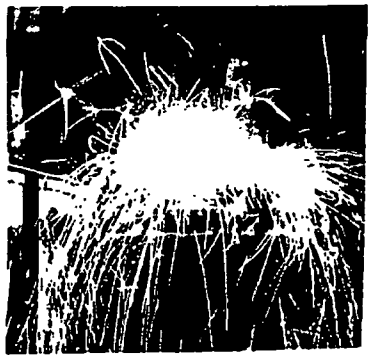


caused by two factors — the increasing number of roller bearings which have been applied to freight cars built in the last ten years and the adoption by the railroads of a lubricating device which has greatly lengthened the life of solid bearings, resulting in fewer replacements.

A number of railroad mergers have been consummated and several important ones are pending. These mergers have raised a question as to the effect they will have on Brake Shoe. It is our opinion that mergers will enable the railroads to become more competitive with other forms of transportation and thus increase railroad traffic. This should result in improving the sales volume of the railroad supply industry. There may be some dislocation of plants in the railway supply industry and some geographical areas may be affected, but the lasting effect will be the opportunity for railroads to move more freight more effectively which will benefit the country, the railroads, and the railroad supply industry as a whole.

The railroads of the nation have made great strides in recent years in developing and adopting new concepts and methods of operation and new equipment. Greater efficiencies and improved shipper service have come from piggyback, special service cars designed to carry specific commodities, faster schedules which are achieved through more powerful locomotives, and more efficient handling at points of origin, classification and destination.

Brake Shoe is keeping pace with this trend. Several new products have reached the field testing stage and others are under development in the research laboratories. It is our intention to assist the railroads in every way possible to attain better and more profitable operations.



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