MINNEAPOLIS, NORTHFIELD AND SOUTHERN RAILWAY,

701 INDIANA AVENUE NORTH
MINNEAPOLIS, MINNESOTA 55422

G. A. GILLETTE
Vice President Operations
(612) 542-0728

November 18, 1981

Mr. Ardell Ring
Midwest Metal Treatment
Rt. 1 Box 328
North Branch, Minn. 55056

Dear Sir:

This railroad uses Raco No. 22 trail-through switches on its four diesel shop leads. These switches are used continously on a 24-hour basis for assembling power consists. Our smallest power units are E.M.D. SW-12s; our largest are E.M.D. SD-39s. We allow hostlers to run through these switches.

Past practice has dictated lubrication of switch plates every two to three weeks, depending on the season, since the switch points must bear the entire load of the locomotive and change position in this condition.

On April 24, 1981, we cleaned the plates and applied Lubrilon APG grease containing Teflon. We have not touched the switches in the seven months since. The points and plates show no abnormal wear. The switches throw easily by hand. The savings in labor are obvious.

Yours Truly,

G. A. Gillette

G. A. Gillette
Vice President Operations

Soo Line Railroad Company

Soo Line Building
Box 530
Minneapolis, Minnesota 55440
(612) 332-1261

November 25, 1981

Mr. Ardell Ring
Midwest Metal Treatment
Rte 1, Box 328
North Branch, Mn 55056

Dear Ardell;

This is to bring you up to date on some data concerning the application of APG lubricant on our East Bound Main curve at MP 11.8 near Cardigan Jct, St. Paul.

The curve being lubricated is a 3 Degree 30 Minute curve with 115# rail laid new in May, 1979. This curve had no previous lubrication and at the time of APG installation on September 3rd the outer rail had 3/16" curve wear. On the 17th of September I inspected the curve and found that abrasive action was not evident, gauge side of outer rail was very smooth to the touch and felt very slippery, yet there was no sign of excessive or a build up of lubricant. The metal appeared to be treated and no abrasive action just as you predicted.

In order to make some comparisons, we installed a lubricator for the adjacent West Bound curve on Septmber 17th using a graphite lubricant. On November 13th I again made an inspection of these curves and found that the curve with the graphite lubricant had started a build up and there was still evidence of some abrasive action. The curve with the APG lubricant appeared to be the same as my last inspection. At this point it certainly appears that the APG lubricant is performing far superior to the graphite lubricant.

We have now retarded the output of the APG grease as curve appears to have good treatment. We want to monitor to determine if the APG grease will keep performing with a limited amount and at what point of lubrication abrasive action, if any, will again appear. At this point of the test I am very much impressed with the lubricating qualities of the APG lubricant.

Will keep you informed as test progresses.

Yours very truly,

J. D. Mauer
General Roadmaster

JDM/