

ETHYL GASOLINE CORPORATION

CHRYSLER BUILDING
135 EAST 42ND STREET

NEW YORK December 5, 1932.

INTER-OFFICE
CORRESPONDENCE

Dr. R. A. Kehoe,

Dear Dr. Kehoe:

I overlooked discussing one question with you when you were in New York the other day. Mr. Thomas Beaghan of the Mecican Petroleum Corporation has taken a great deal of interest in the standardization of tank cars for gasoline, having been a member of the Bureau of Explosives Committee handling this subject for a number of years. He called on me about ten days ago and brought with him one of the cards that we recently issued with regard to the cleaning of Ethyl Gasoline storage tanks and asked us what our recommendations were with regard to the cleaning of Ethyl Gasoline tank cars. He showed me the regulations for the cleaning of tank cars transporting non Ethyl treated gasoline, which involved two to eight hours of steaming, subject to a gas test being made, the men to enter the cars only with air masks. In the case of his own company, they use a fine stream of high pressure water for the cleaning of the scale from the sides of the tanks. Of course, the men wear rubber boots and special clothing. I told him that I thought these same regulations would provide against any possible hazard that an Ethyl treated gasoline might involve.

He had the idea, however, that it might be advisable for us to issue another circular covering specifically the cleaning of Ethyl tank cars, and he thought that it might even be desirable to have the Bureau of Explosives, which operates in conjunction with the Interstate Commerce Commission, adopt such regulations.

I explained to him that there were three main hazards to guard against--(a) inhalation of fumes, (b) getting Ethyl Gasoline on the clothes or skin and (c) to prevent any dust from being breathed into the lungs or to form skin contact. He was of the opinion that all three of these possibilities were provided against in the regulations covering the cleaning of ordinary tank cars, but wished to have our advice on the subject.

I would thank you to give this matter consideration and let me have your views on it.

Yours very truly,



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P.S. Mr. Beaghan explains that sometimes it is necessary to do structural work on the inside of these tank cars such as tightening a loose rivet or welding a seam. This of course involved the use of fire and the car is obviously first carefully tested for gas vapor. Would you consider it necessary to continue to wear air masks and special clothing after the car has been completely cleaned out with steam and water, whenever it might be necessary for the steel workers to make repairs on the inside of the tank.

A.E.M.

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