

CC: Mr. E. W. Webb
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Mr. J. C. Gonzalez

ETHYL GASOLINE CORPORATION

MANUFACTURING AND TRAFFIC DEPARTMENT

INTER-OFFICE
CORRESPONDENCE

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December 3, 1937

TO: MEMBERS SAFETY COMMITTEE

Mr. O. B. Lewis
Dr. Graham Edgar
Dr. R. A. Kehoe
Mr. Harry Kaley

In the past, it has been our practice to demand two drivers for every truck carrying ETHYL Fluid, either in bulk or in drums. Recently, there has been much discussion on the necessity of continuing this policy, the question being raised by both our trucking agencies, P. E. Kramme, Inc., and H. G. Cline, Inc., as well as some of our own men.

This policy was originally started upon the theory that in the event of an accident, two men could better cope with the situation, one protecting the equipment and the other probably leaving the scene of the accident to secure whatever aid would be necessary and to make immediate report of the situation to our office. It was also felt that if the accident were severe, the chances of fatality to both men would be less.

Inasmuch as we are attempting to maintain our tank trucking costs at as low a level as possible, and at the same time avoid increase in drum rates from the above two concerns, in spite of the increasing costs of operation, we feel that it probably is advisable to review this condition and would accordingly appreciate an expression of your views toward the end of what your thoughts would be on the elimination of one of the drivers for each truck. I hope that I may hear from you individually as promptly as possible.

In this connection, also, the various states through which we truck are either proposing or have enacted legislation restricting the road driving time of any truck to anywhere from ten to twelve hours per day, regardless of the fact that there would be two operators on each vehicle. In view of this fact we have been endeavoring to abide by the limitation of hours and find it necessary to place two additional men in the tank truck delivery service to take up the differential in the running time of these movements. As a matter for your information, I am attaching hereto the revised schedule for each tank truck point, in which some of you may be directly interested. We will, of course, continue the extra two men, making a total of ten drivers in this service, unless the consensus of opinion should disclose that one driver is all that is deemed necessary, per vehicle.

J. H. Gahaefer

KE 0000967

		<u>Old Time</u>		<u>New Time</u>	
Baltimore, Md.		11 Hrs.	1 Day	11 Hrs.	1 Day
Std. Oil Co. of New Jersey		12 "	1 "	12 "	1 "
Shell Union Oil Corp.		12 "	1 "	12 "	1 "
Texas Company		12 "	1 "	12 "	1 "
Bayonne,	N.J.	12 "	1 "	12 "	1 "
Binghamton,	N.Y.	28 "	3 "	30 "	3 "
Bolivar,	N.Y.	37 "	3 "	40 "	4 "
Bradford,	Pa.	36 "	3 "	40 "	4 "
Brooklyn,	N.Y.	13 "	1 "	13 "	1 "
Canton,	Ohio	50 "	4 "	50 "	5 "
Catlettsburg,	Ky.	60 "	4 "	60 "	6 "
Claymont,	Del.	8 "	1 "	8 "	1 "
Cleveland,	Ohio	50 "	4 "	50 "	5 "
Clendenin,	W. Va.	50 "	4 "	50 "	5 "
Eldred,	Pa.	36 "	3 "	40 "	4 "
Emmerton,	Pa.	38 "	3 "	40 "	4 "
Exeter,	Pa.	25 "	3 "	30 "	3 "
Fall River,	Mass.	38 "	3 "	40 "	4 "
Freedom,	Pa.	40 "	3 "	40 "	4 "
Gulfport,	S.I., N.Y.	12 "	1 "	12 "	1 "
Harriet,	N.Y.	48 "	4 "	50 "	5 "
Karns City,	Pa.	37 "	3 "	40 "	4 "
Marietta,	Ohio	46 "	4 "	50 "	5 "
Norfolk,	Va.	36 "	3 "	40 "	4 "
Oil City,	Pa.	39 "	3 "	40 "	4 "
Paulsboro,	N.J.	6 "	1 "	6 "	1 "
Philadelphia,	Pa.	10 "	1 "	10 "	1 "
Providence,	R.I.	37 "	3 "	40 "	4 "
Reno,	Pa.	38 "	3 "	40 "	4 "
St. Marys,	W.Va.	45 "	3 "	50 "	5 "
Schenectady,	N.Y.	34 "	3 "	38 "	4 "
Sewaren,	N.J.	11 "	1 "	11 "	1 "
Syracuse,	N.Y.	35 "	3 "	40 "	4 "
Titusville,	Pa.	39 "	3 "	40 "	4 "
Warren,	Pa.	38 "	3 "	40 "	4 "
Warners,	N.J.	11 "	1 "	11 "	1 "
Worcester,	Mass.	37 "	3 "	40 "	4 "
Blue Creek,	W. Va.	52 "	4 "	55 "	6 "