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NEW YORK, U.S.A

8th May, 1933.

Dr. R. A. Kehoe,  
Laboratory of Applied Physiology,  
University of Cincinnati,  
CINCINNATI.

Dear Dr. Kehoe,

Very many thanks for your letter of April 14th on the question of the possibility of a health hazard in connection with the continuous decarbonization of motors used in the London buses.

I am very glad to hear that you feel there is no serious hazard involved provided the decarbonization of the motors is carried out by a wet method.

At the present time of course these buses are not using a leaded fuel to any extent since experimental work only is being done. Should we be fortunate enough to get the business eventually, the decarbonization of the engines will most certainly be carried out only after oil has been sprayed on the carbon.

I apologize for not having written you before this time in the first place to thank you for the very delightful afternoon and evening that I spent with you and Mrs. Kehoe, and in the second place to give you the information you ask for on the various mixing plants that we have.

I am attaching to this letter list of the mixing plants in Europe at the present time constructed.

The mixing plant in Poland is actually a miniature of our full size plant complete with dressing rooms etc. The plant has one of our old type mixing meters however, and I am trying to arrange at the present time to have this scrapped and replaced by a proper Eductor Set. The plant is not in use but we may as well be on the safe side in case it should be required at short notice.

We are starting distribution of leaded motor fuel in both Holland and Denmark on the 1st June, and the two plants at Amsterdam and Copenhagen will be used for this purpose.

Within the next few months we shall be building in all probability quite a number of new plants in various different countries such as India, Burmah, Africa, Dutch East Indies, Egypt, Austria, Yugoslavia etc. Majority of these plants will be erected by the Asiatic and wherever possible will be our full size plant, but in some cases where the business is extremely small, our aviation type of plant will

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I am afraid we are still using a number of litre cans but this just at the moment cannot be avoided. It has become urgently necessary for the Asiatic to supply certain of their air line customers with a leaded aviation gasoline, and since their plants are not yet erected I have agreed with them to supply a small number of 1-litre cans totalling in all about ninety, on the understanding that the mixing of concentrated Fluid with gasoline in each case be carried out by one of their Chemists who is thoroughly conversant with the nature of the product and the procedure to be used. I believe that we have taken every possible precaution in this matter, and I can assure you that we would not have agreed to it if it had not been really essential in order to assist these people to supply their customers on demand.

In addition to the use of 1-litre cans of Fluid for this purpose we still have a considerable amount of experimental work being carried on in this country by the Air Ministry and the Aero Engine manufacturers. In all cases, however, we have made arrangements so that the mixing operation is carried out only by a competent man who has been fully instructed in the procedure. We hope eventually to be able to cut out almost entirely the use of this container, but I am afraid that we shall have to continue doing this type of work for a little time yet.

Since my return I have managed to discover two of the old type mixing meters, one in Holland and one in Poland. The one in Holland will be destroyed immediately, and as mentioned earlier in this letter I am hoping also to get rid of the one in Poland.

I am awaiting information from New York as to the location of the various mixing meters, and as soon as I receive this I will check up carefully on the situation, and try and get them all destroyed immediately. We did not have the opportunity while I was in New York of discussing this question with the Jersey Co. so that it was left on the understanding that it would be taken up immediately and the information passed along.

We will advise you from time to time as new equipment is erected the location, type of plant etc.

I enjoyed very much seeing both you and Mrs. Kehoe again, and I also was extremely sorry that I was not able to spend more time with you. I sincerely hope, however, that on the occasion of our next meeting either here or in Cincinnati we shall be able to spend more time together.

With kindest regards,

Sincerely yours,

*Ray Lane*

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