



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, lead or asbestos which when discarded 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 Sarnon 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 assured—the tiger got a real Tiger by the tail.

Abex
CORPORATION

Railroad Products Group, VALLEY ROAD, MANTUA, N.J. 08052

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 inventor, Abex Corporation's Railroad Products Group introduced last month its second new brake shoe in recent years. A new composition shoe, named honorificatively the Tiger, joins Sarnon, a high-phos iron shoe. The Sarnon was adopted January 1st this year as the standard metal brake shoe for freight cars by the Association of American Railroads. The two shoes—the Tiger and Sarnon, are designed to significantly benefit the railroad industry.

The Tiger composition brake shoe represents an ecological breakthrough in railroad friction materials technology," George Belury, Abex president, announced. "Made up of organic components, the Tiger is the answer to environmentalists." Initial response from the nation's railroaders appears to be positive.

Railroads are divided in their use of the metal brake shoe and the organic, composition shoe. Both are widely used, the composition as original equipment on new 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 environmentalists 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 dynamometers 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 Revitalization and Regulatory Reform Act designed to improve the operations and maintenance of the entire U.S. railroad system. The federal government has authorized \$6 billion 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 providing the world's railroads for years to come. ■

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