touches, but the whole surface of the brake shoe meets with the brake drum, so that grinding, I will typically call it an arcing machine, certainly causes dust.

Sometimes, as well, it is important to bevel the shoes. In other words, to just -- there are sharp edges sometimes and sometimes those have to be knocked off so that the shoe won't grab right there on the corner, if you will, of the shoe when it meets the drum.

Some shoes need to be sanded. In some cases there may be small imperfections, and sometimes they are just sanded off and sometimes they can be filed a little bit, but essentially the beveling and the arcing are the two main dust-producing operations on brand new shoes.

Q From your experience and from reviewing the literature, can you tell us approximately what the asbestos content of brake materials was, say, in the 1950s, '60s, et cetera, in terms of a percentage of the total material in the brake?