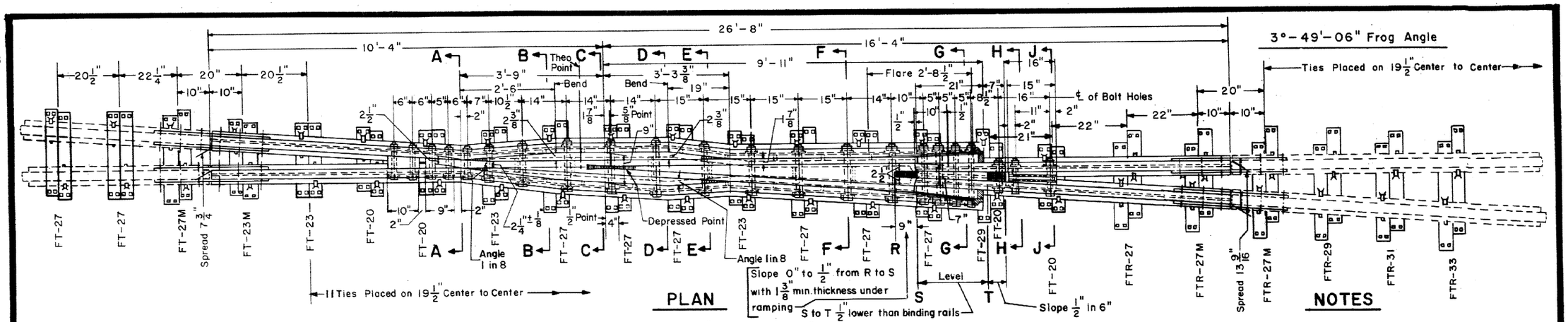
Revisions
"A" June, 1978



PLAN

NOTES

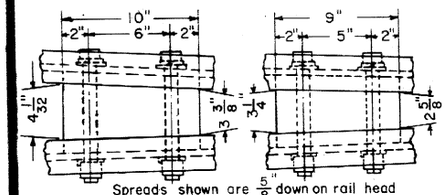
1 – This plan is for use with A.R.E.A. recommended standards for 119 RE Rail and 140 RE Rail.

2 – Workmanship and materials, including beveling and hardening rail ends, shall be per current "A.R.E.A. Specifications".

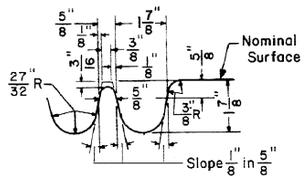
3 – Groove for bond wires shall extend from end of filler block at least to center line of second bolt hole.

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

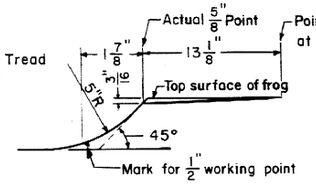
* 5 – When frog is to be used in bolted track, first bolt hole to be drilled in the field as shown on C.R. Plan 71010-( ).



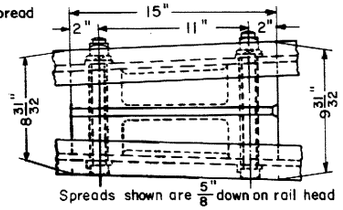
TOE FILLER BLOCKS



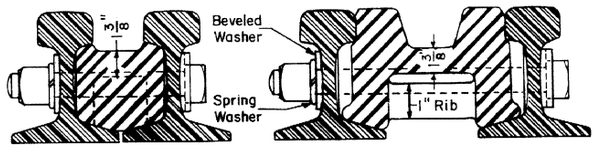
SECTION AT POINT



ELEVATION OF POINT

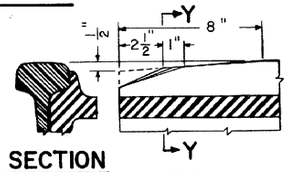


HEEL FILLER BLOCK



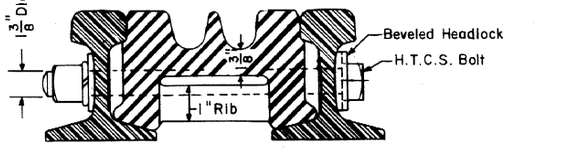
SECTION A-A

SECTION B-B

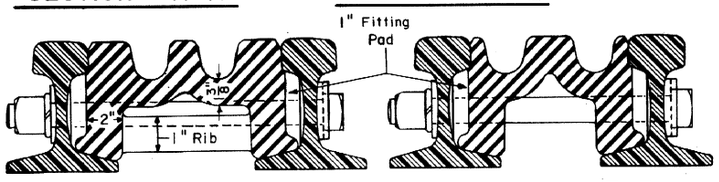


SECTION Y-Y

SECTION AT TOE AND HEEL END OF MANGANESE

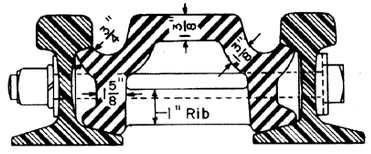


SECTION C-C

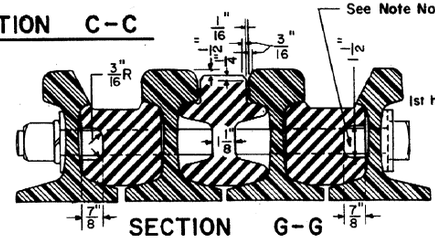


SECTION D-D

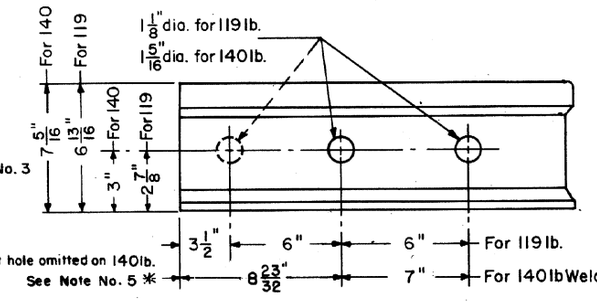
SECTION E-E



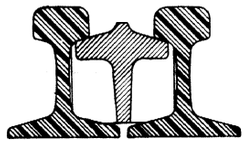
SECTION F-F



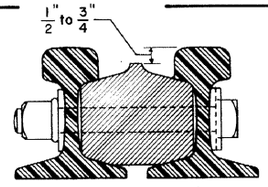
SECTION G-G



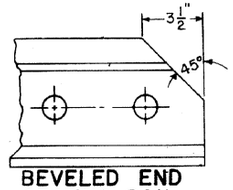
RAIL END DRILLING



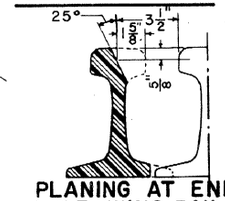
SECTION H-H



SECTION J-J



BEVELED END OF WING RAIL



PLANING AT END OF WING RAIL

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

74156-B

STANDARD

NO. 15 RAILBOUND MANGANESE STEEL FROG

FOR 119 RE RAIL AND 140 RE RAIL

DECEMBER 1976

R H Smith
Chief Engineer-Maintenance of Way

G R Gordon
Chief Engineering Officer