Specifically, Dr. Northrop has asked for our comments regarding the possibility of his and Mr. Toth's attendance at the NIOSH meeting. (Dr. Block was personally invited, but because he will be away on vacation Dr. Northrop is the appropriate substitute. NIOSH has agreed.) Mr. J. A. O'Reilly has been informed of this matter and he has advised that there are no legal considerations which would dictate that we decline to attend. In fact, he recommends that Ford be represented.

For additional background, Mr. Toth provided us with information regarding the extent of potential asbestos dust exposure in the Company, a field communication and bulletin concerning Company action to be taken in connection with asbestos exposure, and certain 1973 and 1974 correspondence between Dr. Block and Dr. Selikoff or his associates on this and a related industrial health subject. A copy of this material is attached. You will note that in a January 11, 1974 letter to Dr. Selikoff, Dr. Block indicated an interest in the asbestos research project and willingness to discuss possible Ford assistance. Also attached is a copy of a paper presented in 1974 by the UAW to Chrysler which refers to asbestos-related hazard research by Dr. Selikoff, as well as BNA material describing the OSHA standard currently in effect for asbestos dust exposure, the basic role of NIOSH under the Occupational Safety and Health Act, and a brief report on Dr. Finklea who earlier this year was appointed NIOSH Director.

Some reasons in support of Company attendance at the NIOSH meeting appear to include the following:

1. Dr. Finklea took the time to call Dr. Block personally. A rejection of his invitation may be considered a personal affront and may prove detrimental in the future, given Dr. Finklea's position.

2. Rejecting the invitation could be construed by Dr. Finklea to mean that Ford is not sufficiently concerned about potential industrial health problems in its plants or dealerships.

3. The Company might be able to influence the direction that a NIOSH action plan might take.

4. The Company would be able to restate its views as expressed in the May meeting with Dr. Selikoff that this is not an auto industry problem but an auto repair and service problem, and thus forestall a potential NIOSH research effort in our manufacturing and assembly operations.

5. The Company would be aware on a "firsthand basis" of Drs. Selikoff's and Finklea's intentions and attitudes on the subject.

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