



E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
WILMINGTON, DELAWARE

SERVICE DEPARTMENT
SAFETY AND FIRE PROTECTION DIVISION

November 6, 1933
File OH -

Robert A. Kehoe, M. D.
Laboratory of Applied Physiology
College of Medicine
University of Cincinnati
Cincinnati, Ohio

Dear Doctor Kehoe:

We greatly appreciate your letter dated October 28, 1933 with reference to the use of gasoline containing lead in blow torches.

We have just received another inquiry about using gasoline containing a small percentage of tetraethyl lead for thinning ordinary asphalt paint. We are quoting this letter which was received from one of our plant managers in full and will greatly appreciate your helpful advice in this matter.

"As you know, in the Keg painting operation, the ordinary asphaltum paint is thinned with gasoline. At Connable it has been the practice to use ordinary motor fuel for this purpose. The gasoline is pumped from the underground storage tank into an approved safety can and taken to the Keg Shop as needed.

"Recently the Standard Oil Co. supplied us with a tank car of gasoline containing a small percentage of Tetraethyl lead (not Ethyl Gasoline) and the question has arisen in our minds as to whether or not the use of this gasoline in the Keg Painting operation constitutes a health hazard.

"Handled as it is, there is little likelihood of an employee coming into actual contact with it but we should like to have your opinion as to the possibilities of poisoning. The quantity involved would probably not exceed 50 gallons per month."

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With kindest personal regards, I am

Very truly yours,


H. L. Miner, Manager

HLM:FEY

P.S. - Since writing the above, I have discussed the matter with Dr. Parmelee at the Dye Works who suggests that we discontinue using the leaded gasoline for thinning asphalt paint until we hear from you. He also stated that undoubtedly oil company service stations or distributors will have to carry a supply of unleaded gasoline inasmuch as relatively large quantities are used in gasoline stoves, lights, etc. This indicates that it might be advisable to immediately give consideration to the development of definite regulations regarding the use of gasoline containing tetraethyl lead to prevent its use in devices or under conditions which may be dangerous to life rather than wait until something happens and then find ourselves in another distressing situation. I would appreciate any comments or suggestions you may care to offer.

H. L. M.

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