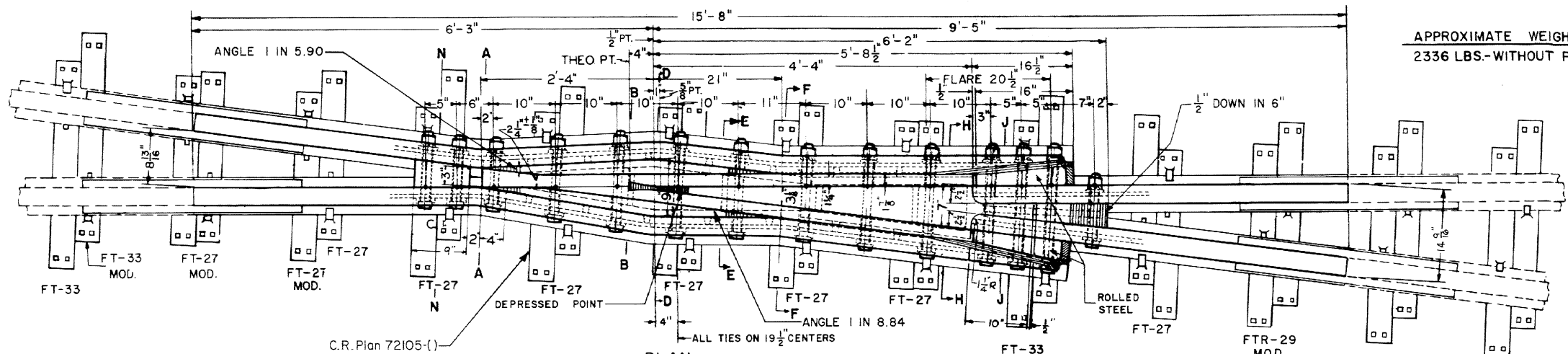


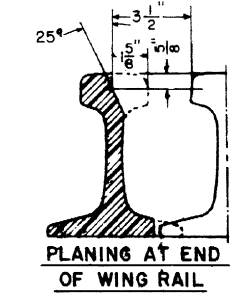
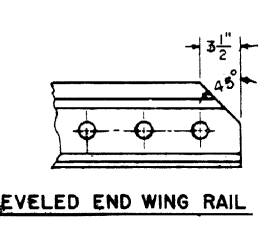
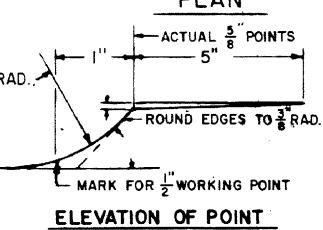
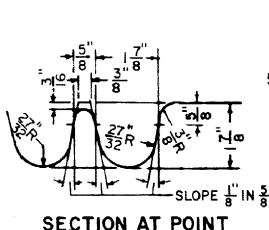
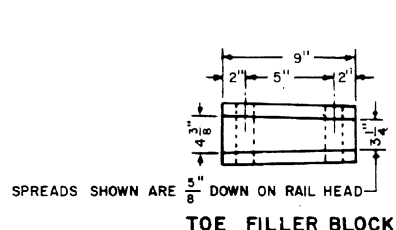
Revisions

"A" June, 1978

"B" Jan., 1982

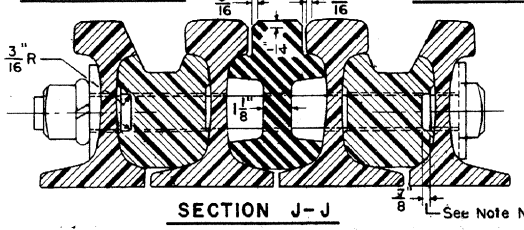
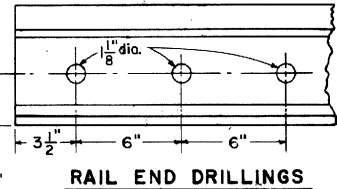
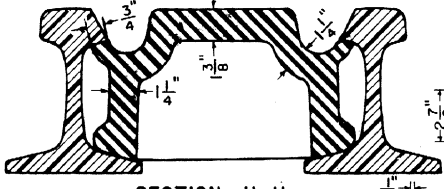
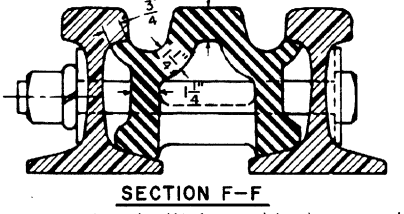
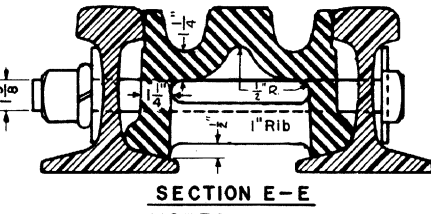
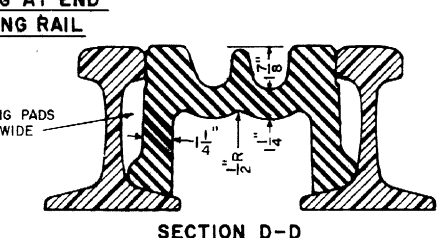
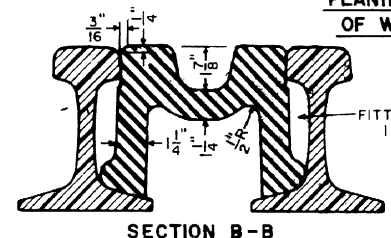
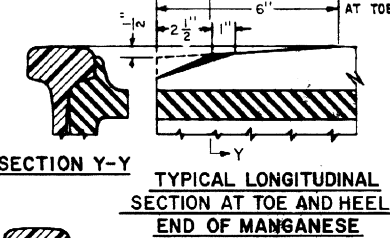
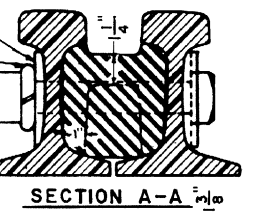
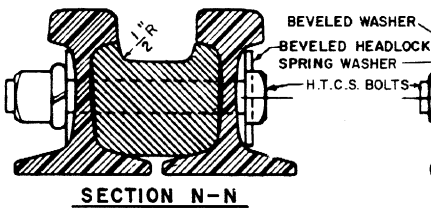


APPROXIMATE WEIGHT
 2336 LBS.-WITHOUT PLATES



FROG TIE PLATES REQUIRED

- 13- FT 27
- 3- FT 27 mod.
- 3- FT 33
- 1- FT 33 mod.
- 2- FTR 29 mod.
- 2- FTR 31 mod.
- 2- FTR 33



- NOTES**
- 1- Casting to be explosion hardened, with toe and heel arms end hardened including the end of heel arms that fix next to casting.
 - 2- This plan is for use with A.R.E.A. recommended standards for 119 R.E. rail.
 - 3- Workmanship and materials, including beveling and hardening rail ends, shall be per current "A.R.E.A. Specification".
 - 4- Groove for bond wires shall extend from end of filler block at least to the center line of the second bolt hole.
 - 5- 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.

CONRAIL 74152-C
 STANDARD
No. 8 RAILBOUND MANGANESE STEEL FROG
 FOR 119 L.B. R.E. RAIL
 JANUARY, 1977

R.H. Smith
 Chief Engineer - Maintenance of Way

B.G. Gordon
 Chief Engineering Officer