

ETHYL GASOLINE CORPORATION

CHRYSLER BUILDING
405 LEXINGTON AVENUE

SAFETY DIVISION

NEW YORK

June 12, 1939

ROBERT A. KEHOE, M.D.
CHAIRMAN

OSCAR B. LEWIS
MANAGER

RUSSELL SCHELL
ASSISTANT MANAGER

Dr. R. A. Kehoe

Dear Dr. Kehoe:

I am attaching two letters, both dealing with the proposal to install a proportioning device in the E. St. Louis plant of the Socony Vacuum Oil Co.

In the latter part of Russ Schell's letter, he mentions that our safety men are having more work than they can well keep up with. It appears to me this condition exists in Chicago, Tulsa, and Dayton Divisions and, to a certain extent, in California. If it meets with your approval, I will suggest we have the use of an additional man in those territories as an alternate for the time it seems necessary. I do not see how we can do otherwise without eliminating some of our tank cleaning supervision, routine inspection of blending plants, or other essential work.

Very truly yours,



W:GCL
Enclosure

KE 0022762

ETHYL GASOLINE CORPORATION

CHRYSLER BUILDING
405 LEXINGTON AVENUE

NEW YORK

INTER-OFFICE
CORRESPONDENCE

June 12, 1939

Mr. F. S. Shepard
Socony Vacuum Oil Co. Inc.
26 Broadway, New York City

Dear Mr. Shepard:

On May 17th you wrote us regarding the proposal to install a proportioneer device for mixing Fluid with gasoline at your E. St. Louis plant. While I think this was outside of our original agreement to allow a plant to be installed locally where we could have a better chance at supervision, nevertheless, we felt it advisable to go over it thoroughly with your people in St. Louis. For that reason, Mr. Schell of this office called on the people in your plant last week. I think they are making different arrangements than originally anticipated to determine if a proportioning device is necessary or desirable.

Therefore, we wish to hold in abeyance our approval of the proportioning installation until it is definitely determined that the set-up, as outlined by Mr. Schell and our local safety engineer, will not meet the requirements of the St. Louis plant.

Very truly yours,

WIGGL

cc: Dr. R. A. Kehoe
Mr. J. E. Boudreau

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C O P Y

June 8, 1939

Mr. O. B. Lewis
Ethyl Gasoline Corporation
New York, New York

Dear Oscar,

You will probably be interested in learning how I made out with Socony-Vacuum concerning the proportioneer. Called on Mr. H. T. Ashton in St. Louis and he referred me to Mr. Windsor, manager of manufacturing at their East St. Louis refinery. Ben Crane, George Thomas and myself called at the refinery and while there, talked to Windsor as well as, Mr. Hickey, superintendent, Keenan, plant engineer, and Mr. Doiron, chief chemist.

We learned that the idea of using the proportioneer for adding fluid to gasoline is being pushed by the Socony people at the East St. Louis refinery with the idea of eliminating gas losses. They have about completed their houdry unit and expect to begin blending in two 120,000 and two 80,000 barrel tanks about next September. They contend that mixing by means of a circulating pump results in gas losses of about two to three hundred barrels on each tank during the summer months of the year. With the proportioneer, they would add fluid at the final concentration of about .5 of a cc per gallon during the time the gasoline runs by gravity from the treaters to their large tanks. Since it takes about 15 days to fill a tank, it would mean the constant addition of fluid over that period of time.

In our preliminary discussion it developed that they had intended to add the fluid by means of a 1" line which would have meant over 80,000 hours for each mix. By the use of a 4" line, they could actually do the job in 15 days provided we approved the proportioneer and it worked successfully.

We thoroughly discussed the advantages of dribble blending and explained that with the use of a special blending valve they could add lead at the rate of 10# per minute, or possibly less. This

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would take about 25 hours per mix and cut their circulating time to a minimum, and might even make circulation unnecessary at the time the blend is completed.

We at least sold them on the idea that our plan has sufficient merit to justify running a test with their existing set-up which would give them sufficient information to determine whether dribble blending will be satisfactory for the new tanks.

Mr. Windsor turned the job over to Mr. Doiron with instructions to run a test in accordance with our recommendations. Ben understands what we are trying to do and has agreed to work very closely with Mr. Doiron.

As it stands now, if we can satisfy the people at East St. Louis and convince them that the proportioneer is of no advantage in their operations, I think Mr. Shepard is likely to let the whole thing drop. If you think it is necessary to answer Mr. Shepard's letter, I think we should ask him to hold the idea of a proportioneer in abeyance until such time as we can complete our tests at their East St. Louis refinery.

I talked to Jim Boudreau on the 'phone Sunday and he said both Ben Crane and Bill Heck have more work than they can possibly take care of. I told him I would talk it over with you and advised that he write to you and give you a line up on the whole situation, with a request that another man be assigned to assist them in safety work, at least for the time being. Since Ben may be tied up on the East St. Louis job all of next week, and possibly for a few additional days at various other times, they will be even more short handed than Jim anticipated. I am merely mentioning this as you will probably hear from Jim, and in going over their work I do feel they need additional help.

George and I had a nice talk with Glen Byers, director of Safety for Shell, also Mr. J. I. Wheeler, who is in charge of their dismantling operations at Arkansas City. Please mail George a copy of our instructions for dismantling tanks, as we just received word that Shell will begin this job next Monday. They are now anxious to dispose of their 8500 gallon installation at Arkansas City and Mr. Wheeler will be glad to have you refer anyone who may be interested in this purchase to his office at St. Louis.

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Lou Shank is arriving in Kansas City tonight and will stop off for three or four hours between trains. Since I want to be sure not to miss him I am staying over in Kansas City until tomorrow morning and expect to arrive in Tulsa about Saturday.

Yours very truly,

Russ

Russell Schell

S/s

KE 0022766