

**PLAINTIFF'S
EXHIBIT
AB-65**



Abex research has removed the asbestos, lead, and problems from composition brake shoes.

Introducing our new Tiger Shoe.

Environmentalists have been demanding clean composition brake shoes—shoes without dust, dirt or lead which, when released in significant quantities, can pollute the atmosphere. After extensive research, working with all types of friction braking materials, Abex has developed an answer for the railroad industry. It's our new Tiger composition brake shoe. Tiger contains absolutely no asbestos or lead. It's completely free of ecology problems, yet has wear and stopping characteristics that exceed the industry standards. If you use metal shoes, specify Samecon, the metal brake shoe that is now the industry standard. If you use composition shoes, get hold of our Tiger. Call your Abex representative, but be patient—he's got a real Tiger by the tail.

Abex CORPORATION
Railroad Products Group, VALLEY ROAD, MAHWAH, N.J. 07430
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Black and white reproduction of the kick-off Tiger advertisement running in national trade publications.

RPG announces no-lead, no-asbestos brake shoe

ditionally the world's brake shoe ovator, Abex Corporation's Railroad ducts Group introduced last month its ond new brake shoe in recent years. new composition shoe, named oritatively the Tiger, joins RPG's son, a high-phos iron shoe. The son was adopted January 1st this year he standard metal brake shoe for freight s by the Association of American Rail- ds. The two shoes, the Tiger and son, are designed to significantly nefit the railroad industry. "The Tiger composition brake shoe presents an ecological breakthrough in road friction materials technology," George Belury, Abex president, ounced. "Made up of organic com- ents, the Tiger is the answer to nvironmentalists." Initial response from nation's railroaders appears to be stive. Railroads are divided in their use of the n brake shoe and the organic, compo- on shoe. Both are widely used: the mposition as original equipment on w cars; the iron, in the huge replacement

market. Currently, about 65 per cent of all freight cars have metal brake shoes and the rest composition. Industry demand for the composition shoe alone for this next year is estimated at \$27 million. For years, a chief complaint of environ- mentalists has been the possibility of health hazards associated with the use of railroad car brake shoes containing lead and asbestos. Previous composition materials appeared to pollute the air when used to stop trains and subways. Composition shoes normally contain some ten per cent asbestos together with organic materials and lead. The Tiger is redesigned to be non-polluting and ecologically clean. Abex has expended heavily on research to find effective substitute materials which eliminate pollution threats, while assuring continued safety in railroad braking. The Tiger was four years and \$4 million in development, and the new shoe is expected to meet or exceed Association of American Railroads standards. The shoe was the result of intensive effort by the Research Center at Mahwah, N.J., where

the company operates the most extensive facilities for friction material research in the world. Abex also operates 31 dyna- mometers at laboratories in North America and Europe. The market for the Tiger shoes, and other railroad products, should be helped because of this year's Railroad Revitaliza- tion and Regulatory Reform Act, designed to improve the operations and mainte- nance of the entire U.S. railroad system. The federal government has authorized \$6 million in loans to Conrail and other roads for new capital equipment, and to upgrade present equipment. This is not a gift by the government. It is to be repaid in full. Because of the potential of the brake shoe market, estimated at \$240 million worldwide, Abex has already taken steps to increase plant capacities for the Tiger. To date, Abex is the only supplier in the world, though the company is willing to license other manufacturers. Abex's Tiger should be prowling the world's railroads for years to come. ■