

436-R41-1

PATENT DEPARTMENT
GHQ
HANDLE
MAR 16 1953
NOTE

Division Headquarters
March 13, 1953

V. C. Kline
Manville

tabbies	PLAINTIFF'S EXHIBIT
	JM 1121

Infestation Control in Ends
of Box Cars

Back in 1951 we discussed the above subject and at that time you advised us in your letter of August 15th, your file 436-R41, that you considered it entirely safe for us to sell J-M insulation in competition with Fibreglas which was being offered for this purpose, and which would be installed in the same manner as the Fibreglas.

Accordingly we have worked with the Research Laboratory who have developed data regarding the effectiveness of our material in preventing this infestation, and we believe we have material we can offer for sale which is at least as effective as the competitive material.

Before actively entering this field, however, we are writing to you at this time to ask you to check to make certain that there has been no change in the status of our position inasmuch as in some of the competitive sales literature which we have seen (of which Mr. Whinfrey has a copy) "Patent Applied For" is shown.

C. E. Bryant, Jr.

CC
Mr. R. P. Townsend
Mr. W. M. Mac Alpine, Manville
Mr. C. G. Whinfrey
Mr. C. A. deVyver

MTC 017398

-108

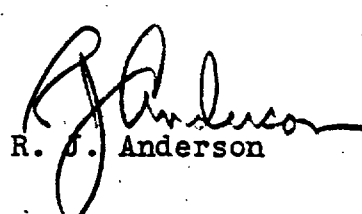
April 9, 1952
436-R41-1

Memorandum for File

Bishop Fiberglas System
of Infestation Control

Caption for photograph appearing on page 41 of "Modern Sanitation" February 1952:

"The Southern Pacific Company, one of the nation's largest railways hauling grain and milled products, is now employing Fiberglas Infestation Control-- Bishop System, in 1,500 of its new box cars and in 50 repaired in its shops. Developed by Frank S. Bishop, a Minneapolis engineer, in cooperation with Owens-Corning Fiberglas Corporation, this system uses Fiberglas blankets to fill the space behind the wood linings at ends of box cars in which grains and milled products are shipped. Studies have revealed that insect pests harbor in accumulations of grain and dust in these spaces, then multiply and may cause extensive and costly damage to shipments. Southern Pacific has ordered materials for use in an additional 2,500 new cars to be built at its own shops in Sacramento, Calif. Owens-Corning officials reported that some 15 railroads now are using or are exploring extensively the effectiveness of the Bishop System, which has been laboratory and field tested for five years. About 2,700 cars now have the service."


R. J. Anderson

RJA:em

cc: C. E. Bryant - GHQ

MTC 017399

Research Center
August 15, 1951
436-R/1

C.E. Bryant - GHQ

Bishop Fibreglas System of
Infestation Control
Yours of June 8th

We have examined the article on "Glass Wool Box Car Lining Prevents Insect Infestation" in connection with your letter of June 8th, with attached letters from Thomas O'Leary.

We do not believe there is sufficient probability of any patent protection on this construction to justify an involved patent investigation. Actually all that is involved is the installation of standard fibreglas blanket insulation without paper, in the ends of steel box cars, probably cemented to one face of the space. This has been done for so long with so many types of insulation that we consider it entirely safe to sell Johns-Manville insulation for the same purpose and installed in the same manner.

VCK:pm

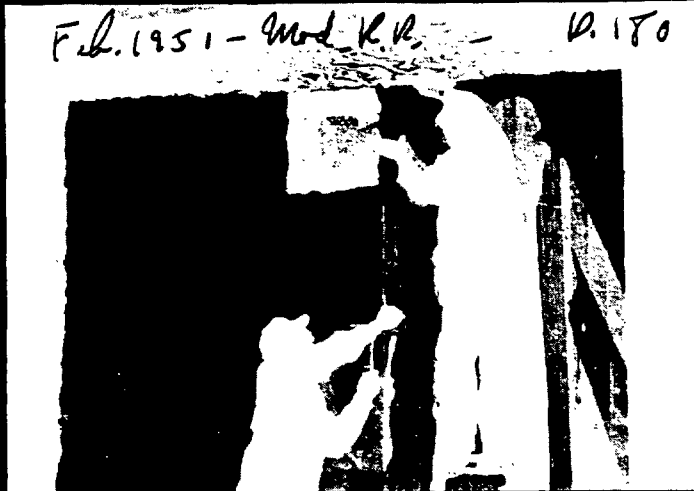
V.C. Kline

Attach (1 extra copy of memo)

MTC 017400

Glass Wool Box Car Lining Prevents Insect Infestation

Easily installed, glass wool blankets prevent accumulations of grain and other organic food which are a source of infestation by insects



ABOUT 180 sq ft of glass wool are required to seal up end spaces of a box car, thus preventing grain from accumulating. The wool will not support any insects.

TO control insect infestation in box cars, a system of lining the sides and ends of cars with Fiberglas wool, thus sealing off the spaces where insects normally multiply, has shown good results.

Studies have revealed that the primary source of infestation to food products shipped in box cars is from insects harbored in accumulations of grains and other organic food materials in inaccessible places behind wall linings. Many box cars are constructed without bottom side liner boards, thus forming a grain channel at floor level all along the sides. Even with these channels, however, it is possible for accumulations of grain particles and dust to become caked in the side walls to such an extent that they cannot be broken out by hammering the inner lining.

In car ends, compartments are formed by the horizontal corrugations of the steel ends, the fir nailing strips bolted into regularly spaced corrugations, and the inner wooden linings which are nailed to the fir strips. Grains and organic dust getting into these compartments through cracks or small breaks cannot be removed by any method of cleaning. Insects find their way into such places and multiply unmolested.

The Liner Is Easily Applied

By filling the voids between end linings and other spaces with Fiberglas blankets, the new system of infestation control, which was devised by John S. Bishop of Minneapolis, prevents accumulations of organic matter. In addition, any insects which penetrate the Fiberglas wool cannot live for any length of time, since the material provides no food for their sustenance.

Installation of the Fiberglas in the two ends of a car is said to require approximately one man-hour on the part of two carpenters and about 180 square feet of Fiberglas. Labor and material required for sealing up the sidewalls of a car will, of course, depend on the size of the car.

A trial installation of Fiberglas made in the ends of a car in 1917 is reported to have had very favorable results. After three years' service, the ends were found to be entirely free of infestation, while the sides of the car, which had not been protected, had large accumulations of grains and other matter in which there were many live insects.

The Fiberglas used in this new system of insect control is a product of the Owens-Corning Fiberglas Corp., Dept. MR, Toledo 1, Ohio.

For More Facts, Check—MR 7201

MODERN RAILROADS

MTC 017401

C O P Y

San Francisco Office
May 18, 1951

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R. P. Townsend

Bishop Fibreglas System of Infestation Control

For your information, the Southern Pacific is incorporating the above system in 1500 freight cars being built by the Pullman Standard Car and Mfg. Co. at Bessemer, Ala.

In making an investigation of this system with Mr. Passur, Engineer of Car Construction, I find that he does not have too much on the subject other than that a 2' blanket of Fibreglas insulation without paper is applied to the steel ends of the box car after application of cement and over the insulation, the car lining is installed. The object is to eliminate weevils when the cars are being used for grain shipments. The insulation fills the space in the corrugated ends of the box car.

No one seems to know who Bishop of the Bishop Fibreglas System is, or whether there is any patent involved. I would appreciate any information you might have on the subject as it has been reported that this system has been very successful in eliminating weevils from box cars. The thought occurs to me that there could be no patent on applying insulation to a box car and I cannot see any reason why we cannot take our Mineral Insulation of a density that would not require paper and flexible enough to conform to the corrugations in the steel end of a box car and supply it for this purpose. I understand at the moment that the Fibreglas is to be furnished in sheets, 2 x 24 x 114" to 116".

Please understand that none of the Fibreglas other than a small sample was presented by the Gustin-Bacon people and the sample in question was sent to Mr. Brown, Supt. of Motive Power, who is now out on the road so I did not get to see it. I am told that it is very similar to their standard Fibreglas; however, rigid enough to support itself without covering and flexible enough to accommodate itself to the contour of the corrugated ends of a box car.

I would appreciate any information you can give me on this subject and any suggestions you have to offer. Your early advices will be appreciated.

Thos. O'Leary

MTC 017402

Division Headquarters
June 8, 1951

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JUN 11 1951	
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[Handwritten signature]	

Mr. V. C. Kline
Manville

Infestation Control in Ends of
Box Cars

With reference to our conversation in connection with the above subject when I was at Manville on Wednesday during which I told you that I had recalled seeing a magazine article which described the Bishop system mentioned in Mr. D'Leary's letter which I showed you.

I have checked our files and this article appeared in the February 1951 issue of Modern Railroads on page 180.

As per our conversation we would appreciate your checking to determine whether or not there is any patent protection for the use of Fibreglas in this service.

C. E. Bryant, Jr.

CC

Mr. R. P. Townsend
Mr. E. R. Williams, Manville
Mr. H. T. Coss "

MTC 017403

Patent Department
San Francisco
June 13, 1951
JUN 18 1951
NOTE

C. E. Bryant - HQ Box 91

Bishop Fiberlas System of
Infestation Control

Thanks very much for the information contained in your letter of June 8 in answer to mine of May 18th on the above subject. I will be very interested in hearing from you regarding the patent situation.

As I advised you in my letter of May 18, I did not have a opportunity to see the Fibreglas material proposed for this installation, but I will at the first opportunity endeavor to secure a sample of this material as you requested and will forward it to you promptly.

THOS. O'NEILL

TO:
V. C. Kline - Hanville
R. R. Williams
H. T. Goss
File

MTC 017404

Division headquarters
June 3, 1951

Mr. T. O'Leary
San Francisco

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Bishop Fibreglas System of
Infestation Control

I have discussed your letter of May 13th to Mr. Townsend under the above subject with our Research Laboratory and check is being made at the present time to determine whether or not there is any patent situation involved and we will advise you regarding this as promptly as possible.

In the meantime, however, assuming that we are able to furnish material for this service, in order that we can advise you that our material is equal or superior to the Fibreglas being used, and if the latter why, we must have a sample of the competitive material and we would appreciate your securing a sample of the Fibreglas being offered. Preferably, we should have a sample one or two feet square, but if you cannot secure this a smaller piece will be of help.

C. E. Bryant, Jr.

CC

Mr. V. C. Kline, Manville ←

Mr. E. R. Williams W

Mr. H. T. Coss "

File

MTC 017405