

BOSTON - NEW YORK DIVISION MEETING

Questions

Russell Schell

It occurs to me you might wish to explain how we intend to distribute tank cleaning calendars.

Discussion of caution plates on storage tanks at refineries and main terminals. Also, if necessary, to place on tanks now in other service - one time in loaded service.

The top of pg. 3 of the tank cleaning section of our Safety Manual states "the safety engineer should be certain that the work has been done as thoroughly as practicable and that the tank is free from dust or odors of lead compounds and is gas-free". Are we not assuming too much responsibility in stating whether or not a tank is "gas-free"?

R. L. Jordan

Could you make a statement as to the success of Portable Clinics and its possibility of general use in these divisions?

To what extent and what is the manner of the automotive program on the west coast.

Dr. J. Machle

In what amount does the vapor pressure of lead increase from 32°F to 100°F?

Is there an antidote for lead poison?

Is it possible to absorb lead vapors thru the skin or must it be thru direct contact with sludge?

What peculiar odors do the lead products in sludge have, by which they may be recognized?

Have most of the accidents been caused by dust or by vapors coming off the wet sludge?

Is there any danger present to carburetor repair men who sneeze when handling a dry carburetor?

Is there any odor index of organic lead in judging the toxic quality of a tank cleaning job?

Once more, I would like your definition of a "thoroughly clean tank".

Is there any material or chemical which can be used to blanket sludge which will not allow vapor to pass through?

Have we records showing accidents due to inorganic lead during a tank clean-

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J. J. Frey

Explain effect of water on white metal carburetors. How does copper accelerate this action?

Are the deposits found in engines (described yesterday), conductors of electricity from center plug electrode to ground at normal or at any temperature?

What is the effect of leaded gasoline on the cylinder bore of an airplane engine if the engine is not operated for sometime? Do airplanes on the coast have more trouble than inland planes?

Mr. Kettering was quoted last January as having stated that in a few years we would have Diesel-engined passenger cars. What do we know about progress along this line?

Just how successful has the Diesel engine been in bus and truck service?

Please comment on HBR HCL etc. affecting tail pipes and exhaust systems if these products result from combustion of TEL and fluid?

a: Do you consider the Ramarex as accurate as the Cambridge exhaust gas analyser for automotive shop work?

b: Do you believe it more likely to get out of adjustment, or that it would require calibration more frequently?

What is the present outlook as to the possibilities of super chargers in passenger car engines?

Please explain the difference between tetraethyl lead and tetramethyl lead, and the advantages of both? (Frey & Machle)

Why do some of the oil companies having chassis dynamometers in their research laboratories apparently contradict our claims for a definite improvement in performance with an increase in octane number of fuel?

What is the feeling of the truck manufacturers as to the success of Diesels to date and their immediate future?

What do outboard motor manufacturers advise the use of non-loaded fuels?

What are your ideas on tachometers for timing?

What is the effect of leaded gasoline in copper tanks?

Is there a difference in the rate of flame travel according to octane number in regular gasolines?

Are the spark advance curves right for the White 362 engine or any other engine in commercial use according to operation?

Why is there a difference between motor and aviation T.E.L.? (Frey & Kaley)

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H. W. Kaley

Are any new motion pictures contemplated for the forthcoming year?

In announcements of Service Awards, has there been any discussion as to following oil company practices of additional vacations?

Is it anticipated that the national defense program will have any appreciable effect on our business and field staff activity?

What procedure should field men follow in case of small unbranded station or jobber who posts large sidewalk sign reading "Ethyl" but has no further pump identification, even though the pump does contain an unadulterated Ethyl gasoline?

What is our attitude in regards to obtaining the Sun Oil Company as a lead customer?

Will unleaded highly cracked gasolines knock more than equal leaded gasoline at high temperatures?

Has any definite decision been made as to providing safety equipment for field representatives?

What has been done to combat the statements made by Consumers Research against our product?

Our position in our country's national defense program should be discussed. Not only is it a service to our government, but it is also good business to help educate those who are concerned with mechanized equipment and other fields involving gasoline engines.

Several oil companies have indicated they would send to their jobbers any information or instructions about tank cleaning that we might furnish say in booklet form. Have we given this any consideration?

Page 3 of the tank cleaning section of our new Safety Manual states that all leaded gasoline tanks which can be entered should be marked with a suitable warning. Is this a new policy?

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Will you make a statement regarding lead sales in Boston division as compared with last year?

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