

December 28, 1936

Mr. J. H. Schaefer
Ethyl Gasoline Corporation
Box 688
Wilmington, Delaware

Dear John:

I have noted a copy of your letter addressed to Mr. J. H. Fitzgerald and dated December 16th concerning an order of ten gallon drums. My only comments relate to the last paragraph of your letter in which you state that "it has been the Medical Department's practice to discourage the use of ten gallon drums, as much as possible, because of the question of safety". This statement was only partially true. Actually there are a number of points at which ten gallon drums can be used as the unit of measure of Fluid, thereby obviating the necessity for using split drum equipment with fifty-five gallon drums. In discussing this matter with the division safety men, I pointed out that it is necessary for us to balance the hazards associated with packaging and handling a large number of small units against the hazards of using split drum equipment in the field. The split drum equipment is not the equipment of choice for field use for a variety of reasons, and if the volume of business is such that a ten gallon drum will serve as the unit of measure for Fluid, such drums should be used rather than fifty-five gallon drums. It has always been my feeling that it is necessary to emphasize the dangers in the field even though that might produce some increase in the dangers of manufacturing and packaging. Obviously dangers can be handled more adequately at a centralized manufacturing and distributing plant, while there are no facilities for handling unusual dangers at the mixing plants.

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I dare say you had this in mind in writing as you did to Fitzgerald, but I think it is well for me to make this point entirely clear. On a number of occasions I have run into instances in which fifty-five gallon drums have been sent to mixing plants where there

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are no proper facilities for handling. Therefore we should be careful not to further a policy directed at one hazard, and at the same time multiply a different type of hazard.

Very truly yours,

RAK:is

Robert A. Kehoe, M.D.

CC Mr. Lewis

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Copy: Dr. Graham Edgar
Dr. R. A. Kehoe
Mr. O. B. Lewis

ETHYL GASOLINE CORPORATION

MANUFACTURING AND TRAFFIC DEPARTMENT

INTER-OFFICE
CORRESPONDENCE

MAIL ADDRESS: BOX 668, WILMINGTON, DEL.
FREIGHT ADDRESS: CARNEY'S POINT, N. J.
TELEPHONE: PENNSGROVE, N. J. 280, EXTENSION 213

Mr. J. N. FitzGerald,

December 16, 1936

Dear Jack:

We are sorry that we have not been able to reply to your letter of December 3 sooner, relative to the arrangement you are working out with Mr. McAllister of Imperial Oil for handling their 1937 Ethyl Aviation requirements, but it took some time to ascertain all of the data for you.

First, we have a policy never to tier ETHYL Fluid drums, either the 55-gallon or 10-gallon size. Therefore if Imperial desires shipment of 10-gallon drums they would have to all be arranged on the floor of the car without piling. The following will give you quantities that can be loaded in the various size cars:

Car 50' length, 10' width, 145 drums, weight approximately 25,375 lbs.	
Car 50' length, 10'2" " 174 " " " " 30,450 "	
Car 40' length, 8'6" " 120 " " " " 21,000 "	
Car 36' length, 8'6" " 105 " " " " 18,375 "	

The current rate in effect to Sarnia, Ontario, is 76½¢ per cwt., plus 5¢ emergency charge per hundred pounds, third class, carload, 36,000 pounds minimum weight, as per Curlett's Tariff ICC-A-149, C.F.C. #10.

You will note, therefore, that in all cases the actual weight would be considerably under carload, and you would have to pay on the basis of 36,000 pounds, rather than actual weight.

Mr. Dickie, Traffic Manager of Imperial, as well as ourselves, is attempting to effect better rates into Canada, and there is a possibility that we may be able to get what is known as fourth class rate at 44¢, but with a minimum of 40,000 pounds.

I give you this information for what it might be worth but at the same time would like to call to your attention that the ordering of such a large quantity of 10-gallon drums should be done only if it is impossible to handle the larger 55-gallon size. You know, of course, that one large drum is equivalent to six and one-half 10-gallon drums as far as lead content is concerned, and just reduces by that ratio the number of opening exposures when educting Fluid into the gasoline. There are, of course, a number of other safety features involved which would make the use of the larger drums more favorable.

Inasmuch as it has been the Medical Department's practise to discourage the use of 10-gallon drums as much as possible because of the question of safety, I think before anything definite is agreed upon with Imperial for ordering carloads of 10's, that we should have an expression from Dr. Kehoe, as well as from our Safety Committee, and I am therefore taking the liberty of sending a copy of this letter to the Doctor as well as Oscar Lewis.

Very truly yours,

J. H. Schaefer

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