

Lead Industries Association

420 LEXINGTON AVENUE

NEW YORK 17, N.Y.

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May 23, 1953

Robert A. Kehoe, M.D.
Kettering Laboratory
U. of Cincinnati College of Medicine
Cincinnati 19, Ohio

Dear Bob:

Copies of the enclosed advertisement in two different periodicals landed on my desk yesterday, indicating the inception of a barrage by the Clayton and Lambert Manufacturing Company.

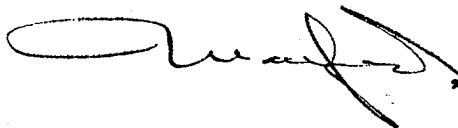
My first reaction was one bordering on horror, but as I thought it over, I began to wonder. Possibilities of hazard from this use of leaded gasoline would seem to be the following, in lessening order of importance:

1. Skin absorption. It should here be noted that proportionately more spillage and skin contact can be expected than in filling automobile tanks.
2. Inhalation of fumes from spilled gasoline. Probably not important in the light of filling station studies.
3. Inhalation of combustion products. Shown to be of minimal importance in automobile exhaust gases, but plumbers' torches are often used in quite confined quarters.

Although these torches are apparently newly on the market, the difficulty of securing lead-free gasoline in many areas makes it a certainty that ethyl motor gasolines have been widely used as blow-torch fuels and I have heard of no ill effects from such use. Have you?

In any case, if you are familiar with the size of the filling orifice on a plumber's torch, I believe you will agree that "Fill your torch when you fill your truck" is a slogan to be decried.

Sincerely,



MB:JA