

# From the Field

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*Associate Editor Robert J. Barber, after attending the Signal Section convention in October, headed West to secure information and pictures for articles in Railway Signaling and Communications. Here are his comments from the field.*

Texas & Pacific has had two Servo Corp. hotbox detectors in service for about a year. These detectors have a special indicator located about three miles beyond the detector location. The

indicator is a two-unit GRS style D signal with two red lenses vertically placed, which flash alternately when controlled by the operator. One detector is in CTC territory, and the special indicator is mounted atop the 5-in. ventilating pipe of a relay bungalow. The indicator is controlled by the CTC operator via the code line. There is no connection with the signal system for this detector or the second one located in Absolute Permissive Block signal territory. Here the indicator is

mounted on an automatic signal below and to the right of the main signal head. The indicator is controlled by a telegraph operator. The hotbox detector scanner in CTC territory is 38 miles from the recorder (CTC office) and indications are sent via Harmon carrier. The second detector installation in APB territory is nine miles from the message operator's location, and indications are sent via Servo carrier. In both cases a pen graph recorder tape is read by the respective operators. When they note a hotbox indication on the tape they control the special indicators to display the alternately flashing-red aspects.