

For example, we have today received EBAX 530 which was returned from the Gulf Refining Company at Cleves, Ohio, having left that place on September 15 and was received at the plant on the 18th. This car was very dirty inside the dome cover and practically half of it was stained red, indicating sloppy handling either of fluid or of concentrated gasoline. One of the flanges was left off entirely; it and the four bolts were found in the bottom of the dome. The whole dome smelled quite appreciably of lead.

I think a general letter should be sent out to both our field people and to the refineries, suggesting that the utmost caution and care be exercised in the handling of the cars, and emphasizing the dangerous practice of becoming careless after a procedure such as handling EHYL fluid may be a more or less routine affair. We have the same possibilities here at the plant. At first everybody takes 100% care and caution in handling dangerous articles. After they have handled it so many times that it is merely a routine proposition with them, there is a tendency to become just a little bit lax. That is one of the things we have to guard against.

The transportation of EHYL fluid in bulk quantities has been a success. We have had absolutely no trouble. I would like to see taken whatever steps are necessary to insure that this will always exist and that we will not in the future be faced with some accident that might result in the elimination of handling EHYL fluid on this basis.

J. H. Schaefer

JHS:J

I am sending a copy of this letter to both Dr. Kahoe and to Harry Mack, from whose territory EBAX 530 was just returned.

J.H.S.

Dr. Robert A. Kehoe
Mr. Harry Mack
Mr. J. L. Stecher

ETHYL GASOLINE CORPORATION

MANUFACTURING DEPARTMENT
DEEPWATER PLANT

INTER-OFFICE
CORRESPONDENCE

PENNS GROVE, N. J.

September 21, 1951

~~Memorandum: Mr. A. E. Wittnacht~~

I have been noticing a growing tendency indicating carelessness in the handling of ETHYL Fluid tank cars at the refineries. When we first started the business of tank car transportation of ETHYL Fluid, every car that was returned was spick and span in the dome of the car. All valves were tightened and flanges in place and there was absolutely no appearance of red stains. However, we are now receiving tank cars back on which the flanges on the outlet valves have been left off, the inside of the car stained, sometimes the valves are not tight, and sometimes one of the air-release valves is partly open.