

STRICTLY CONFIDENTIAL

**MAY BE RELEASED ONLY BY
DULY AUTHORIZED PERSONNEL**

CONTACT REPORT

Luncheon with Dr. W. L. Faith, Director, Air Pollution Foundation,
Los Angeles, California

Date: September 3, 1959

Those Present: Dr. Faith, Mr. Huxtable and myself

This luncheon was held to review in a general way the situation relative to our move regarding TEL concentration and also determine what reactions Dr. Faith had regarding possible legislative activities on the West Coast.

He felt that action would certainly be considered by Griswold and the Los Angeles County control people, but his feeling was that Griswold would pass the buck to the State officials in the final analysis. He also felt that Griswold would not make an immediate public issue of gasoline TEL concentration unless forced into it by some of the members of the Board of Supervisors.

This does not necessarily check with our opinion of what Griswold might do, but it is to be remembered that Dr. Faith is well acquainted in this area and has had much more experience in dealing with Mr. Griswold. He did not appear to have much of an idea as to what the California Public Health officials might do, but stated specifically that earlier considerations of air and exhaust standards did not include lead.

In general discussion we learned several items of interest relative to activity in the catalytic converter field.

1. American Cyanamid has a major program going which will involve installation of a large number of catalytic converters on New York City taxicabs. Dr. Faith also stated that their units required only 10 lbs. of catalyst and that they were much more efficient than Ford vanadium pentoxide converters.
2. Dr. Faith several times made the statement that practical converters of sufficient life capable of operating on leaded fuels would be available by the end of 1960. He indicated that activity in this area was at a very high level and that many organizations were working on both the direct flame and catalyst units. To his knowledge only one group, the Engelhard Industries, are actively pushing the development of

KE 0005015

N 7216

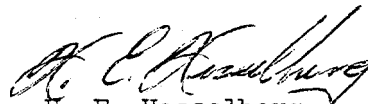
a noble metal converter which would require the use of clear gasoline. He indicated that the Norris-Thermador group which had previously been active as regards clear gasoline had now switched and were working on units which would live with leaded fuel..

3. The catalyst development sponsored by the Air Pollution Foundation at Franklin Institute showed promise for a catalyst capable of reducing oxides of nitrogen, as well as olefin removal, when controlled quantities of oxygen were supplied. It appeared probably that prototype vehicle converters employing this catalyst will be evaluated by the Control District.

We pointed out to Dr. Faith that in his position he might well be requested by the press to comment if and when the issue of fuel TEL concentrations becomes public knowledge.

Dr. Faith indicated that his comments would be along the following lines: That to his knowledge, atmospheric lead levels were not and had not been of any concern as regards public health. That since they were at such safe levels and also since it had been established that lead was not a factor in the photochemical smog reaction, he could see no reason for concern relative to increases of the order estimated under the new maximum limit.

When discussion of TEL content comes about in the Los Angeles area, it might be well to consider methods of seeing to it that Dr. Faith is specifically requested for his comments.


H. E. Hesselberg

HEH:br

cc:

Mr. B. B. Turner
Mr. M. P. Murdock
Dr. G. F. Kirby
Mr. K. Swartwood
Mr. R. K. Scales
Mr. H. J. Gibson
Dr. R. A. Kehoe