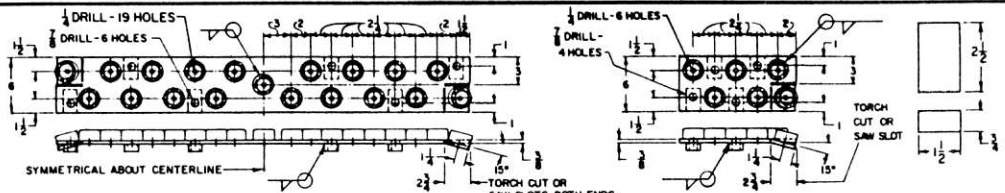


Rev. A 11-24-80 - Changed from 1-1/2" NPT holes in plate to 1-1/2" NPT holes in plate cap - Item 4 welded in place. Add 100227 ref. note for items 1, 2, 3, 4, 5, 6, 7.
 E dimensioned former note 3.
 Rev. B 11-17-81 - Former notes 2 & 3 become notes 3 & 4 respectively. New note 2 added.
 Rev. C 3-22-82 - Changed center plate seat no. from 02-185409 to 01-278306 & changed end plate seat no. from 02-185409 to 01-278306.

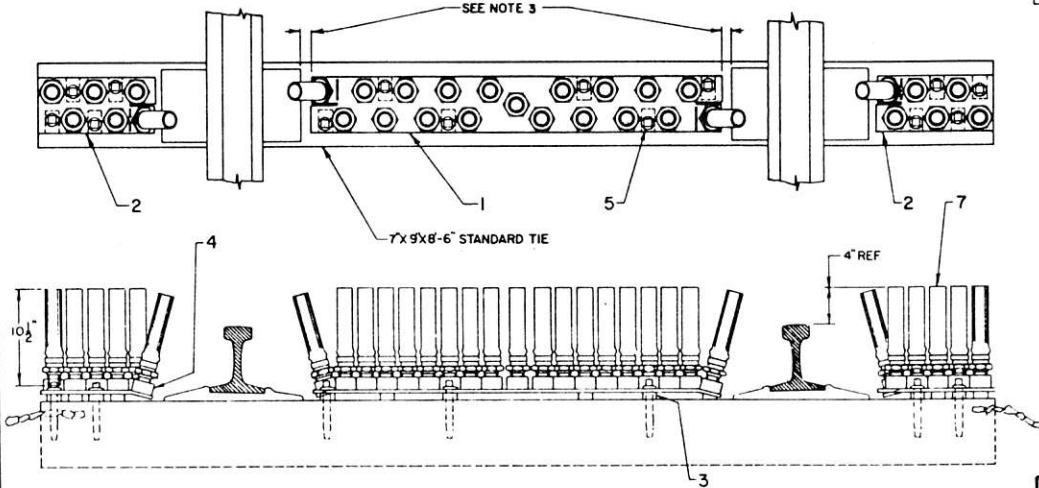


PLATE, CENTER 1503-1
 HR 1018 STEEL-FURNISH COMPLETE WITH 6 SPACERS 1503-3 & 19 CAPS 1503-4

PLATE, END 1503-2
 HR 1018 STEEL-FURNISH COMPLETE WITH 4 SPACERS 1503-3 & 5 CAPS 1503-4

SPACER 1503-3
 HR 1018 STEEL

NO	ITEM	REQ	REF	ACCT. NO.
1	PLATE, CENTER	1		01-278306
2	PLATE, END	2		01-278355
3	SPACER	14		
4	CAP, PIPE 1-1/2" NPT	31		
5	SPIKE, DRIVE 3/4 x 6	14		01-754009
6				
7	HOSE, 10-1/2" OVERALL, W/NIPPLE	31	HO-006	02-247607




ICE DEFLECTOR ASSEMBLY

NOTES


- Ice deflectors must be located a sufficient distance in advance of a dragging equipment detector so that ice knocked off cars travelling at normal speed will have stopped its forward movement before reaching the detector, station platform, highway crossing, or any location where ice would be a hazard.
- If a road crossing does not exist within one mile on both sides of an interlocking or hot box detector, ice deflectors will be installed in lieu of same.
- Mount plate 1503-1 centrally on tie, and equalize distance between ends of plate and tie plates.
- Coat air hose pipe threads on item 7 with No-Ox-I-d grease, and thread into caps.

SHEET 1

CONRAIL  **CS-1503-C**

STANDARD
ICE DEFLECTOR

JAN 28, 1980

Approved: 
 Chief Engineer, CS