

cc: Eastern Region
Messrs. T. S. DuBose
J. M. Rollins
L. R. Fleck

ETHYL CORPORATION

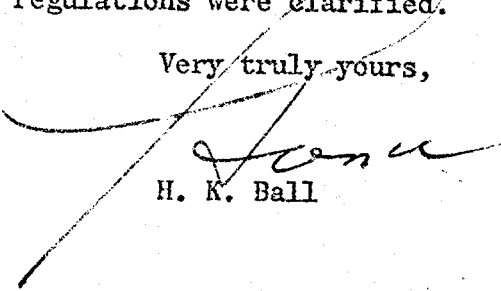
INTER-OFFICE CORRESPONDENCE

TO	Dr. R. A. Kehoe	ADDRESS	Cincinnati
FROM	H. K. Ball	ADDRESS	Tulsa
SUBJECT	Management Safety Meeting, Esso Standard Oil Company, Baton Rouge, Louisiana	DATE	October 28, 1954

The attached from Mr. Rollins gives information on the Management Safety Meeting held by Esso Standard Oil Company at Baton Rouge. This was discussed with you at our meeting in Chicago October 19.

We are attaching a memorandum which we hoped would consist of the minutes of this meeting as drawn up by Esso. It is very non-committal, however, and merely indicates that regulations were clarified.

Very truly yours,


H. K. Ball

HKB/emh

Attachments

KE 0004795

Mr. H. K. Ball

Tulsa

J. M. Rollins

Baton Rouge

Management Safety Meeting
Esso Standard Oil Company,
Baton Rouge, La.

Oct. 8, 1954.

Dear Hank:

As reported to you and Mr. Fleck by telephone October 6, I participated in a round table discussion of medical rules and regulations as applied to the operation of the four tank car type blending plants at subject refinery on Thursday, September 30. This report of the meeting has been delayed because I was hopeful that I would receive minutes of it, promised by Mr. E. R. Cole of Esso.

Present for the discussion were the following:

E. G. Miller, Safety Director, Esso
E. R. Cole, Asst. Safety Director, Esso
J. W. Affolter, Jr., Asst. General Foreman, Oil Movement, Esso
W. M. Hutton, Acting Foreman, Pumping and Blending, Esso
Fred Venable, Medical Hygienist, Esso
James Poole, Safety Engineer, DuPont
J. M. Rollins, Safety Engineer, Athyl

The request for the meeting came from Mr. Affolter, and was concurred in by Mr. Cole. Several weeks ago, the question arose regarding the type and quantity of protective clothing Esso should furnish to laboratory men for the handling of anti-knock compound in their small blends for aviation engine testing. Mr. Cole called me to get some recent information on the subject, since the only copy of our Rules he could find was dated 1934. I gave him two copies of our 1947 Rules, and he was able to get the laboratory matter settled. However, on reading these over, he came to the conclusion that all the rules were not being observed as they should be in their blending plant operation, and he proceeded to tell Mr. Affolter what should be done. Mr. Affolter did not exactly agree with Mr. Cole, so they asked for clarification.

The first item was footwear. Mr. Cole was insisting on the use of boots for tank car connection work, the operating people objecting that they were clumsy and liable to cause stumbling. The matter was resolved by Mr. Miller, who agreed they would determine the availability of short white rubber boots or high-top shoes, since they did not want to provide tennis shoes without safety toes. I have since learned that Shell at Norco uses boots of the description given, which, while rather hot to wear, can be taken off when the car unloading is completed.

The next item was gloves. They have been using black rubber gloves, such as Esso furnishes their electricians. I recommended the Pioneer EW series to Mr. Cole and told him where they could get them.

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We next discussed gas masks. Mr. Poole requested that they instruct operators to be sure to take the mask to top of car before opening dome, rather than leave them in the building. I concurred in this, and added that at present the masks were stored in the wrong place, but that I did not know whether this was on instructions of the operating department or the safety people. I pointed out that they were convenient, no doubt, to the car spots in their present location just inside the door of the tank room, but that in case of line breaks or other accidents in the tank room, they would not be accessible without exposure. I recommended they be returned to the wash room, and was met with the objection that there was insufficient storage space. I recommended that they cut the number from four to two, and that I thought they could find space in the wash room.

The principal questions of the operating department having been answered, and no one having anything else to say, I then brought up the subject of having medical examinations of the men prior to their entering on duty at the blending plant. I did this because in my recent work at the plant I had heard the names of three men mentioned as possible relief men, none of whom are on either our list or the last list of examinees by duPont, which I had obtained from the regular foreman, Mr. McQueen. I asked specifically about these men, and learned that my information was just idle talk among the operators, but Mr. Affolter said that he was planning to get some of the men who may be in line for the work later over to the plant soon for training. I pointed out they should be approved by our Medical Department before they work there. Mr. Venable then said that he believed there was an understanding between Esso's Medical staff and both Ethyl and duPont's Medical Directors that would permit Mr. Affolter to submit to Esso's local physicians the name of the prospective operator. If the record of annual examination performed by Esso's medical people did not indicate otherwise, then Esso's Medical Director on the local level could tell the operation people to transfer the man to the blending plant.

I told Mr. Venable I did not know of such an understanding, and that under my present instructions, if I found such a man in the blending plant engaging in work, I would have to ask Mr. Affolter to remove him. At first, Mr. Venable seemed unable to understand my position on this, so I repeated it in other terms. I pointed out that both Mr. Poole of duPont and I might be transferred, that if we left nothing in our files to indicate this understanding was in effect, our successors could very well create an unpleasant situation by insisting to the letter on the item of prior examination. I asked Mr. Venable to request their Dr. H. Hansen, Medical Director, to write to both our Medical Director and duPont's to clarify this matter, and to request that if such an understanding is in effect, we be notified in such manner that we would not be likely to give Esso any difficulty in the future. He finally agreed to ask Dr. Hansen to do this.

I also brought up the matter of completing a tank car unloading and washing without delay, pointing out that there was little chance under their present operations for delay, but that such might occur, and that we had other plants where this had become a problem, due to shift changes and failure to notify reliefs as to status of cars, with the result that we received back at our plant gasoline and some of the fluid that customers were supposed to get. They promised to guard against such occurrence at this refinery.

The Esso people also brought up the rule about continuous attendance at tank car unloadings, but we found their worry was about the necessity of the man going to the dye house to add dye to mixes and the necessary work in lining up pump manifold valves for other operation. We assured them that he was in sufficiently continuous attendance if he did not go further from the cars than this.

The moderator of the meeting throughout was Mr. Cole of Esso's Safety Department. I noted that Mr. Poole of duPont was not inclined to object very much to the method described by Mr. Venable for handling medical examinations, but I did not think it right to let his statements go unchallenged. If we did, Mr. Alfalter could have perhaps as many as six or seven men working part time in the plant, under supervision of older, examined men, and for several months before either our doctor or duPont's got to see them. It might be that they would work there for as much as a month or more before either Mr. Poole or I would know about it.

If and when Mr. Cole furnishes me with the minutes of the meeting which I requested, I will forward them to you.

Yours very truly,

J. A. Rollins
J. A. Rollins

cc Mr. J. A. Kenoe (thru channels) ✓
Mr. J. E. Fleet
Eastern Region (2)
Mr. J. J. Mulose
Area (1)

M E M O R A N D U M

We handle tetraethyl lead (TEL) in our Lead Blending Plant and Knock Engine Laboratory in accordance with Ethyl Corporation and E. I. duPont Company safety regulations. On Thursday, September 30, 1954, a meeting was held with representatives of Ethyl Corporation and duPont Company to discuss these regulations. The following were in attendance:

Mr. J. W. Affolter	Esso
Mr. E. R. Cole	Esso
Mr. W. K. Hutton	Esso
Mr. E. G. Miller	Esso
Mr. J. M. Poole	duPont
Mr. John Rollins	Ethyl
Mr. F. S. Venable	Esso

Generally, we are handling TEL in our Lead Blending Plant and our Laboratory according to the regulations. Two discrepancies were noted:

1. We are presently issuing leather shoes to Blending Plant and Laboratory employees in addition to personal protective and other clothing prescribed for employees handling TEL. These shoes do not provide protection against toxic effects of TEL. According to present TEL regulations, leather shoes should not be worn in the Blending Plant. Rubber shoes or boots supplied by the Company should be used. Foot protection is not required for Laboratory employees.
2. Canister gas masks are not being used by operators when loading or unloading TEL tank cars. This practice will be corrected.
2. Canister gas masks are not being used by operators when loading or unloading TEL tank cars. This practice will be corrected.

There was a discussion concerning the interpretation of a number of other regulations. These regulations were clarified.

ERCole:BBB
Safety Department
October 12, 1954

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