

CC: Mr. H. R. Fish, G. A.
Canadian National Railways
1500 Franklin Trust Bldg.
Philadelphia, Pa.

CC: Mr. O. B. Lewis
Mr. J. H. Schaefer

ETHYL GASOLINE CORPORATION

MANUFACTURING AND TRAFFIC DEPARTMENT

INTER-OFFICE
CORRESPONDENCE

PLEASE ADDRESS REPLY
TO: P.O. BOX 1271
WILMINGTON, DELAWARE

June 21, 1939

Mr. J. C. Appleton, Vice Pres. & Gen'l Mgr.
Canadian National Railways
Moncton, New Brunswick, Canada

Dear Sir: Subject: Wreck Involving Imperial Oil Limited shipment
Covered by Order 44136

A final report has been received from our Mr. Turnley in connection with Erie Railroad car 97632, which contained Motor Fuel Anti-Knock Compound in drums consigned to the Imperial Oil Limited at Imperial Refinery, which was involved in a wreck on your line at Bellavance, Quebec, on Sunday morning, April 16, and the wholehearted cooperation extended by your personnel in the safe handling of this matter of reloading and forwarding shipment to destination is most gratifying, and we desire to thank you.

There are, however, some features we believe should be invited to your attention for guidance in connection with any recurrence of this kind, and in doing so it is for the purpose of mutual advantage in the interest of safety of all concerned.

First - The drums in the Motor Fuel Anti-Knock Compound was loaded displayed a "Poisonous" label and also a placard "Notice to Carriers", requesting telegraphic advice to the Ethyl Gasoline Corporation in the event of mishap, as evidenced by the attached photograph. It is recognized that in the case of a wreck there is much confusion. It was not until twenty-four hours after the wreck that we had any knowledge of this car being involved. If arrangements could be made for a more prompt notification, it would be to the mutual advantage of all.

Second - Motor Fuel Anti-Knock Compound is a Class "B" poison, and while no leak occurred in this particular case, it is our earnest desire to have an experienced man present in the case of any leaky containers so that the proper precautionary measures can be taken for the safety of those working in the immediate vicinity.

Third - Each drum in the shipment contains a poisonous label, and while it is evident from the attached photograph that the drums are most substantial, it is only courting trouble to use drums loaded with Motor Fuel Anti-Knock Compound to brace up freight cars, and definite instructions should be issued to your operating people to refrain from a recurrence of this kind. The attached photograph clearly indicates the situation as it existed at the site of the wreck and very definitely increased the possibility of leakage and hazards. The car which this drum supported, we understand, was loaded with mixed hardware.

The foregoing is invited to your attention for a better understanding as to methods of handling in the future, and again desire to thank you for your cooperation.

Very truly yours,
ETHYL GASOLINE CORPORATION
J. H. Schaefer

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