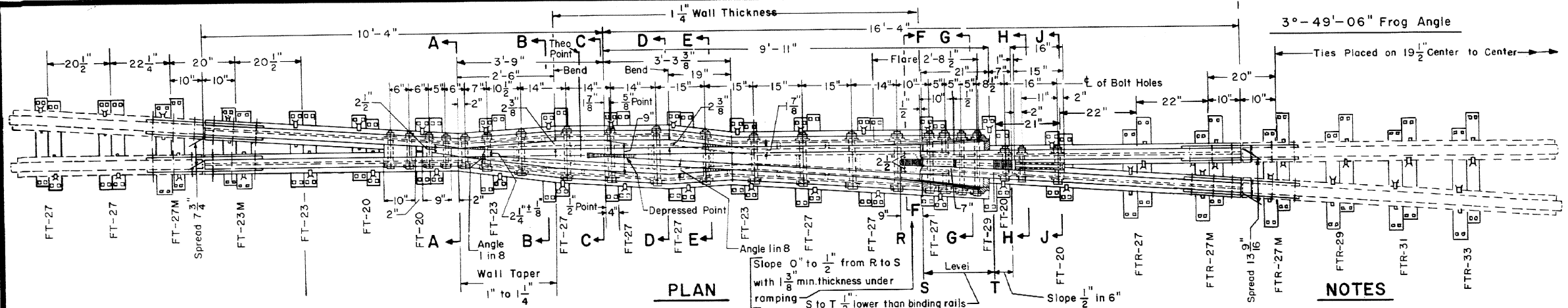


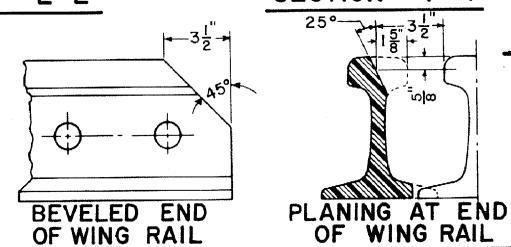
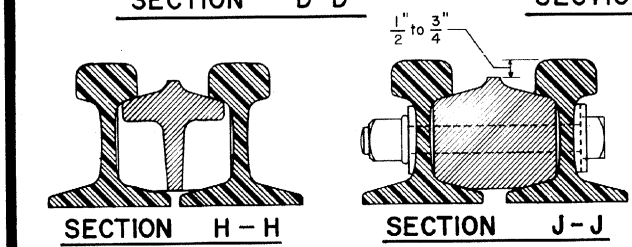
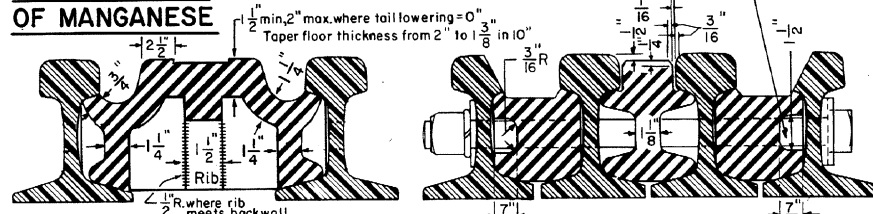
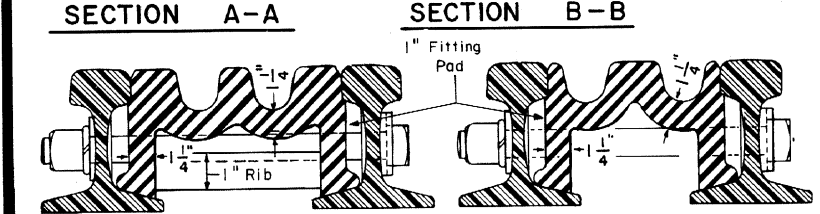
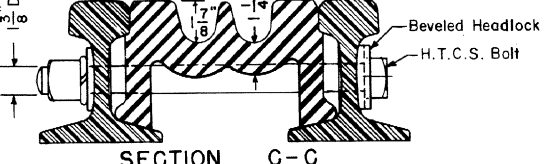
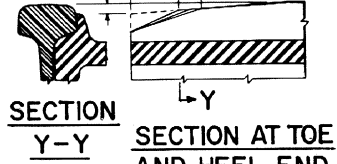
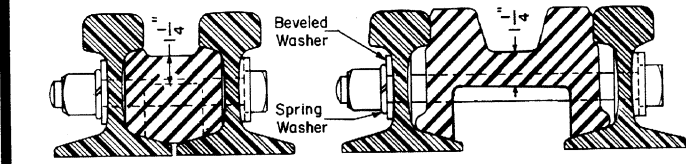
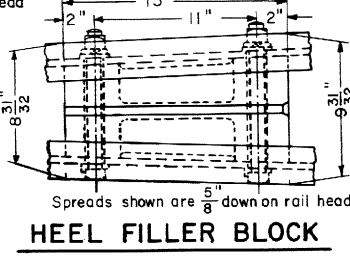
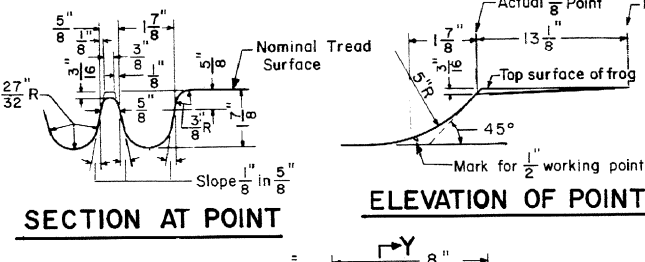
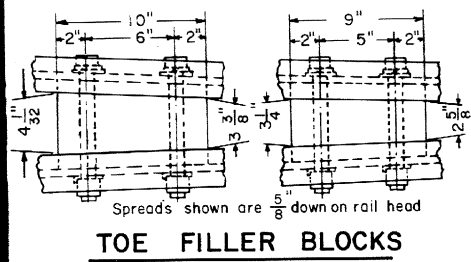
Revisions

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



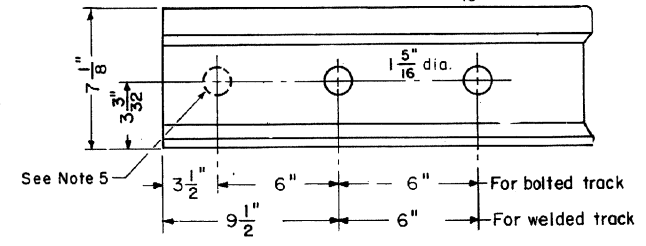
**NOTES**

- 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 center line of second bolt
- 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, 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"



**FROG TIE PLATES REQUIRED**

- |              |               |
|--------------|---------------|
| 7-FT 20      | 2-FTR 27      |
| 6-FT 23      | 4-FTR 27 Mod. |
| 2-FT 23 Mod. | 2-FTR 29      |
| 16-FT 27     | 2-FTR 31      |
| 2-FT 27 Mod. | 2-FTR 33      |
| 1-FT 29      |               |
- See C.R. Plan 72105-() for details



**CONRAIL** **74162-E**

STANDARD

**NO. 15 RAILBOUND MANGANESE  
STEEL FROG - 132 R.E. RAIL**

DECEMBER, 1977

*R.H. Smith*

Chief Engineer - Maintenance of Way

*W.C. Gordon*

Chief Engineering Officer