

ETHYL GASOLINE CORPORATION

CHRYSLER BUILDING
405 LEXINGTON AVENUE

SAFETY COMMITTEE

O. B. LEWIS
CHAIRMAN

NEW YORK

January 31, 1938

WGL
OK

Dr. W. F. Machle
Kettering Laboratory of Applied Physiology
College of Medicine
Eden Avenue
Cincinnati, Ohio.

Dear Dr. Machle:

Attached is some correspondence from Mr. J.G. Detwiler of the Texas Company regarding water bottom samples from River Rouge, Michigan.

I do not know whether or not, in your opinion, there will be any value in these but from a standpoint of courtesy, believe either you or ourselves should express our appreciation of the thought they are giving our problem. If you desire these samples, I will notify Mr. Detwiler accordingly.

Very truly yours,



W:GCL
Enclosure

RE 0022592

THE TEXAS COMPANY
135 EAST 42ND STREET
NEW YORK

J. G. DETWILER
TECHNOLOGIST

January 29, 1938.

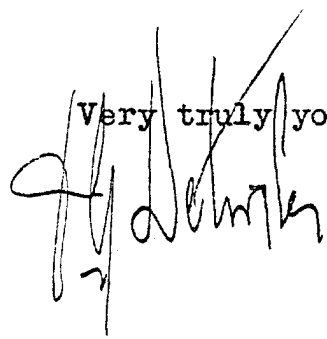
Mr. O. B. Lewis,
Ethyl Gasoline Corporation,
405 Lexington Avenue,
New York, N. Y.

Dear Mr. Lewis:

Mr. D. J. Hoose, Assistant Superintendent of our Terminals, has forwarded me a sample of water taken from Tank #9 at River Rouge, Mich. I am sending this four ounce sample to you with copy of Mr. Hoose's letter to me of January 21.

Perhaps you will wish the gallon sample, retained by Mr. Diggs, forwarded to Dr. Kehoe for further investigation.

Very truly yours,



JGD-MFD

Enclosure (1)

KE 0022593

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New York, January 21, 1938

CLEVELAND TERMINAL
TANKS - WATER BOTTOMS

Mr. J. G. Detwiler,
Building.

Dear Sir:-

During the month of August, 1937, the Gulf Refining Company were cleaning our Fire Chief Gasoline tank No. 209 and the necessary precautions requested by the Ethyl Gasoline Corporation to insure the safety of the workmen, including the use of air line hose mask equipment, was not followed out. As a result, one of the workmen died of lead poisoning.

The Ethyl Gasoline Corporation carefully investigated this accident and I discussed with their representatives the accident as they were particularly interested to know whether we, at any time, had spiked these tanks with tetraethyl lead. Our records show that this had never been done, however, the Ethyl Corporation felt that there was something unusual in connection with this accident as it was the first case on record where a leaded gasoline tank, used only as a storage tank, contained lead salts which gave off vapors fatal to workmen. It was their hope that they could let up somewhat on their rigid instructions and allow tanks used only for the storage of leaded gasoline to be cleaned without the use of air line hose mask equipment and in view of this accident, they did not feel that

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such a change was desirable.

It would, of course, be to The Texas Company's advantage if these precautions could be modified so that leaded gasoline tanks could be cleaned without the use of air line hose mask equipment where they were only in storage service. The Ethyl Corporation representatives discussed this accident very fully with Mr. J. L. Diggs at River Rouge and also took some samples of sludge from River Rouge tanks. To our knowledge, no light was thrown on this problem from the samples taken from River Rouge.

We have just received a letter from Mr. Diggs, advising that upon drawing water from Tank No. 9 at River Rouge recently, it was noted that the water was about the odor of Gasoline which lead them to believe that possibly dye, or lead had settled out. This condition had never been previously noticed and, having in mind the Ethyl Corporation's concern about lead deposits found in the bottom of tanks when cleaned, he reported this to us, sending a four ounce sample of water drawn from the tank. He has also retained a gallon sample which the Ethyl Corporation may be interested in analysing.

This 40,000 barrel tank was formerly in USM Gasoline service. It was thoroughly cleaned during October, 1937 and filled with Fire Chief Gasoline on October 30th. Prior to pumping into the tank from the ship, 4-1/8" of water bottom of city fresh water was used. Later, the water bottom increased to 6-3/8" due to additional water

KE 0022595

Mr. J. G. Detwiler

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being delivered when ship cargo was received. In examining the four ounce sample, a trace of Gasoline was noticed on the top of the water which is due to the fact that the water bottoms were partially frozen in the tank at the time of drawing the sample.

We believe that the Ethyl Corporation will be interested in this information and we are handing you the four ounce sample forwarded from River House.

Yours very truly,

LJH-RG

Signed: J. G. Detwiler

JGD(2)

O'Brien from JGDetwiler 1/29/38

KE 0022596