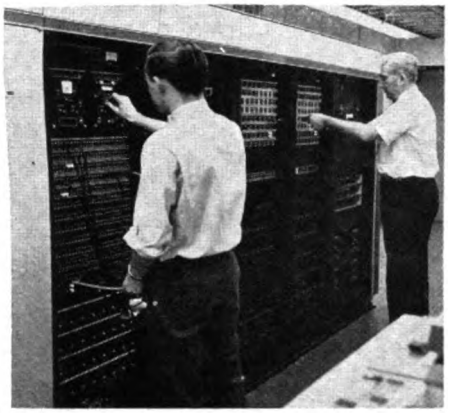
NEWS BRIEFS



• CANADIAN NATIONAL TELECOMMUNICATIONS has installed a computer-based message switching system at its Toronto headquarters. Now in operation for Air Canada, the Data Central system can handle 7,000 messages per hour. The completely automatic switching system, with dual units—one "on line" and the other on "hot standby," uses a seven letter mnemonic code. Studies are now under way to use the Collins Radio Co., automatic switching system for railway administrative messages, and also public telegram service.

• DENVER & RIO GRANDE WESTERN has received ICC approval to install dragging or derailed equipment detectors at six locations without being arranged to operate in conjunction with the automatic block signal system. The detectors will have associated indicators to inform train crews when the detectors have been actuated.

D&RGW and the AAR will test an ACI system on coal trains running between a northwestern Colorado mine and a utility near Denver. They will be equipping 100 hopper cars with metal dipole antennas. Microwave energy transmitted from a wayside unit is reflected off the antennas as the moving cars pass. Wayside equipment made by American Brake Shoe Co., interprets the reflected energy and produces a teletype signal for transmission over D&RGW's communications facilities to its Denver headquarters. Present plans are to identify only by car initial and number.

• NEW YORK CENTRAL has begun replacement of wood third-rail guards with polyvinyl chloride inverted "U-shaped" covers in its New York electrified territory. Reports by the Cleveland Technical Center and **Modern Plastics** magazine, indicate that the PVC guards cost about 42¢ per ft installed as compared to $1.25 per lineal ft for the wood guards. A 9-ft section of PVC third-rail guard can be installed by one-man in less than one minute—the cover is simply snapped into place over the top of the third rail. NYC reports that it takes two men about 20 minutes to install the conventional wood cover. Other advantages include a PVC weight of 6½ lb per 9-ft section as contrasted to 40 lb for a 9-ft wood section. Life of the PVC cover is estimated to be 30 years, or three times as long as the wood cover.

NYC has under-running third rail with the 600-volt DC current being collected by a shoe extending out from the side of the truck of locomotives or multiple unit commuter cars.

• SIGNALMEN'S JOB PROTECTION agreement has been signed by the Brotherhood of Railroad Signalmen and railroads represented by the National Railway Labor Conference. This agreement was also signed by four other non-operating employees unions. The agreement shall remain in effect until July 1, 1967.

Some of the key points are: Protected employees are those on active service as of October 1, 1964 and had two or more years seniority. "In other words," noted BRS president Jesse Clark, "members with two years or more of service could not be laid off, but, their jobs could be eliminated by attrition—left unfilled when an employee dies, retires, quits or is discharged for cause."

A railroad shall have the right to make a force reduction under emergency conditions, such as a flood, earthquake, snowstorm, hurricane or strike, provided that the road's operations are suspended in whole or in part and that the work that would have been performed by those suspended can not be performed because of the emergency.

If a railroad's business declines in excess of 5% in the average percentage of both gross operating revenue and net revenue ton miles in any 30-day period compared with the average of the same period for the years 1963 and 1964, a reduction of protected employees may be made during this 30-day period. But

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This Was News 50 and 25 Years Ago

The Signal Engineer, May 1915. Nashville, Chattanooga & St. Louis installs electric interlocking at Aulon, Tenn. The control machine has 53 working levers controlling 61 functions. Track circuits are AC with DC mechanisms and control. The total cost was about $60,000 for a plant that included a crossing of two double-track lines, a double-track connection between these lines, and a single-track crossing of one of the main lines.—Tests of Gray-Thurber automatic train control were carried out on the Pennsylvania between Bellevue and Glenfield, Pa.—Atlanta & West Point has put up a telephone line for train dispatching between Atlanta, Ga., and Montgomery, Ala., 175 miles.

Railway Signaling, May 1940. Missouri Pacific completes installation of 21 miles of colorlight automatic block signaling between Monroe and Riverton, La. Features include new sectional portable concrete foundations, adjustable switch-stand mounting, new pole line, pre-wired cases, bootleg outlets on gage-side of rails and the two-ohm track relays.—St. Louis-San Francisco installs route-type interlocking machine at a crossing with the Missouri Pacific and a double-track junction, which involves 120 train movements daily.—Southern installs remote control at end of yard at Knoxville, Tenn. Installation has two power switches, two spring switches, signals, and a yard-track indicator. **RS&C**

NEWS BRIEFS

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such employment reduction must be limited to 1% for each 1% of the business decline that exceeds 5%. Upon restoration of the railroad's business, those employees falling under the agreement who were furloughed must be recalled to service. The average percentage of decline shall be the total of the percent of decline in gross operating revenue and percent of decline in net revenue ton miles divided by two.

Another provision of the agreeent holds that . . . "the carrier agrees to maintain work forces of protected employees represented by . . . [BRS, for example] . . . in such manner that force reductions of protected employees below the established base as defined herein shall not exceed 6% per annum. The established base shall mean the total number of protected employees in each craft . . . [BRS, for example] . . . who qualify as protected employees . . ."

• BALTIMORE & OHIO: ICC hearing examiner Robert R. Boyd has issued an order authorizing the B&O to remove its intermittent inductive automatic train stop system (1) between Locust street interlocking, Philadelphia, Pa., and CP interlocking, Baltimore, Md., about 91 miles; (2) between BY interlocking, Baltimore and F interlocking, Washington, D.C., about 35 miles; and (3) between QN tower, Washington and Rocks, Md., about 40 miles.

• GREAT NORTHERN has ordered electronic overlay track circuits of the series type from General Railway Signal Co. These circuits will be used in CTC territory on the Cascade division in Washington.

• INDUSTRIAL COMMUNICATIONS ASSOCIATION will hold its 18th annual conference at the Hilton Hotel in Pittsburgh, Pa., May 4-7. **P. A. Flanagan,** superintendent of communications, C&O, will report on "establishing requirements for an electronic switching system" on May 4.

• INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS were told that the railroad industry could save $50 million a year through a computerized central clearing house for routing, rate handling and tracing of freight shipments. So stated Richard P. DeCamera vice-president, St. Louis-San Francisco at the IEEE's March annual meeting.

• LOUISVILLE & NASHVILLE will make changes in passing tracks and rearrange signals in CTC territory between Montgomery and Mobile, Ala., 178 miles. The result is to provide an improved traffic flow with lengthened sidings. Some short sidings in the territory will be removed. A new 10,600 ft passing track will be constructed at Atmore, Ala., and existing sidings will be lengthened at Calhoun, Searcy, Georgiana, Castleberry and Hurricane, Ala.

• MICROWAVE growth is at the rate of about 15% per year, reports **Frederick G. Crowder,** chairman of the Operational Fixed Microwave Council. He stated that by "1970 we will have more than 8,000 industrial microwave stations operating."

• MOBILE RADIO: Electronic Industries Association reports that "further decreases in spacing between assignable channels will produce more disadvantages than advantages," and that sharing of VHF TV space by the mobile services is feasible. According to *Telecommunications Reports,* the EIA group recommended that "such sharing be limited to land mobile base station transmitters at the present time." Sharing criteria suggested by EIA for land mobile stations using VHF TV channels include 25 kc channels; a power output limit of 100 watts; and technical standards currently in use in the 30-50 mc land mobile band.

FCC has made temporary changes in its rules for public safety, industrial and land transportation to allow a test in California of the feasibility of inter-service sharing of certain secondary frequencies in the 150 and 450 mc bands by services other than those to which the specific frequencies are assigned on a primary basis. Specifically excluded from the tests are the business, taxicab, state guard, special emergency and relay press radio services.

• MONTREAL METRO: A French firm of Compagnie General d'Automatisme has received an order covering automation of the subway now under construction in Montreal, Que. CGA will supply all-electronic equipment to provide control, monitoring and inspection of lines from a central point.

• NORTHEAST FRONTIER RAILWAY OF INDIA has ordered type K2 ctc from GRS International to be installed between Bongaigon

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and Changsari, 82 miles of single track. Control will be from a TrafficMaster console at Bongaigon. Auxiliary control machines will be installed at 18 stations. All transmission circuits, power, code line and signaling will be installed in underground cable, bronze-taped for added protection.

● PHILCO CORP.'s Western Development Laboratories division has been awarded a contract to develop and operate test data equipment on the San Francisco Bay Area Rapid Transit District's Concord, Calif., test track. The test equipment and 9-month program, costing about $173,000, will be used to record locations of the three test track lab cars at all times. In addition, closed circuit TV will provide a visual link between station platforms and the control center.

● SOO LINE will spend $425,000 to install CTC between Fond du Lac and Stevens Point, Wis., about 93 miles. The road will spend $115,000 to extend wayside radio stations from Minneapolis, to Noyes, Minn., 388 miles; to install radios on several switch engines and in the Superior, Wis., yard office; and to provide portable radios for yard crews at several locations.

● SOUTHERN PACIFIC has received ICC approval to install a traffic control system between Black Butte, Calif., and Klamath Falls, Ore., and between Black Butte and Weed, Calif., a total distance of 84 miles. Control will be from Eugene, Ore.

● TELPAK: "Large volume communications capability requires both private microwave and a Telpak type of common carrier service," commented **Donald C. Beelar,** attorney, to a meeting of the Operational Fixed Microwave Council. According to *Telecommunications Reports,* Mr. Beelar made the following assessment of the railroad industry: It has "a tradition of private communication facilities which, in large measure, is being converted to private microwave. However, the railroads are substantial users of private line service, including Telpak in all classes, totaling about 200,000 equivalent voice channel miles." . . . Mr. Beelar noted that about 30 railroads are sharing Telpak groupings.

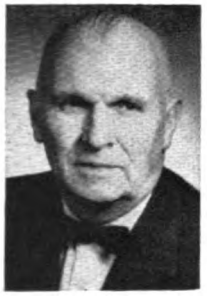
Railroad Personnel

● BESSEMER & LAKE ERIE: **Paul E. King** has been appointed assistant supervisor signals and communications. **Alan L. Stevenson** has been appointed supervisor signals and communications.

● CANADIAN NATIONAL TELECOMMUNICATIONS: **S. A Moores,** assistant superintendent, plant, has been appointed assistant superintendent, plant construction for the Newfoundland district with headquarters at St. John's. **F. B. Tutt,** plant extension supervisor, Toronto, has been appointed assistant superintendent, plant maintenance, at St. John's, Nfld. Other appointments at St. John's include: **F. D. LeBlanc,** outside plant supervisor, appointed construction supervisor, inside plant; **C. A. Jones,** outside plant supervisor, appointed

construction supervisor, outside plant; and **A. R. Reid,** lines inspector, has been promoted to outside plant supervisor for maintenance.

● CENTRAL OF GEORGIA: **G. C. Chester,** communications engineer at Macon, Ga., has been appointed assistant communications superintendent at that location.



Charles S. Butler
New York Central

Robert H. Covell
New York Central

● NEW YORK CENTRAL.: **Charles S. Butler,** district staff engineer, communications and signals at Indianapolis, Ind., was born June 2, 1903 at Punxsutawney, Pa. He graduated from the University of Pittsburgh in 1924 with a degree in mechanical engineering. Mr. Butler began his railroad career with the Pennsylvania in 1927. Three years later, he joined the NYC as a signal maintainer at Fostoria, Ohio. A year later, he was appointed a leading signal maintainer. In 1940, he was promoted to signal draftsman at Cincinnati. Two years later, he was appointed signal maintenance foreman at Greensburg, Ind., and in 1944, promoted to general signal foreman at Indianapolis. In 1954, Mr. Butler was appointed office engineer, signals at the same location. On Nov. 1, 1964, he was promoted to his present position.

Robert H. Covell, district engineer, communications and signals at New York was born in Lebanon, N.H., on April 17, 1919. He received a bachelor of electrical engineering degree from Rensselaer Polytechnic Institute in 1949. In that year he joined the railroad as an engineering draftsman in the signal department at Syracuse. In 1955, he was promoted to assistant engineer, signals, and three years later appointed office engineer, signals, with the same headquarters. In 1962, Mr. Covell was promoted to system chief signal inspector at New

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York, the position he held at the time of his recent promotion.

Edwin K. Jeffries, district field engineer, coms. and signals, at New York, was born in New York City on Jan. 25, 1923. After graduation from Westinghouse High School, he was employed as a field engineer for Link Radio Corp. His further education, while in the Armed Forces, included attendance at the U.S. Army Communications Specialist School. He returned to Link following military service, and in 1951 he joined Shwedd Electronic Corp., as a field service engineer. In 1956, Mr. Jefferies joined NYC as a district radio maintainer at New York. In 1962, he was promoted to communications engineer, his most recent position prior to his promotion in Nov. 1964.

Billy Ray Little, district field engineer, communications and signals at Detroit, was born at Garrett, Ind., on June 13, 1929. He joined NYC in 1947 as a signal helper, but transferred to the communications department in the same year to become an assistant cable splicer. A year later he was promoted to cable splicer, and in 1953 Mr. Little was appointed telephone and telegraph maintainer at Detroit. Three years later he was appointed radio maintainer and in 1960 promoted to communications supervisor at Detroit. Later that year he was appointed communications engineer, the position he held until his present position.

Elmer J. Seybold, district staff engineer coms. and signals at Detroit, Mich., was born in Holley, N.Y., on June 6, 1908. A graduate of the Rochester Institute of Technology, he joined NYC as a signal helper in 1927. Two years later he was appointed a signal draftsman, and in 1932 Mr. Seybold was appointed a signal mechanic. In 1936, he was appointed engineering draftsman, and four years later promoted to assistant supervisor signal construction. In 1946, he was appointed assistant engineer, being promoted to office engineer signals five years later. Mr. Seybold was appointed chief signal inspector in 1955. He was appointed district signal engineer at Detroit in 1957, his most recent position prior to his promotion to staff engineer C&S.

Edwin K. Jefferies
New York Central

Billy Ray Little
New York Central

Walter A. Smith, district field engineer, communications and signals, at Indianapolis, Ind., was born Jan. 17, 1914 at Hoopeston, Ill. He earned an associates degree from Detroit Technical Institute in 1943. He joined NYC as a telegrapher in 1939 at Jackson, Mich. Three years

Elmer J. Seybold
New York Central

Walter A. Smith
New York Central

Walter B. Johnson
Rock Island

James A. Parkinson
Santa Fe

later he was appointed telephone and telegraph maintainer at Detroit. In 1953, Mr. Smith was appointed general T&T inspector there. Later in the year, he was transferred to Indianapolis as chief communications inspector. In 1956, he was promoted to assistant communications engineer, and four years later moved up to communications engineer at Indianapolis. He held this position until his appointment as district field engineer C&S in Nov. 1964.

● PENNSYLVANIA: **Belknap Freeman,** electronics engineer at Philadelphia is appointed communications engineer there. **J. A. Early,** supervisor communications and signals, Baltimore, Md., is appointed electronics engineer, Philadelphia. **J. G. Cunningham,** supervisor communications and signals at Columbus, Ohio is transferred in the same capacity to Baltimore. **Frank Fotta,** supervisor communications and signals at Williamsport, Pa., is transferred in the same capacity to Columbus. **L. E. Light,** assistant supervisor communications and signals at Wilmington, Del., is promoted to supervisor communications and signals at Williamsport, Pa. **L. R. Compton,** assistant supervisor communications and signals at Indianapolis, Ind., is transferred in the same capacity to Wilmington, Del. **L. Camlin** is appointed assistant supervisor communications and signals at Indianapolis.

● ROCK ISLAND LINES: **Walter B. Johnson,** signal engineer, (RS&C Apr. 1965, page 32) was born Jan. 8, 1916 at Osawatomie, Kan. He joined RI as a signal helper in 1937 with a division signal crew at Dalhart, Tex. Subsequently he was promoted to signalman and worked at various locations around the railroad. Mr. Johnson was promoted to assistant signal supervisor at Blue Island, Ill., in 1952. A year later he was appointed signal and communications supervisor at Little Rock, Ark. In 1956, Mr. Johnson was promoted to general signal inspector at Chicago, and a year later appointed assistant signal engineer, his most recent position prior to his promotion.

● SANTA FE: **James A. Parkinson,** general superintendent of communications and signals, retired April 30. Mr. Parkinson was born Apr. 22, 1900 in Topeka, Kan. He graduated from Kansas University in 1925 with a bachelor of science degree in electrical engineering. He began work in the AT&SF signal department during summer vacations from college, and upon his graduation, Mr. Parkinson returned to that department. In 1926, he was appointed chief draftsman; in 1936, appointed assistant signal engineer at Topeka. Four years later, he was promoted to signal engineer, western lines, with headquarters at Amarillo, Tex. In 1942, Mr. Parkinson was promoted to assistant signal engineer system, at Topeka. In 1945, he was appointed superintendent of communications at Chicago. In 1953, he was appointed general superintendent of communications, and four years later promoted to general superintendent of communications and signals. Mr. Parkinson was chairman of the Communications Section, AAR, during 1957 and 1958.

Supply Trade News

● ASSOCIATED RESEARCH: **Robert S. Barnard,** assistant sales manager and manager of distributor sales, has been appointed general sales manager.

● C&D BATTERIES will construct

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a new 75,000 sq ft battery manufacturing plant, warehouse and service center in Conyers, Ga., 20 miles southeast of Atlanta. Manager of the new plant will be **John L. Dawkins,** formerly on special assignment in the company's engineering department at Conshohocken, Pa.

• COPPERWELD STEEL CO.: **Harry F. Zinsser,** chief metallurgist, has been promoted to manager of development engineering, wire and cable division, succeeding **L. C. Whitney,** retired.

Serge J. Greenefege, manager of sales and engineering, Copperweld Steel International Co., has been appointed vice-president. He will take over duties of managing director when **Erling Ringstad** retires at the end of this month.

• ELECTRONIC COMMUNICATIONS EQUIPMENT division of Western Industries, Inc., has been appointed distributor of the tone multiplex equipment of Metro-Tel Corp.

• FARINON ELECTRIC has formed an affiliate Farinon Electric of Canada Ltd., with headquarters at 657 Orly avenue, Dorval, Que. President and director is **David J. Hadley.** Quality control and customer service of this telephone transmission equipment manufacturer will be handled by **David Gay.**

• GENERAL RAILWAY SIGNAL CO.: **Clarence W. Compher** has been appointed a sales representative in Chicago. A graduate of the Rochester Institute of Technology, Mr. Compher joined GRS in 1945 in signal construction work. Three years later, he transferred to the commercial department. In 1949, he was appointed application engineer, his most recent position.

• GRS INTERNATIONAL: **John W. Porter,** president, testified recently before a U.S. Senate committee on commerce in support of the Magnuson-Adams Export Expansion Act of 1965, which would, in the words of one of its sponsors **Warren G. Magnuson** (D.-Wash.), "authorize the secretary of commerce to carry out certain programs

Clarence W. Compher
Gen. Ry. Signal

Harry L. Blackford
Lynch Communication

to develop and expand foreign markets for U.S. products, and to provide more effectively for assistance in the financing of certain foreign sales which are affected with the national interest."

Representing the committee on Foreign Trade of the Railway Progress Institute, Mr. Porter said, "We are vitally interested in the forward-looking provisions of S.558 as needed assistance to make it possible for us to bring our business to more stable levels of production and employment."

Mr. Porter said that the Trade Development Program set up by the Act will be of great help to U.S. manufacturers in the railway supply industries and their subcontractors by expanding their world-wide markets through the introduction of U.S. technical standards, particularly in the emerging countries of the free world.

"As an industry, we need, and we have been asking for a long time, for help in the form of: (1) A continuing and government sponsored program of visitations to this country of qualified railroad officers from foreign countries, (2) Because such visitors would be officers of government-owned railroads, U.S. Government financial help in transporting these visitors from their respective countries to this country is needed. Upon arrival, RPI and its members will plan and implement an educational tour of U.S. manufacturing facilities and railroads, (3) Coordination between the U.S. Government and the RPI in the selection of such officials.

"In this connection, we ask that expenditures made by U.S. companies to implement this program of visitations be treated as regular operating expense and, therefore, tax deductible for corporate income taxes.

"The competitive handicap of our industry in world trade stems largely from the fact that we are precluded from finalizing contracts without some precommitment on financing. Such contracts could range from relatively small ones to those in the multi-million dollar bracket. The Export-Import Bank, in the main, categorizes such financing under Government-to-Government project loans. Under such a procedure, the U.S. manufacturer who has brought the sale carefully along to the point of closing, is forced to stop at this critical moment and say to his railroad customer . . . . 'You must now make application to the Export-Import Bank'. At this juncture, competitors from other industrial countries step in with a precommitment loan from their country. You can immediately see who gets the sale.

"It is, therefore, imperative that precommitment loans from the U.S. Government lending agencies, plus a program for government insured loans, be established as soon as possible directly to U.S. manufacturers bidding internationally. Such a program will tend to neutralize the sales advantages enjoyed by many foreign manufacturers in competition with U.S. industry. This would be especially helpful in increasing U.S. exports to Latin America, the new countries in Africa, and the Middle East—areas where the East-West confrontation is most delicate and sensitive," Mr. Porter stated.

• JOHNSON RUBBER CO.'s Railroad Products Division has opened a district sales office at 711 West Devon, Park Ridge, Ill., to serve the Chicago area railroads. **R. W. Morrison** will be in charge of sales.

• LOVELL-DRESSEL CO., INC.: **Richard M. Hill,** vice-president and director of Cheston Co., has been appointed vice-president.

• LYNCH COMMUNICATION SYSTEMS INC.: **Harry L. Blackford** has been appointed communications engineer at San Francisco, Calif. He will provide system engineering for Lynch communications products to customers in Arizona, Southern California, Southern Nevada and portions of Colorado. **Clarence E. Long** has joined Lynch as communications engineer at the

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Melrose Park, Ill., office of Graybar Electric Co. Mr. Long will provide system engineering for customers in Minnesota, Missouri, North Dakota, South Dakota, Nebraska, Kansas, and parts of Iowa, Oklahoma, Wisconsin, Illinois, Colorado, Wyoming, Arkansas and Tennessee.

Mr. Blackford has had previous communications engineering experience as president of Norcom Communication Sales Co.; west coast manager for U.S. Instrument Corp.; manager of staff engineering for ITT-Kellogg; and equipment engineer for General Telephone Co. of Ohio.

Mr. Long's previous experience includes employment as consulting engineer and field projects engineer for Sylvania Electronics; and chief engineer and plant superintendent for Kansas Telephone Co.

• OKONITE CO.: **Frank R. Postma,** district manager at Detroit, Mich., is appointed manager at New York, succeeding **Julius G. Derse,** retired.

Clarence E. Long
Lynch Communication

Eugene F. Leonard
Simmons-Boardman

• RAILROAD ACCESSORIES corp., has appointed Mount Royal Transportation Equipment Ltd., Montreal, Que., as sales representatives in Canada for the Raco group. In addition to parent Raco, the group includes Griswold Signal and Transport Products divisions.

• SIMMONS-BOARDMAN PUB. CORP.: **Eugene F. Leonard,** signal draftsman, Milwaukee Road, has resigned that position to join Railway Signaling & Communications as associate editor. Mr. Leonard, a native of North Dakota, was born on Feb. 24, 1930. After attendance in the public schools in Haynes, N.D., he joined the MILW in 1949 as a signalman on a lines west construction crew. Following three years in field wire communications in the U.S. Army, Mr. Leonard returned to the railroad before attending college at Miles City, Mont., in 1955. In 1956, Mr. Leonard was appointed signal draftsman at Chicago.

Obituary

• NEWTON MONK, 67, retired from the staff of Bell Telephone Laboratories, died Feb. 2. Mr. Monk, a native of Stoughton, Mass., held bachelor of arts and science degrees from Harvard University. He joined Bell Labs in 1934 after spending 12 years in AT&T's research and development department. He was a consulting member to Committee 4-Radio of the Communications Section, AAR, and of the combined C&S Section.

Feedback from Readers

Rail Lubricators

The following comments concern the article in the March issue of Railway Signaling & Communications, page 13, on the Pennsylvania's Grandview yard at Columbus, Ohio.

"I note the following: 'To improve the rollability of cars a Racor double rail flange lubricator was installed ahead of the master retarder.'

"Why in the world they would spend hard cash to install a system to take speed out of a car and spend some more cash to treat the car wheels to make the retardation more difficult is beyond me. If they wish to improve the rollability of the car so it would maintain an even speed on down in the class yard, the lubrication could be placed so it would take effect after car was through the car retarder. It would make more sense to me to arrange some kind of an inert retarder to apply a bit of retardation to the car before it entered the speed control retarder to assist in taking some work off the master retarder rather than to smear the wheels with lubrication to make master retarder's work more difficult. You may say that the lubricator will not smear the side of wheels where brake shoes apply friction to the car wheels, but my experience with flange oilers is that before long you have a mess on side of wheels. Also, if you will note the picture of master retarder on page 15 you will note plenty of grease on both the retarder side as well as on the guard rail side."

D. F. Cobourn,
Car Retarder Foreman,
Norfolk & Western,
Portsmouth, Ohio

Research Money and Advertisers

To the Editor:

Overall, your RS&C magazine is interesting and informative.

Sometimes I have the feeling this magazine is published by your advertisers, not the Simmons-Boardman Pub. Corp. They pay the shot and get advertising space in return. I don't feel it is necessary for you to explain what they do with their money. [Editor's Corner p. 5, Jan. '65] Sure, some of them put a little money into research and development. They are like any other private business, out to make a profit. In the long run it is the railroads that do the research on a product through field installation and the railroads are not reimbursed for their trouble.

The way I read you, we should all be happy to pay the suppliers whatever they ask (with no questions asked) for their product, however ill-proven it is. They do us a service and we pay for it.

Do the majority of private businesses in all fields have Uncle Sam picking up the R&D tab?

Perhaps I am way off base in assuming this magazine is for railroad and communication company people and not supply company personnel. Perhaps the title should be changed to read: "RS&C for the Supply Trade Personnel".

B. M. McPherson
Edmonton, Alta.