FILE NAME: Brakes (BRK)

DATE: 1973

DOC#: BRK045

DOCUMENT DESCRIPTION: Letter to Baltimore County Dept of Health from Towson Valley Motors with Survey Results - Asbestos Hazards in Brake Relining

Mr. T. H. Devlin

July 25, 1973

Mr. W. L. Phillips

Letter distributed regarding asbestos hazards in brake relining.

Attached are the results of our survey to determine the effectiveness of the letter distributed regarding asbestos hazards in brake relining.

William L. Phillips, Director
Division of Air Pollution and
Industrial Hygiene
Bureau of Environmental Services

WLP/ef

Enclosures

cc: Dr. Roop
J. Beagan, State

Doc. Ex. No. 10
Date 5/29/82 by AAC

| FIRM NAME | LETTER RECEIVED | LETTER POSTED | PREVIOUSLY BLOW OUT WITH AIR HOSE | NOW WILL WET WASH WITH SOLVENT AND BRUSH | VACUUM CLEAN |
|---|---|---|---|---|---|
| Norris Ford | Yes | No | Yes | No | Dust Mask |
| Thompson Lincoln-Mercury | Yes | Yes | No | Yes | |
| Compass American | Yes | No | Yes | Yes | |
| Victory Villa Shell | Yes | Yes | Yes | Yes | |
| Neal's Texaco | Yes | Yes | Yes | Yes | |
| Aero Citgo | Yes | Yes | Yes | Yes | |
| Eastern Shell | Yes | Yes | Yes | Yes | |
| Johnson Sunoco | Yes | Yes | Yes | Yes | |
| Smith Motors | Yes | Yes | Yes | Yes | Yes |
| McCall Truck | Yes | Yes | Yes | Yes | |
| Chesapeake Ford | Yes | No | No | Yes | |
| Detroit Deisel | Yes | No | No Brake Work | | |
| Harry T. Campbell - White Marsh | Yes | Yes | No | Yes | |
| American Truck | Yes | Yes | No | Yes | |
| White Marsh Shell | No | No | Yes | Yes | |
| Keith's BP | Yes | No | Yes | Yes | |
| White Marsh Exxon | No | No | Yes | Yes | |
| Aero Motors | Yes | Yes | Yes | Yes | |
| Bodine's BP | Yes | No | Yes | Yes | |
| Middle River Mobil | Yes | No | Yes | Yes | |
| Woodlawn Shell | No | No | Yes | Yes | |
| Caton Amoco | No | No | Yes | Yes | |
| Brockway Trucks | Yes | Yes | Yes | | Yes |
| Morgan's American | Yes | Yes | Yes | | Yes |
| Catonsville Car Center | No | No | Yes | Yes | |
| 40 West Shell | No | No | Yes | Yes | |
| 40 West Porsche | Yes | Yes | No | Yes | Yes |
| Toyota West | Yes | Yes | No | Yes | |
| 40 West Volkswagen | No | No | No | Yes | Yes |
| Midas Muffler | Yes | No Brake Work | | | |

| FIRM NAME | LETTER RECEIVED | LETTER POSTED | PREVIOUSLY BLOW OUT WITH AIR HOSE | NOW WILL WET WASH WITH SOLVENT AND BRUSH | VACUUM CLEAN |
|---|---|---|---|---|---|
| Monarch Lincoln-Mercury | Yes | No | Yes | Dust Mask | |
| Champion Ford | No | No | No | Dust Mask | |
| Westview Dodge | Yes | No | Yes | | Yes |
| Chrysler-Plymouth [illegible] | Yes | Yes | Yes | Yes | Yes |
| Jacksonville Service Center | No | No | Yes | | |
| Kingsville Motors | Yes | No | Yes | Yes | |
| Kingsville Repairs | Yes | Yes | No | Yes | Yes |
| Grenn Chevrolet | Yes | No | No | | Yes |
| Closs Volkswagon | Yes | Yes | Yes | Yes | |
| Doug Griffith Chrysler | Yes | Yes | Yes | | Yes |
| Albrecht's American | Yes | Yes | Yes | Yes | |
| Town and Country Datsun | Yes | Yes | No | Yes | |
| Holly's Citgo | Yes | No | Yes | | Yes |
| Goodyear Tire Stores | Yes | Yes | Yes | Yes | |
| Polumbo Shell Service | Yes | Yes | No | Yes | |
| McKeitham Sales and Service | No | No | Yes | No | No |
| Towson Dodge | Yes | Yes | Yes | | Yes |
| Hillendale Texaco | No | No | Yes | Yes | |
| Oakleigh Texaco | Yes | No | No | Yes | |
| Perry Hall Citgo | No | No | No | Yes | |
| CML Auto Service | Yes | Yes | Yes | No | No |
| Padonia Exxon | No response | | | | |
| Forrestors BP | Yes | No | Yes | Yes | |
| Owens Diagnostic Center | Yes | No | Yes | Yes | Yes |
| Rayco Auto Center | Yes | Yes | No | Yes | |
| Providence Motors | Yes | No | No | Yes | |
| Pollards ARCO | Yes | Yes | Yes | Yes | |
| Towsontowne Garage | Yes | Yes | No | Yes | Dust Mask |
| Grays Auto Service | Yes | No | Yes | No | No |
| Woodbrook Citgo | No | No | Yes | Yes | |
| D & R Motors | No response | | | | |

| FIRM NAME | LETTER RECEIVED | LETTER POSTED | PREVIOUSLY BLOW OUT WITH AIR HOSE | NOW WILL WET WASH WITH SOLVENT AND BRUSH | VACUUM CLEAN |
|---|---|---|---|---|---|
| Brooks Buick | Yes | Yes | Yes | Yes | |
| Nationwide Motors | Yes | Yes | Yes | No | Dust Mask |
| Valley Chevrolet | Yes | No | Yes | Yes | Face Shiel |
| Marsden Chevrolet | Yes | No | Yes | No | No |
| Timonium Chrysler-Plymouth | Yes | No | Yes | No | Dust Mask |
| Dulaney Lincoln-Mercury | Yes | Yes | Yes | No | Dust Mask |
| Chieftan Pontiac | Yes | No | No | No | Dry Brush |
| Brooks Buick Opel | No Brake Work | | | | |
| Towson Ford | Yes | Yes | No | | Yes |
| Towson Valley Motors | Yes | Yes | Yes | | Yes |
| Carney Towing Service | Yes | No | Yes | No | No |
| Jerry's Chevrolet | Yes | No | Yes | No | No |
| Bob Davidson Ford | Yes | Yes | Yes | No | Dust Mask |
| Colonial Exxon | Yes | No | Yes | No | No |
| Beltway Shell | Yes | Yes | Yes | Yes | |
| Hollenshade's BP | Yes | Yes | Yes | Yes | Yes |
| Stu Berger Olds | Yes | No | Yes | Yes | |
| British Imports, Ltd. | Yes | Yes | Yes | No | Dust Mask |
| Meadowcroft Motors | Yes | No Brake Work | | | |
| Spicer Auto | Yes | Yes | No | Yes | Yes |
| Hereford 66 Garage | Yes | No | Yes | No | No |
| Timonium Toyoto | No | No | Yes | No | Dust Mask |
| Yorktowne Shell | Yes | Yes | Yes | Yes | |
| Troy's International | Yes | Yes | Yes | No | Dust Mask |
| Towson Valley Volkswagen | Yes | No | No | Yes | |
| Adolph Sunoco | Yes | No | Yes | Yes | |
| Midas Muffler | No | No Brake Work | | | |
| Pikesville Shell Service | Yes | Yes | Yes | Yes | Dust Mask |
| Tollgate Exxon | Yes | No | Yes | No | No |
| Valley American | Yes | No | Yes | No | No |
| Owings Mills Shell | No | No | No | Yes | |

| FIRM NAME | LETTER RECEIVED | LETTER POSTED | PREVIOUSLY BLOW OUT WITH AIR HOSE | NOW WILL WET WASH WITH SOLVENT AND BRUSH | VACUUM CLEAN |
|---|---|---|---|---|---|
| Painters Mill American | No | No | Yes | No | No |
| Beltway American | Yes | Yes | Yes | | Dust Ma |
| Pikesville ARCO | Yes | Yes | Yes | No | No |
| Pikesville Gulf | Yes | No | Yes | No | No |
| Woodholme EXXon | Yes | No | No | Yes | |
| Crest Citgo | Yes | Yes | No | Yes | Yes |
| Dave's Liberty Shell | No | No | Yes | | Yes |
| Deer Park EXXon | No | No | Yes | No | No |
| E. J. and D Service | No | No | Yes | No | No |
| C & L Auto Service | No | No | Yes | No | No |
| Woodmoor Sunoco | No | No | Yes | No | No |
| Joe Grimm Ford | Yes | Yes | Yes | Yes | Yes |
| W. L. Neimayer | Yes | Yes | Yes | | Dust Ma |
| Seymour Chevrolet | Yes | No | No | No | Yes |
| Basler's Truck Service | Yes | Yes | No | | Yes |
| Bill Kirk Volkswagen | Yes | Yes | Yes | No | No |
| Len Stoller Ford | Yes | Yes | Yes | Yes | Yes |
| C. R. Lynch, Inc. | No | No | Yes | No | No |
| **TOTALS** | | | | | |
| 110 Establishments | Yes | Yes | Yes | Yes | Yes |
| | 86/24 | 51/59 | 81/29 | 80/30 | 23/87 |
| Reinspected | No | No | No | No | No |

Towson Valley Motors
801 North York Road
Towson, Maryland 21204
A.C. 301 821-8000
MERCEDES-BENZ
PORSCHE | AUDI

January 9, 1973

Baltimore County Department of Health
Division of Air Pollution and Industrial Hygiene
Maryland Avenue and Hillen Road
Towson, Maryland 21204

ATTENTION: MR. WILLIAM L. PHILLIPS, DIRECTOR

Dear Sir,

Although asbestos dust is not a significant problem with the makes we handle, please be advised that a new Company Policy has been established. This new policy forbids the use of compressed air to dispose of brake dust. Instead a new, industrial type vacuum cleaner was purchased to perform this task.

Thank you for bringing this matter to our attention and may we assure you of our fullest cooperation in the future when the health of our employees and the enviroment in general are concerned.

Very truly yours,

Peter A. Rafaeli
Vice President

TOWSON VALLEY MOTORS, INC.

PAR/ges

MOUNT SINAI SCHOOL OF MEDICINE
*of The City University of New York*
FIFTH AVENUE AND 100TH STREET • NEW YORK, N.Y. 10029

*Department of Community Medicine*

December 27, 1972

Mr. Barry I. Castleman
Division of Air Pollution & Industrial Hygiene
Baltimore County Department of Health
Maryland Avenue at Hillen Road
Towson, Maryland 21204

Dear Mr. Castleman:

Congratulations on the brake dust exposure memorandum. This is potentially an important problem, that has hardly begun to be looked at.

The purist might say that without surveillance, there will be little enforcement. I don't know whether this is entirely pertinent: for most shops, this memorandum will be their first introduction to the problem and their awareness may accomplish much more, at this stage of the problem, than the most sophisticated "regulations."

We are approaching the situation in two ways; environmental studies of both the work site and the general areas. These include measurements, to obtain data concerning general environmental contamination from the occupational sources.

Further, we are examining lung specimens obtained from individuals with brake area work history, to estimate their asbestos fiber lung burden, for comparison with like individuals without such history.

I would very much appreciate a note from you concerning your early response to the memorandum sent out. Perhaps you could call me about this.

With best wishes for the Holiday Season.

Sincerely yours,

I. J. Selikoff

Irving J. Selikoff, M.D.
Professor

IJS:sa

Castleman Exc. Ex. No. 35 A
Date 4/29/83 by AAC

# BALTIMORE COUNTY, MARYLAND

## INTER-OFFICE CORRESPONDENCE

TO Dr. Donald J. Roop through Robert G. Crawley Date January 4, 1973

FROM Barry I. Castleman

SUBJECT BRAKE MECHANIC CIRCULAR

This is a report of the status of our project to promote safe health practices among brake mechanics who are exposed to asbestos hazards.

The first week of December we mailed circulars to about 140 businesses where brake work is done. No response has been received by mail or phone to date.

We are now distributing these circulars to all service stations in the County, which comes to 300 to 500 premises.

We have also sent copies of the circular to the State, City and other larger County health departments. No response has been received from any of these either.

One copy was sent to Dr. I. J. Selikoff, foremost world authority on the subject of asbestos health hazards. He commended our effort and asked us to call him with our results (letter attached).

As we operate on funds which are earmarked for air pollution, there is some trepidation about further involvement in this project. However, this is "potentially an important problem that has hardly begun to be looked at", in Dr. Selikoff's words. As such, a thorough study of this problem would be a service not only to us in the County but to many other health departments in this country and elsewhere in the world.

This is what we can do:

1. Randomly interview a significant number of the establishments contacted and tabulate the findings (how many took preventive steps, how many did not, etc.), after a two month time period from first contact has elapsed.

2. Publish our findings in a periodical such as American Journal of Public Health.

This survey will tell us what reaction can be expected from small and medium sized businesses when they are notified of an easily rectifiable occupational cancer hazard, but not threatened with any regulations.

In March of 1971 the U. S. Environmental Protection Agency declared asbestos and two other toxic agents "hazardous air pollutants". These materials have subsequently received special attention as provided by the Clean Air Amendments of 1970. The Director of the Maryland Bureau of Air Quality Control has also expressed his interest in identifying all uses of asbestos, beryllium and mercury. "Where such materials are found, special efforts should be made to insure that no adverse occupational exposures or outdoor air pollution occurs."

We are now requesting your approval to carry out a complete survey as outlined above.

Barry

Barry I. Castleman, PHE
Technical Services Section
Division of Air Pollution and
Industrial Hygiene

BIC/mav
attachment

MOUNT SINAI SCHOOL OF MEDICINE
*of The City University of New York*
FIFTH AVENUE AND 100TH STREET • NEW YORK, N.Y. 10029

*Department of Community Medicine*

February 26, 1973

Mr. Barry I. Castleman
305 West Biddle Street
Baltimore, Maryland 21201

Dear Barry:

I was very much attracted to your idea of interviewing the establishments contacted by circular in Baltimore County, to see how many took preventive steps and how many did not. As you say, the survey would tell you what reaction can be expected from small and medium size businesses when they are notified of an easily rectifiable occupational cancer hazard, but not threatened with any regulations.

If it would be of assistance to you, I could provide a field investigator, in all likelihood.

The more I look at the air sampling results from areas in which brake drum repairs were being made, the more concerned I am that the problem is not being properly studied and controlled.

Sincerely yours,

Irving J. Selikoff, M.D.
Professor

IJS:jlr

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Date

305 West Biddle Street
Baltimore, Maryland 21201
March 19, 1973

Dear Dr. Selikoff,

Thank you for your letter and offer of assistance in the brake mechanic study. I submitted your letter at the same time that Dr. Lasson, a law professor, wrote to the Health Officer requesting approval for two of his students to perform the follow-up survey. A copy of the reply to Lasson is enclosed. I still intend to do the work, and expect the students to start this week on the list of brake shops copied from our files. You are welcome to let the Health Officer know what you think of his refusal to give this study a short letter of approval, which is all that was requested. My work here will be finished by autumn.

Susan Maggocchi is putting together a good brake survey in Washington, I like the leaflet format she suggests and enclose suggested changes to some of the statements.

While the results of these studies will certainly be interesting, I am far more interested in using them in published form as a vehicle to carry the warning to every man in this country who does brake repairs, as soon as possible.

Thanks again for your encouragement and support,

Barry

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MOUNT SINAI SCHOOL OF MEDICINE
*of The City University of New York*
FIFTH AVENUE AND 100TH STREET • NEW YORK, N.Y. 10029

*Department of Community Medicine*

July 11, 1973

Mr. Barry Castleman
305 West Biddle Street
Baltimore, Maryland 21201

Dear Barry:

I am enclosing a number of recent reprints, including the NIH pamphlet.

Your diligence and determination concerning possible health hazards associated with brake repair work is only to be commended. Little is known of this yet, but it may turn out to be important and its neglect over the past two decades will be recognized as a serious environmental oversite..

The Bendix Research Laboratories in South Field, Michigan have recently completed a study for the Environmental Protection Agency which you may wish to peruse. It was written by M.G. Jacko and R.T. DuCharme and is entitled "Brake Emissions: Emission Measurements From Brake and Clutch Linings From Selected Mobile Sources" and is identified as report #68-04-0020. It was prepared for the Environmental Protection Agency's Office of Air and Water Programs in Ann Arbor, Michigan 48105..

While not directed to the study of asbestos contamination of brake repair work sites, it provides much useful information relevant to the problem.

Sincerely yours,

Irving J. Selikoff, M.D.
Professor

IJS:ace
enclosures

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