

SAFETY REPORT

ARRO OIL & REFINING COMPANY
Lewistown, Montana
October 26, 1936

General

In an interview with Mr. Allen and with Mr. Jones it was found that their safety regulations did not mean much. In fact I would say that they might just as well not have any at all. There are no safety instructions issued in printed form. All instructions are given verbally by Mr. Jones at safety meetings held at irregular intervals. Only recently one of their men engaged in the inspection of tank cars at loading platform dropped into a tank car to free valve. There was no other person present at time and he was very lucky to get out. He had lowered himself into tank with out any kind of mask and with out ladder of any kind. He was unable to pull himself up and had worn himself out before some one near by heard his calls for help. On inquiry they found that he had made a practise of doing this but in this case failed to notice that car was of large diameter and was uable to get out.

The Arro Oil & Refining Company have no company owned distribution, depending entirely on jobbers and distributors. They have no men as a result engaged in pump repairs or in cleaning bulk storage tanks.

I have suggested that they form a tank cleaning crew, composed of men that have proven their dependability, for their own work at refinery. That these men be properly equiped with masks and clothing, trained in the cleaning of tanks, and that their services be made available to jobbers and distributors. Mr. Allen seemed to think that this was an excellent idea and I believe that such a program can be put across with this firm.

Refinery

As explained above there are no printed rules or regulation on safety with the exception of ours. Mr. Jones holds safety meetings at irregular intervals. In view of the case mentioned above his instructions do not seem to accomplish much.

From two to four men are used for tank cleaning operation. They may be any of the men employed at the refinery. Mr. Charles Cox, maintenance foreman, has charge of tank cleaning, but it is entirely possible that he is not on the job at all times as he must carry on other repairs at the same time.

Tanks are cleaned by steaming which may take from 4 to 48 hours depending on size, then allowed to air until they are cool enough for a man to enter them, which may take up to 48 hours. The air is not tested before men enter tanks. To date only rundown tanks have been cleaned and as they were cleaned in winter it was necessary to clean them in dry condition. No were worn except for cone type. Mr. Jones states that air line masks would be used only if tanks were not properly aired and that if dust only was encountered that filter masks would be all they would use.

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I have pointed out to this firm the desirability of using Boots and gloves as well as clean clothing for this work. I advised them that such precautions would ~~will~~ guard against possible skin irritations and should be used regardless of contents of tanks.

Mr. Jones stated that if necessary to wear air line masks that men would alternate about every 15 minutes. If work can be done with out masks the men might be inside of tanks for as long as two hours.

Sludge and scale is used for fill unless it is from high sulphur crude in which case it is buried. I advised them to bury or burn any sludge or scale removed from tanks in leaded gasoline service.

None of their tanks have water bottoms and it was impossible to secure sample.

PLEASE SEE THAT THIS FIRM IS SUPPLIED WITH FOOT VALVE FOR SUCTION LINE. None in use at present but suction line is kept immersed in kerosene.


B. G. Crane

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