Memorandum of Record

JAN 0 5 1978

Subject: Meeting at Mount Sinai Hospital Relative to NIOSH Contract for Investigation of Health Hazards in Brake Lining Repair Shops

PLAINTIFF'S EXHIBIT AIA-77

On Tuesday, January 5, 1978 Mr. R. H. Mereness of the Asbestos Information Association called to advise that there was to be a meeting in Dr. Selikoff's office at Mount Sinai Hospital with NIOSH representatives as regards the progress of their contract for a study of the health hazards in brake lining repair shops for those exposed to asbestos. It was suggested that I attend this session. Mr. Mereness indicated that he had talked with, or would be talking with, several representatives of industry suggesting that they attend. Also he indicated that representatives from New York City auto dealers and municipal unions would be attending. These would be in addition to individuals from Mount Sinai and NIOSH. I attended this meeting on January 5, 1978 at the Basic Service Building, 10 # 101 Street, mezzanine floor, at 2:00 P.M. in Dr. Selikoff's office.

In attendance were the following:

I. J. Selikoff, Mount Sinai Hospital
A. B. Smith, NIOSH
P. L. Johnson, NIOSH
F. Panzer, Tobacco Institute
James Ducke, Municipal District 7, New York City
J. H. Marsh, Raybestos-Manhattan Inc.
G. R. Chase, Johns-Manville Corporation
R. H. Mereness, Asbestos Information Association
B. J. Iwarsson, Abex Corporation
D. E. Stone, Bendix Corporation
I. H. Weaver, Raybestos-Manhattan, Inc.
E. W. Drislane, Friction Materials Standards Institute
W. Nicholson, Mt. Sinai Hospital

In the report read by Dr. Nicholson little was heard from NIOSH. Dr. Selikoff made some statements concerning mesothelioma that he stated had been encountered from those exposed in brake repair service. I believe that Mr. Marsh pointed out that there was no documentation or history of these alleged cases of mesothelioma from thos exposed to brake service repair. Dr. Selikoff mentioned a Manheim study which pointed the finger at friction materials because of the Raybestos-Manhattan plant. Mr. Marsh pointed out that crocidolite and amosite were used at the Manheim plant at the time of the study in question. He also indicated that a study of the Charleston plant where there was no crocidolite had not been reported on by NIOSH.

Mr. Marsh questioned the description of the work which called for a study of the feasibility of locating a cohort of brake lining repair workers occupationally exposed to short fibers only. It was indicated that this was a seemingly impossible task (locating a cohort exposed to short fibers who would not have also have been exposed to fibers longer than five microns).

The type of shops that were to be examined were discussed and it was pointed out that New York City maintenance shops could not be considered typical. Shops such as Sears, Montgomery Wards, J.C. Penney and others would be considered far

PRODUCED
JAN - 83

more typical than the truck brake repair shop. In these shops there should be little or no grinding, drilling or other machining of friction materials. One recommendation that almost everyone could endorse was that there should be no machining where possible in the brake repair shops. Materials could be purchased ready for installation on just about all vehicles. Exceptions to this would be in the heavy duty shops where there will always be some tailoring of blocks for oversize usuage.

The entire session was controlled by Drs. Selikoff and Nicholson and there was no input from NIOSH. The main input from industry was that selection of shops should be typical shops, and it was not proper to classify New York City maintenance shops as typical. It was also stated by the union representative that there is a lack of knowledge as to how many brake repair garages and workers there are in the Municipal system, and it appeared a little difficult to know how many people are actually exposed to asbestos in these shops.

The foregoing is a matter of record.

E. W. Drislane
Executive Director

PRODUCED
JM - 83

truck brake repair shop. In these shops there should be
, drilling or other machining of friction materials. One
most everyone could endorse was that there should be no
ible in the brake repair shops. Materials could be purchased
n on just about all vehicles. Exceptions to this would be
ops where there will always be some tailoring of blocks for

as controlled by Drs. Selikoff and Nicholson and there was
The main input from industry was that selection of shops
ops, and it was not proper to classify New York City
typical. It was also stated by the union representative
of knowledge as to how many brake repair garages and
the Municipal system, and it appeared a little difficult
ble are actually exposed to asbestos in these shops.

matter of record.

E. W. Drislane
Executive Director

PRODUCED
JM - 83

START, COPY	INITIALS	DATE

BOX NO./FILE DRAWER NO.	SEGMENT NO.

SIGNIFICANT

NOTES

c4 - 01152