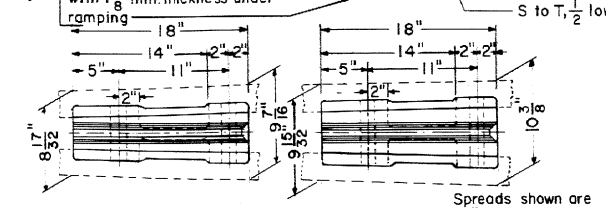
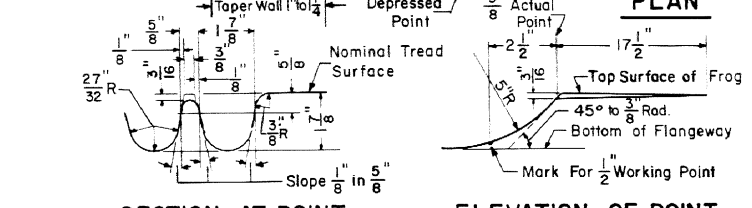
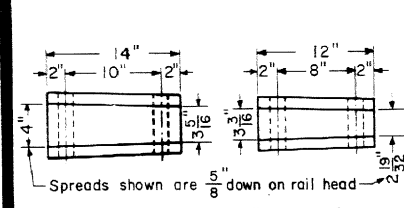
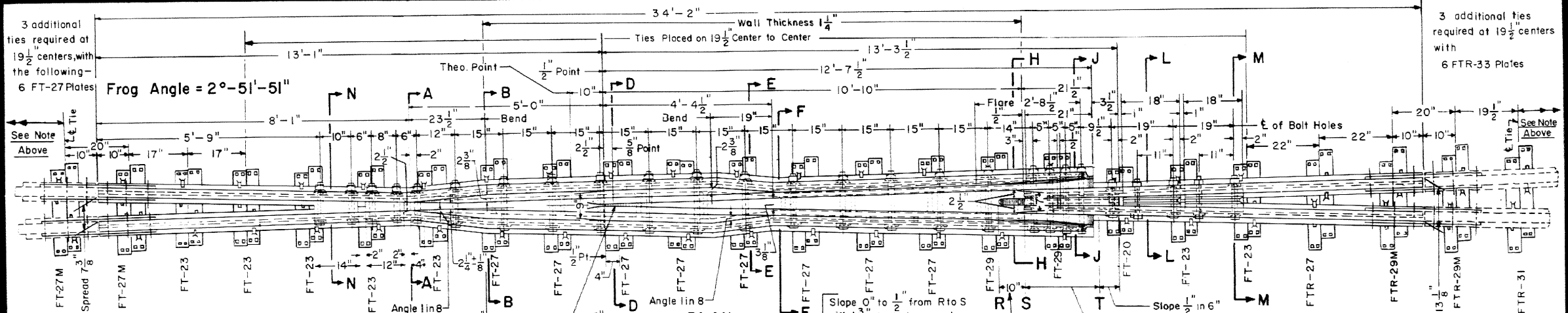
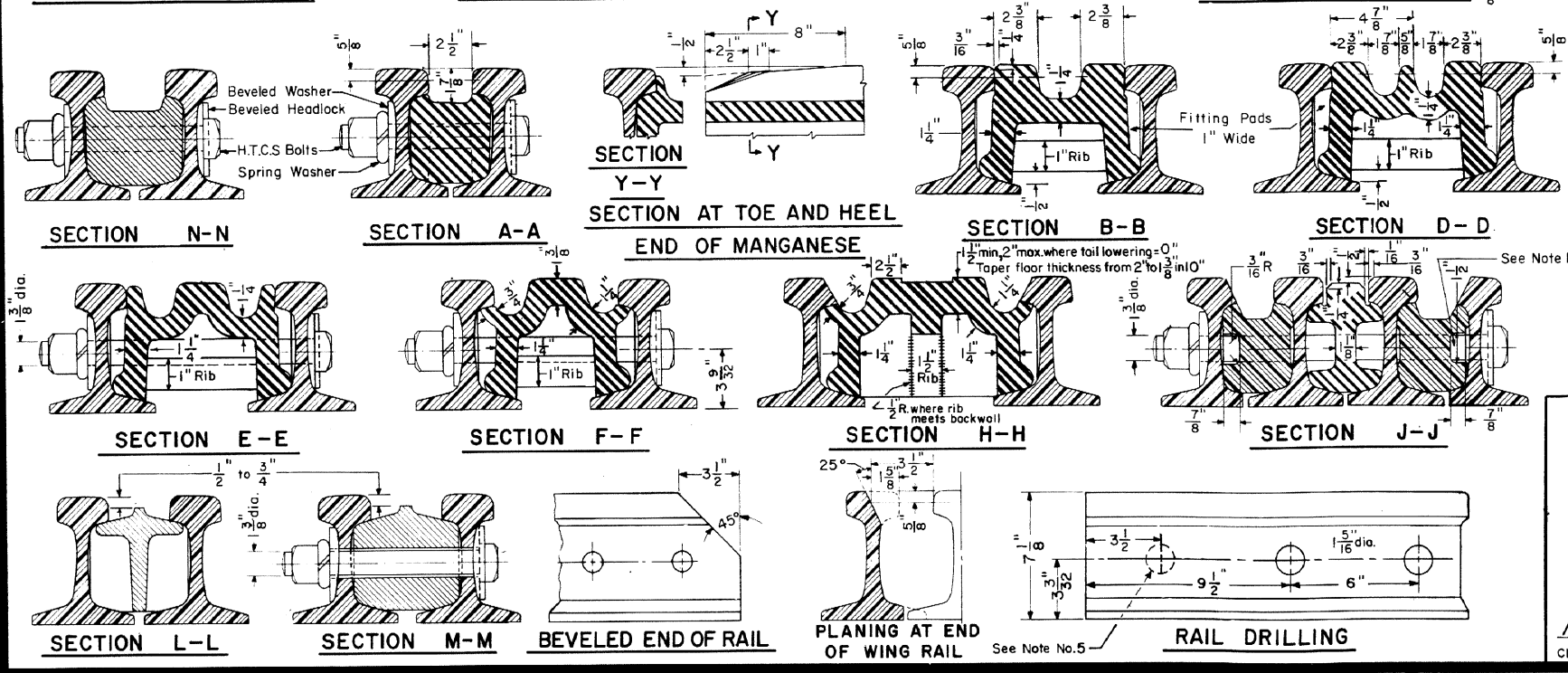


Revisions  
 B-June,1978  
 C-Oct,1980  
 D-May,1986



**NOTES**

- 1- This plan is for use with A.R.E.A. recommended standards for 132lb. 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, 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.



**FROG TIE PLATES REQUIRED**

- |                   |                    |
|-------------------|--------------------|
| 2- FT 20          | 2- FTR 27          |
| 14- FT 23         | 4- FTR 29 Modified |
| 22- FT 27         | 2- FTR 31          |
| 4- FT 27 Modified | 6- FTR 33          |
| 4- FT 29          |                    |

Plates as per CR Plan 72105-(-)

**CONRAIL** **74163-D**

STANDARD

**NO.20 RAILBOUND MANGANESE  
STEEL FROG -132 R.E. RAIL**

DECEMBER,1977

*RH Smit*  
Chief Engineer - Maintenance of Way
*W.A. Gordon*  
Chief Engineering Officer