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File
Schaefer

ETHYL GASOLINE CORPORATION

CC Mr. E. A. Kehoe

MANUFACTURING AND TRAFFIC DEPARTMENT

J. H. SCHAEFER, MGR.
A. P. STOVER, ASST. MGR.
E. J. GRESSLIN, TRAFFIC MGR.

PLEASE ADDRESS REPLY
TO:- CHRYSLER BUILDING
405 LEXINGTON AVE., NEW YORK CITY

August 3, 1939

Memorandum to:

Mr. E. J. Gresslin

The following is an excerpt from Mr. O. B. Lewis' letter of July 28 written from the West Coast where he is now making an inspection of some of our activities:

"On Sunday and Monday, Locher and I went to Wilmington to supervise drum shipments for Seaside and Olympic. The training continuously given shipping people and local handlers was very evident and I think Mr. Schaefer would be pleased. As in all these procedures, little variations creep in. In this instance, they handle the drums two at a time. They use round steel hoops covered with rope; one hoop slips over each end of a drum and they seem very securely held. Locher tells me the manufacturing plant has a description and pictures of this method of handling, but Russ Schell might check with John Schaefer on this. One drawback to handling two at a time at Wilmington, where they do it well, is that they try to do it at other ports and thus break down the rule of handling only one drum at a time. Locher has revived our old idea of shipping in larger containers; container to be lowered from ship to truck, etc. I told him the difficulties, but he wishes to write a report on the advantages, so I told him to go ahead."

In general, shipments seem to be handled reasonably well on the West Coast, but I am surprised to note that in the instances cited by Mr. Lewis that drums were handled two at a time in unloading by the steamship company. I think it would be well to have Mr. Armstrong contact the line in question and repeat our instructions that for both loading and unloading drums only one should be handled at a time by methods approved by him.

I quite agree with Mr. Lewis' comments that while it would appear that two-at-a-time handling seems to be managed reasonably well under these particular circumstances, it creates a precedent which would interfere with our insistence of handling only one at a time.

You might also wish to write to Mr. Locher, c/o Mr. Wagner's office on the West Coast on this matter. Please let me have copies of your correspondence.

J. H. Schaefer

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