

letter to the editors

Recently, the following editorial appeared in RAILWAY LOCOMOTIVES AND CARS (July '62 issue):

"Now, AAR hotbox statistics for April...are expected to show more than a million freight-car miles per hotbox set-off between terminals as the average of all reporting railroads, an outstanding achievement."

"The rapid rise in miles per hotbox has created new problems. One is the need to insure the journal boxes being oiled at mileage intervals that will prevent them from running dry. Another is one of hotbox detection. Telltale smoke signalled watchful eyes and keen noses that hotbox conditions existed in waste-packed boxes; pads under overheated journals in tightly sealed journal boxes do not emit a similar smoke alarm. This is the principal reason that the number of burned-off journals and derailments have not declined in the same ratio as hotboxes."

(underlining is ours)

The switch to pads is rightly given credit for a great deal of this improvement. Yet, as another editor (RAILWAY AGE, June 25, 1962, issue) puts it,

"All credit for the improving hotbox record can not be given to lubricating devices replacing loose waste. Roller bearings, hotbox detectors and other improvements have also affected the record."

The complex problem of hotboxes is ultimately one of lubrication. But, lacking a panacea in this area, a series of preventive steps, having an additive value to one another, can probably boost the average between set-offs to two million miles in the not-too-distant future.

We believe—as do the twenty-eight major Class I American railroads that have already installed them—that SERVOSAFE® Hot Box Detective* Systems are an important part of the answer. Hotboxes that are just beginning to overheat are easily identified by their pips on the SERVOGRAPH® chart. And this is true for cars on the main line, at key points such as bridges and tunnels, or on

their way into the classification yard. Corrective lubrication, or car set-out, can be accomplished before a critical condition arises. When installed at recommended intervals, the SERVOSAFE Hot Box Detective System can virtually eliminate journal burn-offs and derailments. It complements the other preventive measures taken, with an added dimension of certainty not possible by visual and manual means alone.



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* Protected under one or more of the following U.S. Patent Nos.: 2,880,309, 2,947,857 and 2,963,575. Other U.S. and foreign patents pending.

