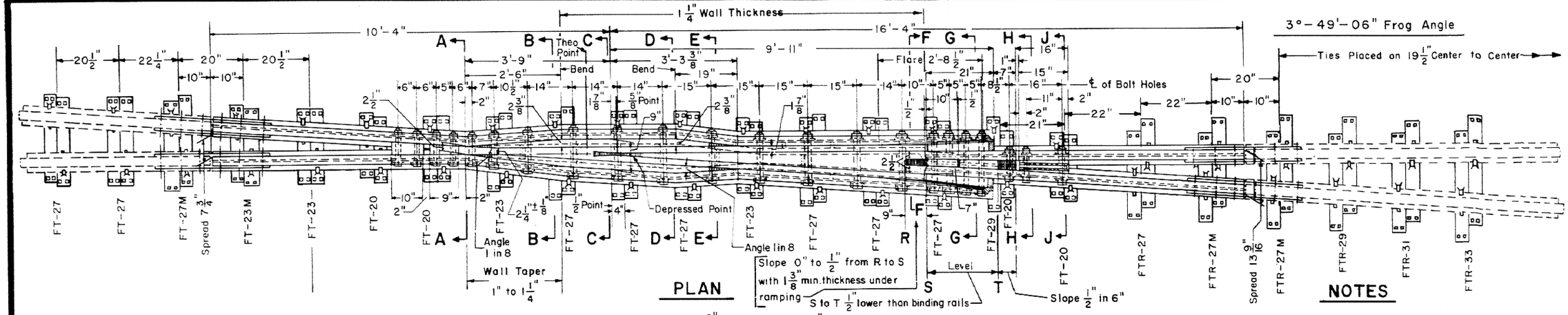
Revisions
B-June,1978
C-Oct.,1980
D-May,1986



PLAN

NOTES

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

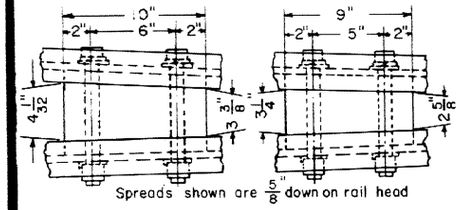
2- Workmanship and materials, including beveling and hardening rail ends, shall be per current "A.R.E.A. Specifications".

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

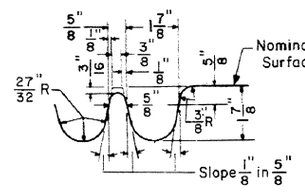
4- All bolts used in construction of frog and switch material shall be dipped immediately before applying (so that all threads are thoroughly coated) in NO-OX-ID "GG" grease, manufactured by The Dearborn Chemical Company

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-().

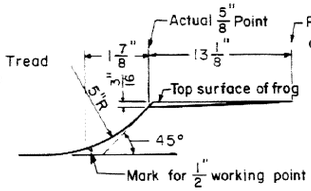
6- Casting to be explosion hardened, with wing and heel rails to be Fully Heat Treated.



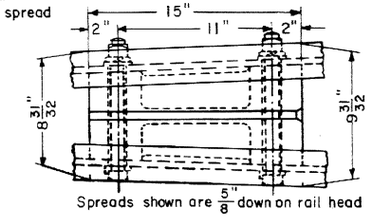
TOE FILLER BLOCKS



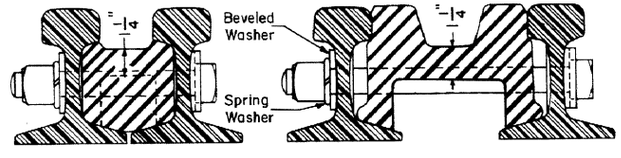
SECTION AT POINT



ELEVATION OF POINT

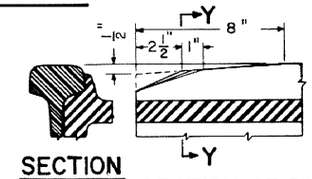


HEEL FILLER BLOCK



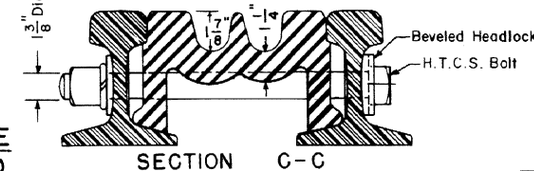
SECTION A-A

SECTION B-B

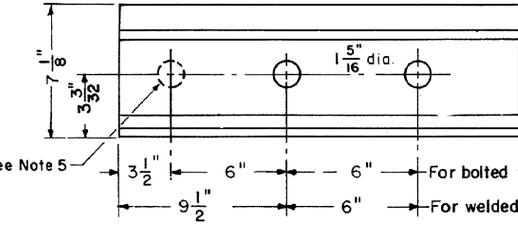


SECTION Y-Y

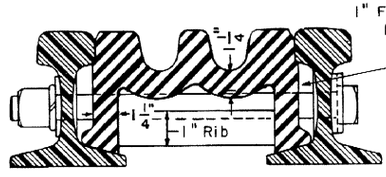
SECTION AT TOE AND HEEL END OF MANGANESE



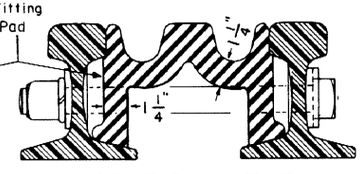
SECTION C-C



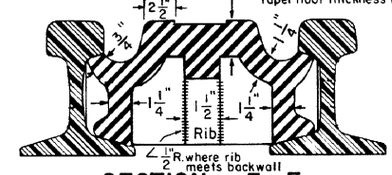
RAIL END DRILLING



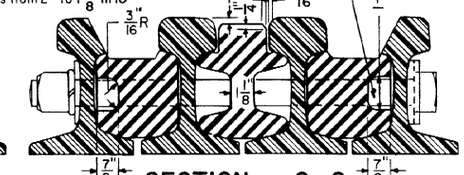
SECTION D-D



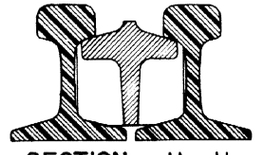
SECTION E-E



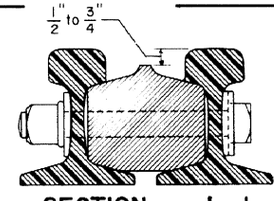
SECTION F-F



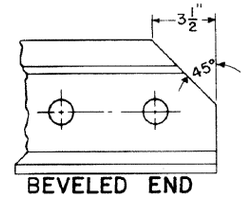
SECTION G-G



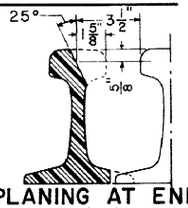
SECTION H-H



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

74162-D

STANDARD

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

DECEMBER, 1977

R.H. Smith
Chief Engineer-Maintenance of Way

Chief Engineering Officer