

December 6, 1937

Mr. John Schaefer

Dear John,

This is in reply to your letter of December 3rd regarding the number of drivers we should have on our trucks in view of increasing costs and restricted driving time in certain states.

The second paragraph of your letter seems irrefutable, i.e. that under conditions surrounding possible accidents, two men would be better than one. Doubtless you have borne in mind we have stipulated to our customer companies, among other things, two men to a truck when they transfer drums between certain points. These transfers are one step further removed from our control and if we relax our own regulations, they will doubtless feel justified in doing the same. They may then assume we have found road transportation of fluid not to be as hazardous as we formerly believed and may revert to careless practice. It seems inevitable that at some time we will have a serious accident to fluid in transit on the public highways, and from that standpoint whatever cost we are put to will be justified. I think our program of restricting tank truck shipments, which we have started in the East, is the right direction to go and that we might discuss the complete elimination of all such shipments at some time in the future, such as January 1940. Frankly, I do not see how we can eliminate all road shipments out of the plant due to the fact many of our blending points are located off the railroad. However, I believe we can greatly cut down this traffic by a more stringent policy and we might possibly make some additional allowances toward bulk plants or remodelled drum plants where we have this physical difficulty.

To sum up, I do not know the magnitude of the anticipated increased costs, but I do not believe we should hurriedly take any step which might be backward in the matter of safety.

Very truly yours,

J. C. Taylor

By 

W:OCL

cc: Dr. R. A. Kehoe

Dr. G. Edgar

Mr. E. W. Kaley

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