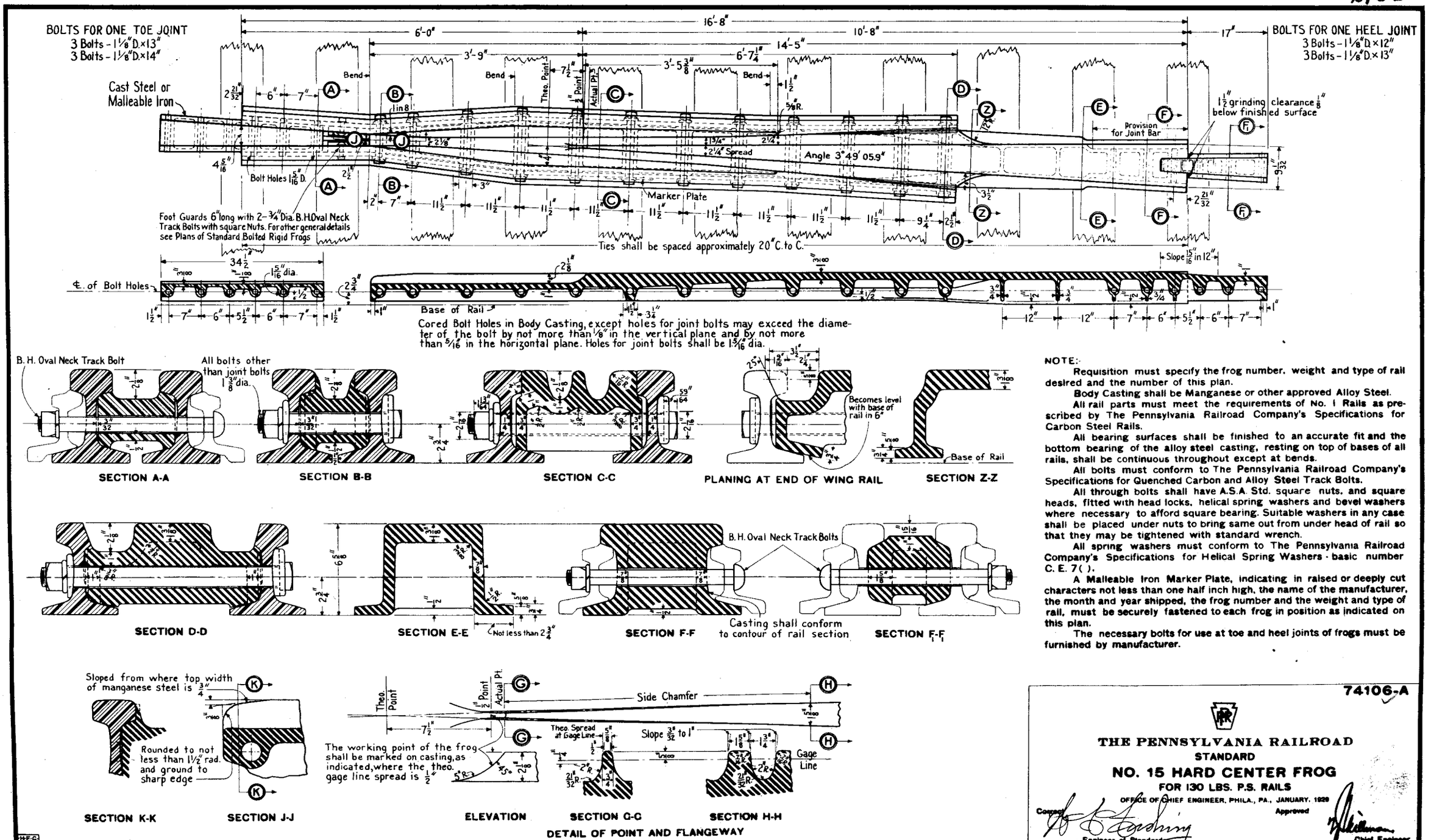

NOTE:-

Requisition must specify the frog number, weight and type of rail desired and the number of this plan.

Body Casting shall be Manganese or other approved Alloy Steel.

All rail parts must meet the requirements of No. 1 Rails as prescribed by The Pennsylvania Railroad Company's Specifications for Carbon Steel Rails.

All bearing surfaces shall be finished to an accurate fit and the bottom bearing of the alloy steel casting, resting on top of bases of all rails, shall be continuous throughout except at bends.

All bolts must conform to The Pennsylvania Railroad Company's Specifications for Quenched Carbon and Alloy Steel Track Bolts.

All through bolts shall have A.S.A. Std. square nuts, and square heads, fitted with head locks, helical spring washers and bevel washers where necessary to afford square bearing. Suitable washers in any case shall be placed under nuts to bring same out from under head of rail so that they may be tightened with standard wrench.

All spring washers must conform to The Pennsylvania Railroad Company's Specifications for Helical Spring Washers - basic number C. E. 7( ).

A Malleable Iron Marker Plate, indicating in raised or deeply cut characters not less than one half inch high, the name of the manufacturer, the month and year shipped, the frog number and the weight and type of rail, must be securely fastened to each frog in position as indicated on this plan.

The necessary bolts for use at toe and heel joints of frogs must be furnished by manufacturer.

74106-A

THE PENNSYLVANIA RAILROAD

STANDARD

NO. 15 HARD CENTER FROG

FOR 130 LBS. P.S. RAILS

OFFICE OF CHIEF ENGINEER, PHILA., PA., JANUARY, 1929

Approved

Engineer of Standards

Chief Engineer

http://PRR.Railfan.net

Collection of Pat McKinney