

ETHYL CORPORATION

RESEARCH AND ENGINEERING DEPARTMENT

RESEARCH LABORATORIES • 1600 WEST EIGHT MILE ROAD
FERNDALE 20, DETROIT, MICHIGAN

May 28, 1956

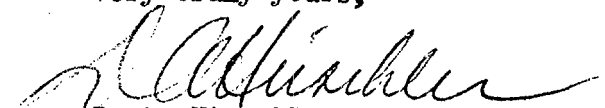
Dr. Robert A. Kehoe
The Kettering Laboratory, College of Medicine
Eden Avenue
Cincinnati 19, Ohio

Dear Dr. Kehoe:

I am enclosing for your information a revised copy of our proposed paper on exhausted lead. I have incorporated in this version, which I believe to be the final form, the suggestions we received from you and a few minor changes suggested by others.

Regarding the interest you expressed in finding means for reducing lead emission, our two test cars are still accumulating mileage and it will probably be several months before we get much data from them. As I mentioned before, we hope to learn from this work whether any appreciable gains can be made by the use of an extra, spark-arrestor-type muffler. In the meantime, we also are considering in a very preliminary way the feasibility of trapping lead by either a low-cost, partially-effective electrostatic precipitator, or by use of a low back-pressure filter system. If you should have any suggestions as to possibilities we might consider in this program we should be very happy to hear from you.

Very truly yours,


D. A. Hirschler

DAH:mew

cc: W. G. Lovell - W. B. Ligett
E. B. Rifkin - L. F. Gilbert
File

Encl.

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CC: Mr. James E. Boudreau
Mr. John R. Howard

ETHYL CORPORATION

INTER-OFFICE CORRESPONDENCE

TO Dr. Robert Kehoe ADDRESS Cincinnati
FROM William G. Ball, Jr. ADDRESS New York
SUBJECT Technical Paper "Particulate Lead DATE May 21, 1956
Compounds in Automobile Exhaust Gas"
by Hirschler, Gilbert, Lamb & Niebylski

This technical paper was submitted to us for approval. It appears to be a very thorough and competent study. However, we wondered if a semi-technical reader might draw unfavorable conclusions from the paper particularly if the summary was lifted out of context as might well occur in a digest or press release.

It would be reassuring to us and to the technical publications committee if you could tell us whether or not the first paragraph on page 34 or the summary could mention other sources of air contamination by lead if their relative magnitude is at all significant. Otherwise, one would conclude that all of the Los Angeles lead-in-air contamination is by automotive exhaust products.

In addition, would it be possible for the author to include in the summary a statement, properly worded by you, which says in effect "The highest concentration of particulate lead in air (16.4 micrograms per meter) occurring in Los Angeles under the worst conditions was still less than 1/9th of the threshold industrial safe limit of 150 micrograms per meter."

So often, writers for the popular press will use the summary without adequate reference to the remaining text. For this reason, we would like if possible to see some statement in the summary which is highly favorable to the Los Angeles lead-in-air problem from our standpoint.

This letter, now, is merely to confirm our May 21 phone conversation.

William G. Ball Jr.

WGB:tp

William G. Ball, Jr.

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