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r e Jeremiah R. Lynch/Asbestos brake cases

In 1968, Mr. Lynch was Chief of the Laboratory of Engineering, Occupational Health Program, P.H.S. in Cincinnati. He authored "Brake Lining Decomposition Products" in JAPCA. (see summary in Castleman book, pp. 378-379)

Lynch utilized testing equipment from a brake lining manufacturer (WHO?). He no doubt had discussions and possibly correspondence regarding these tests with the manufacturer. The manufacturer may also have brought up the issue at an annual meeting of the trade group, Friction Materials Standards Institute (1949- WHEN IS SOMEONE GOING TO EXAMINE THEIR MINUTES?). Bear in mind that a flurry of reports starting with Thomson (Castleman book pp 355, 362) in 1963 had shown asbestos bodies in the lungs of random urban dwellers at autopsy; the finger had been pointed at brake linings as the cause. The industry was thus very sensitive to the possible repercussions of a P.H.S. report in print saying that asbestos did indeed get released in brake wear. Lynch's report noted that, but its emphasis was on the amount of asbestos that was decomposed, not the remaining asbestos released unaltered. I suspect that the manufacturers were putting pressure on Lynch to not cause a panic, since they were then unprepared to supply asbestos-free brakes.

Lynch is at Exxon Biomedical Sciences, Millstone, NJ 201-873-6000 I decided to call him, and he was very forthcoming in responding. He and ~~Howard Ayer~~ Lewis Crawley of the PHS were doing an industry-wide study, and while touring an Abex plant thought of borrowing the test gear used in the 1968 study. Abex and other mfgrs. had little interest, didn't even ask for the results or the manuscript sent in for publication. Abex plant was in Nawa(?). Only contact with industry was to ask Speil (J-M) what chrysotile turned into when it underwent extreme heat stress -- he was told "forsterite."

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