● FLORIDA EAST COAST has four types of detectors spotted at about 30 miles intervals between Jacksonville and Miami, Fla., approximately 360 miles. Clearance detectors are the latest to join existing hotbox, dragging equipment and loose wheel detectors. When a detector is actuated, a report in the form of a graph is read by the train dispatcher at New Smyrna Beach. He notifies the train engineer by radio if the report shows anything that needs checking. The newest detector spots oversize or shifted loads. It consists of two concrete poles which stand 30 ft above ground. A pipe framework between the poles supports two electronic receivers. Two light transmitters are placed about 5 ft on the ground in front of the poles and 3 ft 9¾" out from the rails on each side. Any passing object that breaks the light beam shows up as a strong blip on the paper chart recorder at New Smyrna Beach. This is hotbox detector recording chart paper. The blips recorded for the oversize load detector are tall and closely spaced together totaling possibly eight or nine. The dragging equipment detector blips, again about 15 mm high, consist of four or five spaced closely together so as to present a wide-band bar. The loose wheel detector blips are single high marks that are much taller than a hotbox indication.