

cc: R. L. Ziegfeld ✓

LEAD INDUSTRIES ASSOCIATION, INC.

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March 3, 1965

To All Members of the Health and Safety Committee:

Through the courtesy of Mr. E. E. Hesselberg of the Ethyl Corporation, we are able to send you the attached.

This is for your information.

Very truly yours,

Don G. Fowler

Don G. Fowler, Secretary
Health and Safety Committee

DGF:md
Enc.



Lead with Lead

Received from: Committee on Public Affairs, API

"The Breath of Life: The Problem of Poisoned Air" by Donald E. Carr;
to be published in March, 1965, by W. W. Norton & Company, Inc.;
Price: \$3.95

Donald Eaton Carr, a Los Angeles research chemist, indicates distaste for two organizations that bear the same initials: AMA. He rides both of these hard in "The Breath of Life." The principal themes of his first book are:

- (1) Growing air pollution over U. S. metropolitan areas is a potential and, probably, a present health hazard. Yet the "notoriously sluggish American Medical Association" pays little attention to dangers that may be caused by chronic low-level poisoning from nitrogen and sulfur dioxides, ozone, and carbon monoxide in the atmosphere.
- (2) Crankcase blowby devices, exhaust afterburners, special tuneups and the as-yet-untested manifold air oxidation (ManAirOx) systems under development in Detroit are mere stopgaps. Even if used together they can eliminate only a fraction of motor emissions. Yet the companies and their AMA, the Automobile Manufacturers Association, delay production of diesel and turbine engines that might do a respectable portion of the cleanup job.
- (3) Tinkering with olefins and other hydrocarbon compounds in gasoline, as both AMA's have proposed at one time or another, can have no effect on what comes out of tailpipes. Present types of auto engines act as cracking plants that manufacture olefins and other noxious gases from any type of fuel.
- (4) Finally, Carr gives it as his conviction that only a switch to battery or fuel cell-operated electric autos for city driving will, in the long run, solve the pollution problems. He makes quite an argument for these little second cars, including the point that a large part of the electricity needed to charge their batteries or cells would have to be generated from petroleum.

The author was a newspaperman before he obtained his B.S. degree from the University of California. He joined the Union Oil Company of California as a research chemist and became its Director of Research from 1940 until 1947. From then until 1962 he was Assistant Director and then Deputy Director of Research for the Phillips Petroleum Company. Now he is a consultant in air pollution and related fields.

Carr takes a few pokes at the industry of which he was once a part. He notes that California oilmen seem completely unable to perceive a Los Angeles smog, even when their eyes are streaming from it. He adds that "doctors on the staffs of large petroleum and automobile companies.... are paid to believe only such notions as are favorable to the interests of the companies who hire them."

On the other hand, when talking of early efforts to solve southern California's smog problem, he says:

"...oil refineries became the standard scapegoats, and during the early postwar period there were serious proposals actually to shut down the refineries...The oil companies made major and commendable efforts to

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take the curse off by eliminating all trace of sulfuro's fumes and smoke from their operations but nothing seemed to satisfy...But almost overnight the monkey was suddenly on the back of the automobile." (This switch was not too drastic for the anti-petroleum people, since they could still blame the oil companies for producing fuel that the automobile couldn't digest.) The automobile had been a villain 'on deck,' so to speak, all along since as early as World War I days...."

He takes a somewhat jaundiced view of the equipment companies that spent large amounts of money developing afterburners that Detroit refuses to install on new cars, and adds:

"With the single exception of Ethyl Corporation, the list of experimental muffler manufacturers, usually backed as noted by a Big Brother in the form of a catalyst manufacturer or a chemical company, is rather pathetic."

It is when he takes out after Detroit, however, that Mr. Carr's temper rises. Here are a few choice examples:

"...it has become fashionable for Detroit-polarized bodies such as the AMA (although I refer to the Automobile Manufacturers Association the same is disgracefully true of another AMA, the American Medical Association) to pooh-pooh the danger of nitrogen dioxide in a fashion somewhat parallel to the pooh-poohing of chronic carbon monoxide poisoning."

"Nor are the California air pollution authorities very pleased with the Automobile Manufacturers Association stand. With some justifications they claim that Detroit has not kept them informed, and one can wonder whether, in the present phase of a problem of such monstrous complexity, Detroit itself is informed."

Like "all respectable chemists," Carr closes his "report" with a seventeen-page bibliography of sources and the following resume.

- (1) In non-coal-burning urban centers the auto is the prime cause of smog.
- (2) "Solutions" such as blowby devices, tuneups, afterburners and ManAirOx, or even diesel and turbine engines, must fail because none is sufficiently efficient and also because their installation and maintenance cannot be enforced.
- (3) The only solution is the substitution, for city driving, of electric cars for those driven by internal combustion engines.
- (4) Oil companies could go along with this change because "they are in business to provide fuel, and the simpler the specifications, the better their long-range comfort" but auto manufacturers "will not consider such a change."
- (5) The final decision is up to the citizens of America.

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