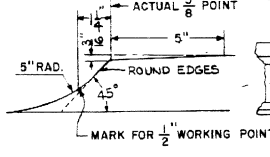
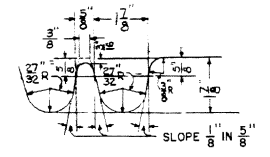
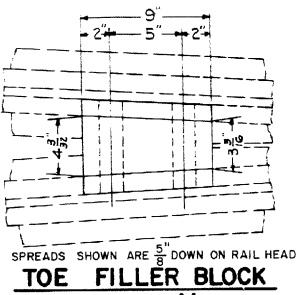


Revisions  
 B-June, 1978  
 C-Oct., 1980  
 D-May, 1986  
 E-May, 1987

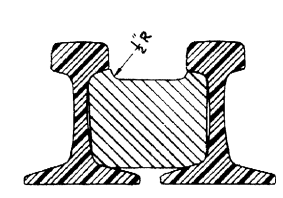
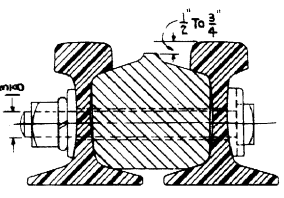
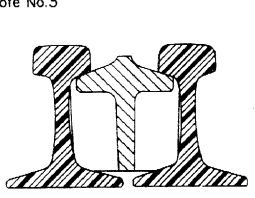
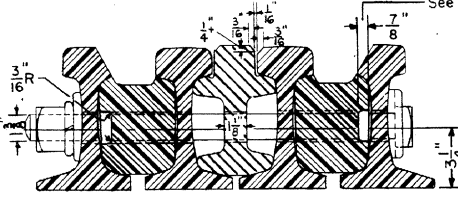
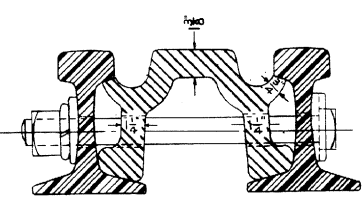
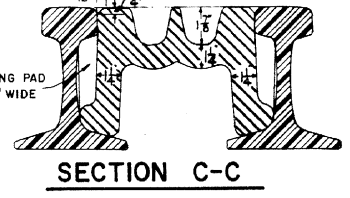
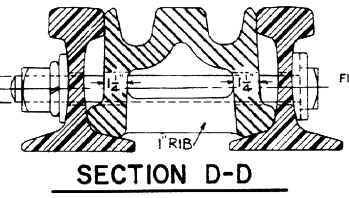
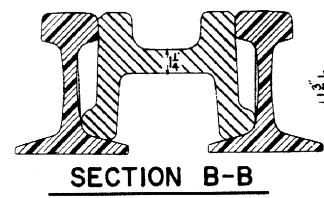
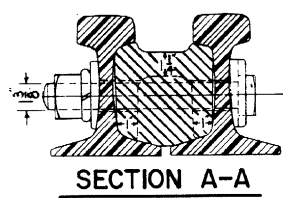
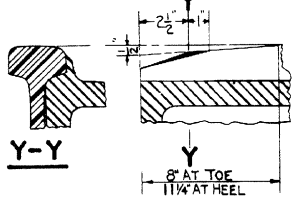


**Frog Angle = 5°-43'-29"**



**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 of 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, the first bolt hole to be drilled in the field by Conrail as per Plan 71015-(-).
- 6 - Casting to be explosion hardened, with wing and heel rails to be Fully Heat Treated.
- 7 - All bolt holes in rail to be chamfered 1/16

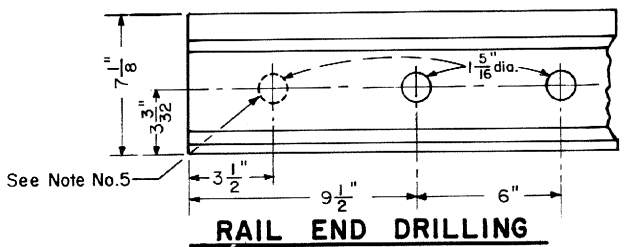


See Note No.3

**FROG TIE PLATES REQUIRED**

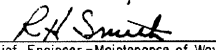
- 4 - FT 20
- 6 - FT 23
- 10 - FT 27
- 2 - FT 27 Modified
- 2 - FT 29
- 2 - FT 29 Modified
- 2 - FTR 29
- 2 - FTR 31 Modified
- 2 - FTR 33 Modified


C.R. Plan 72105-(-)



**CONRAIL 74161-E**

STANDARD  
**No. 10 RAILBOUND MANGANESE**  
**STEEL FROG - 132 R.E. RAIL**  
 DECEMBER, 1977

  
 Chief Engineer - Maintenance of Way

  
 Chief Engineering Officer