

November 6, 1936

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

Dear Mr. Lewis:

I have been very much interested in your letter of November 2 referring to the analyses from the discharge side of the eductor. If you will recall, our calculations at the time we were together in New York indicated that it was theoretically possible to have a 30 percent concentration of ethyl fluid in the effluent with the eductor operating at maximum efficiency, and that we considered, at the time, the advisability of pinching down or limiting the flow of ethyl fluid into the suction side to insure higher dilutions during the passage through the eductor. We will be very much interested in any results that you may be able to forward us.

Can you arrange with the safety men, for them to send us a copy of their weekly letter? As the majority of their work at present will be in connection with projects outlined by this department, it would seem that we could get much useful information from their weekly letters.

We have to-date received a number of cards, some of which were incompletely filled in. I will give you below a list of the items on which complete information is requested. Although we mentioned these points in our instructions and discussed them during the meetings at Cincinnati, some of them seem to have been forgotten, and I am wondering whether you will not incorporate our requests in your next letters to the safety men. For the purposes of coding it is extremely desirable that all spaces on the cards be filled in, even though there is no information available, and even though the question may not apply directly to the tank in question. The answer should be "Not known", or an answer of a specific nature if the information is available. For example, under item 39, if no blends have been made into a particular tank, the men should write, "None" and follow with the same

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Mr. O. B. Lewis (continued)

answer under items 40, 43, and probably 44. Some approximate answer should be available for item 41, which same figure can be used under item 42.

The following items have given us the most trouble.

30 - If alternation is not practiced write, "None". If alternation is carried out, note the approximate schedule; as, "One hour in, and two hours out", etc. If the full working day is spent within the tank, then there has not been any alternation and the answer is "No."

34 - A full-time safety men or department is a man or group of men who devote all of their time to safety matters or safety matters, including fire control. We are at present interested principally in finding out whether or not safety provisions are enforced by a full-time employee, or whether this work is done as a part-time responsibility by a single refinery employee, or a committee.

38 - The number of years in leaded gasoline service should be given with no differentiation between Ethyl and Aviation and in addition, the initial and final dates of service should be given.

39 to 56 - These questions should be answered for all tanks whether used for blending, storage, or shipping, or if now in other service, such as, fuel oil or kerosene. These questions should be answered for the tank as it now exists. For example, assuming a tank has been in blending service from 1930 to 1933, at which time it was cleaned and put into fuel oil service, in which service it has since been continuously employed; under item 38 the answer should be three or four years depending on the actual length of time, together with a notation of the two dates. The answer under 39, "None"; 40, "None"; 41, "None"; 42, "None"; 43, "None"; 44, "None"; 45, the actual water bottom, 46, actual method of disposal; 47, "No" or "Yes" with the dates if spiking has been done during the period it was in leaded gasoline service; 48, "Yes" or "No", with the concentration and date, or dates; 49, "No"; 50, "None"; 51, "None"; 52, "None"; 53, date; 54, 1 and December 1933; 55, "Not known"; 56, "None".

In your letter I should try to make it clear that we desire some type of specific answer to the items.

With kindest regards, I am

Very truly yours,