

AIR POLLUTION CONTROL DISTRICT • COUNTY OF LOS ANGELES

434 SOUTH SAN PEDRO STREET LOS ANGELES, CALIFORNIA 90013 MADISON 9-4711

April 16, 1965

RECEIVED APR 20 1965

Honorable Edmund S. Muskie
United States Senator from Maine
Senate Office Building
Washington 25, D. C.

Dear Senator:

It was most pleasant to hear your philosophy on control of motor vehicle emissions at the hearings in Detroit last week. I hoped to express my appreciation personally but you had much to do on a short visit.

I had read a news item on Mr. Quigley's testimony before your committee in Washington the day before and was greatly concerned. You undoubtedly know that the Surgeon General thought he had voluntary cooperation from the auto industry on the installation of crankcase control devices on the 1961 model years. Federal air pollution officials now know that Ford eliminated these controls on all its six cylinder 1963 models and on all of its 1964 models except those sold in California, without advice to the Public Health Service. Ford even manufactured an accessory blowby tube whose installation negated the control accomplished on the 1961 and 1962 models.

Nearly 12 years experience in air pollution has taught me that corporations are like individuals. In Los Angeles one person is in jail for every 940 that is law abiding. About 95 out of 100 competitive corporations or companies will be "good citizens" and comply on a voluntary basis in the public interest. The remaining five will cut corners, give lip service, delay, install substandard controls and otherwise buy time for competitive advantage. Fair laws, equitably enforced, are needed to protect the 95 "good citizen" companies from unfair competition by the non-compliers.

You may have read Mr. Harry Williams paper at the National Air Pollution Conference in 1958. His testimony before your committee is in the same tenor. It is generally to the effect that the nation is deeply indebted to the industry which should be repaid with special privileges.

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His paper in 1958 before the National Conference suggested that the use of the modern automobile was a vast improvement over the days when "there were reeking livery stables in every neighborhood," and he went on to suggest that: "If people of this age could only smell a city, any city, in the United States of 50 years ago, they would never again wax sentimental about what was called the good old days." In that paper he pointed with pride to the industry's annual expenditures of approximately \$1 million per year over the previous five years--to develop exhaust control systems.

In another part of that same paper, he stated: "Our people have recently developed some other devices which, in the laboratory stage, show promise... should any become practical enough to be put into production, they will of course be marketed." He then went on to say that: "We are now getting into the realm in which the individual car owner's free choice of how he uses--or abuses--his car, his private possession, is an issue. The problem tends to become social and economic, and therefore beyond the sole province of the engineer and scientist."

In view of this statement, it seems to me that the present fact of the matter is that practical control systems have become available, have been placed in production, and of course should be marketed to a national consuming public. Further, as Mr. Williams suggested in 1958, the current issues regarding nation-wide exhaust control programs are "beyond the sole province of the engineer and scientist" and are now in the hands of the United States Congress, the appropriate body to consider social and economic questions.

When Mr. Williams testified to your Committee that: "The vehicle manufacturers stand ready to pass on the benefit of this extensive research knowledge nationally for the public whenever Congress concludes from its studies that the facts warrant. The vehicle manufacturers have recognized their obligations fully, and acknowledge also the responsibilities which the Congress has in this matter".

It seems to me that he was acknowledging that the time has arrived when the paramount responsibilities of Congress for resolution of social and economic issues can be recognized.

I wish you great success in your efforts to secure the passage of a much needed national exhaust control law. The need for such a law is clearly manifest, the means for the control are at hand, the industry has admitted its capability to proceed with the program, and we should, therefore, be able to look forward to the abatement of this important community problem.

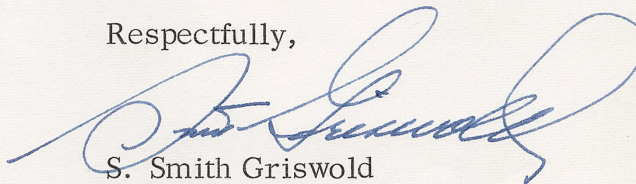
Honorable Edmund S. Muskie

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Attached are the clippings from the Los Angeles Metropolitan newspapers on the days when we were in Detroit. You may find them interesting.

Respectfully,

A handwritten signature in blue ink, appearing to read "S. Smith Griswold", written in a cursive style.

S. Smith Griswold
Air Pollution Control Officer

SSG
ap

Enclosure