

Adams. We received a set of shoes here and applied them to one of our large switching engines, an engine which wore out a set of brake shoes in three days. We applied these shoes to the tires of this engine, which had been in service for two months previous, and had  $\frac{1}{8}$  inch groove in the tire. We made gauges of the tire, and kept these shoes on for six weeks, and at the end of that time took them off, and the tire was found to be worn 1-64 inch and the brake shoes had hardly worn at all. The driver claimed that the grey iron shoe had the best breaking power, and was not in it with the steel shoes.

From a round-house point of view the steel casings on the shoes were just about right, we thought.

Mr. C. A. Jefferies,—

I have been away from railroad service some time now, but about seventeen years ago when I was Erecting Foreman for Mr. Meehan, Superintendent of Motive Power, of the Alabama & Great Southern Railway, I remember his remarks when we received a set of these insert shoes, "Now young man there will be no more tire turning, these tires are going down with the brake shoes." We equipped several of our passenger engines with these insert shoes and they wore about two and a half to three times longer than the ordinary shoe. Perhaps if you wrote to the President of either the Union Pacific or the Southern Pacific Railway, which roads I believe have made some extensive tests on shoes, and they would perhaps give us some valuable information. However, the whole thing hinges on the cost. I think the insert will last two or three times as long as the grey iron—but they will not last forever, and of course nothing will do away with tire turning. I do not know anything about the car service, but I think the insert shoes are certainly better for engine driver brake service as was shown on the System I was with. If anybody has been in that country and have been over the mountain Divisions they will know what they have to contend with.

Chairman,—

We shall be glad to hear from Mr. Wright.

Mr. Wright,—

I have had no experience with the steel insert shoe. I have always used the cast iron shoe.

Mr. Cowan,—

I have not much to say, but my experience has been in favor of the grey iron shoe. I am in the trolley service and we use the grey iron shoe mostly. In the old days we used the chilled Lappin shoe and got very good results out of it. We have had as high as thirteen months out of one set of shoes, but that was in the days of lighter cars and slower ser-