

March 9, 1934

Mr. John Schaefer
Ethyl Gasoline Corporation
P.O. Box 688
Pennsgrove, N.J.

Dear John:

I am enclosing herewith copy of our analytical findings on tank car sludges and scale together with two copies of reports made by George Calingaert to Dr. Kehoe.

You will note the presence of significant amounts of inorganic lead in most samples. These may give rise to a dust hazard in cleaning.

More important is the finding of large amounts of organic lead in two tank car residues, in one case over 30%. These are exceptional findings, and were attributed to previous blending by buckets or other similar means directly into the car as these cars have been traced to a refinery where this practice was at one time pursued. Normally there should be no organic lead hazard, but it is conceivable that there may be sporadic cases of the type which we found. We have on hand some thirty or more samples that have not yet been subjected to analysis. When these have been completed, we will advise you of the results.

We would appreciate your getting us information on the cleaning procedures practiced by The General American Tank Car Company.

Very truly yours,

WFM:IS

Willard F. Machle, M.D.

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C O P Y

To: E. B. McConnell

March 6, 1934

From: H. F. West

Safety Precautions
Unloading Tank Cars

Referring to the letter from Mr. Schaefer of the Ethyl Corporation regarding safety procedures to be used when flushing and pumping out gasoline tank cars, would advise as follows:

It is the general practice to ground together the entire set-up, that is, the car and the suction pipe are grounded together at the fill cap, and both rails and the suction pipe are grounded together at the base of the loading rack. Connection is then made at this point to the ground which can be a water pipe system or, if this is not available, a 1-1/2" galvanized iron pipe approximately 8 feet long, or long enough to reach moist ground, can be used. All connections are made with #2 A.W.G. stranded copper wire. Wherever clamps are used care should be taken to see that the surface of the pipe or object is thoroughly cleaned to shiny metal before installing the clamp. Mention should also be made that wherever there are swivel joints or numerous connections, a by-pass should be made with wire around these joints to guarantee a positive connection.

In the particular case Mr. Schaefer refers to, that is, the Ethyl Company's set-up for vacuum removal of the gasoline, I would suggest that the above procedure be followed and, in addition, the receiver tank also be connected in the grounded system.

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