

ETHYL GASOLINE CORPORATION

CHRYSLER BUILDING
135 EAST 42ND STREET

NEW YORK December 23, 1931.

INTER-OFFICE
CORRESPONDENCE

Dr. R. A. Kehoe,

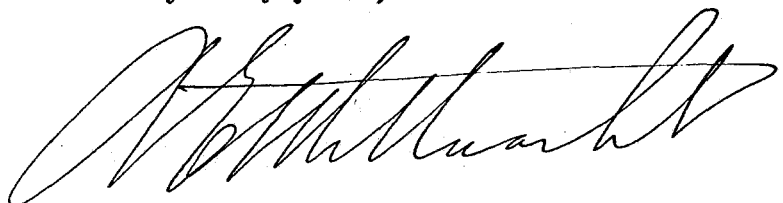
Dear Dr. Kehoe:

Attached hereto is copy of letter from Mr. Hewson dated September 25th, together with copy of my reply of the 28th and copy of his later letter of December 18th, all with regard to the shipment of a few drums of Ethyl Aviation Fluid to Whiting. In the old days when this point had a drum installation of course it was easy to include a number of containers of Aviation Fluid in carload lots but now that they have changed to a tank car installation, there is no way of getting the Aviation Fluid to them except in individual shipments which only constitute a few drums a month. We have been insisting that they take these drums by express rather than less than carload and they object to this expense, as you see by the correspondence.

There is no doubt that the railroad company will accept these drums for less than carload shipment and assume risk of loss and breakage and they could probably be influenced to give them special handling but in the normal course of events these drums would be discharged from one car to another at junctions, and would probably be loaded in cars with other general commodities, including at times, foodstuffs. Personally, I don't like to see us break down our rigid rule against less than carload shipments but there is no doubt that the express shipments are costly to them.

Before attempting to answer their letter I would like to receive your further comments on this situation.

Very truly yours,



C:C

KE 0000575

C O P Y

STANDARD OIL COMPANY
(Indiana)

910 SOUTH MICHIGAN AVENUE

CHICAGO, Dec. 18, 1951.

Shipment of Aviation
Ethyl Fluid

Mr. A. E. Mittnacht,
Ethyl Gasoline Corporation,
135 E. 42nd St.,
New York, N. Y.

Dear Sir:

Referring to your letter of Sept. 28th advising that under a ruling of your Medical Department small shipments of Aviation Fluid should be shipped by express rather than by l.c.l. freight, this on account of rough handling that freight shipments are put to at junction points.

As you know, all of our fluid for Whiting is now being shipped in tank cars and, therefore, the aviation fluid that they need must go forward by express and the express charges run very high.

We have gone into this matter with our Traffic Department who state that Ethyl Fluid can be shipped via local freight and the railroad company will accept the shipments; they, of course, assuming all risk of loss and breakage. Under these circumstances, is it not possible for you to furnish us the aviation fluid in special drums or make arrangements with the railroad company on these small shipments to give them special handling, as we, of course, would like to save the expense of excessive express charges that we are now compelled to pay on these shipments?

Will you please go into this matter and let us hear from you and also advise us if this question comes under a ruling of the Federal Medical Authorities, or whether it is a ruling of your own Medical Department.

Yours truly,

J. F. HEWSON (S)

WHGordon/MF

KE 0000576

N 5463 01

C O P Y

ETHYL GASOLINE CORPORATION

CHRYSLER BUILDING
135 EAST 42ND STREET

NEW YORK September 28, 1931.

Mr. J. F. Hewson,
Standard Oil Company (Indiana),
910 South Michigan Avenue,
Chicago, Ill.

Dear Mr. Hewson:

Replying to your letter of September 25th, the ruling of our Medical Department to the effect that shipments of a small number of drums of ETHYL fluid in less than carload lots is not in printed form but it is considered by them that this method of shipment creates a health hazard and they have therefore advised us that it is their recommendation that it not be permitted.

ETHYL fluid drums shipped in less than carload lots of course are handled by freight handlers at junction points and it is not an uncommon practice for them to bump these drums against the sides of the car, the loading platform, or probably, in some instances, to let them drop a distance of a few feet, all of which might cause leaks to occur. Furthermore, there is no possible way of regulating what commodities are carried in the same car. In one instance of a less than carload shipment, some bottles to be used for pharmaceuticals were loaded in the same car. A substantial portion of a drum of ETHYL fluid leaked out drenching the cartons of bottles and the corks. No one found out what had caused this damage until the shipment of bottles had been unloaded at a seaboard terminal and were on their way on a ship to the Gulf. The matter was finally called to our attention and the bottles had to be destroyed under the direction of our own staff. This is just an example of what might occur.

Very truly yours,

C:C

KE 0000577

5462 02

C O P Y

STANDARD OIL COMPANY
(Indiana)
910 South Michigan Avenue

CHICAGO, Sept. 25, 1931.

Mr. A. E. Mittnacht,
Ethyl Gasoline Corporation,
165 E. 42nd St.
New York, N. Y.

Dear Sir:

As you know, we have from time to time been ordering small shipments of Aviation Fluid shipped to Whiting and have been advised by you that due to a ruling of your Medical Department, shipments could not be made via local freight, and as Whiting are now getting all of their fluid in tank cars it is necessary for us to have shipments made by express.

We have no record of receiving a copy of this ruling and will appreciate your sending us two or three of these for our file.

Yours truly,

J. F. Hewson (S)

WHGordon/MF

KE 0000578