

October 28, 1941.

Dr. Gustav Egloff,
Universal Oil Products,
310 South Michigan Boulevard,
Chicago, Illinois.

Dear Dr. Egloff:

My attention has been called to the fact that you have been approached presumably by someone in military circles for information on the possible means of cleaning tank cars and other containers, which have been used for gasoline containing lead. I also have a memorandum from my associate, Dr. Machle, giving the substance of a telephone conversation between him and yourself. After some discussion of this matter with Graham Edgar and other representatives of Ethyl Gasoline Corporation, it seems desirable to get at the bottom of this problem, and it would seem that we in this Laboratory are in a position to do work as may be required in obtaining the answer to the question involved, if indeed, these questions can be considered as valid.

Our point of view as expressed by Dr. Machle is that such things as tank cars can probably not be adequately cleaned by any means which is feasible to adopt either generally or in emergencies. Our information leads us to believe that this point of view is well founded. On the other hand, it is conceivable that some method of handling this problem might be devised if those who are responsible for raising the question are interested in providing, in advance, suitable means for meeting emergencies. In any case, I can see no profit whatever in investigating the means of cleaning such equipment apart from some definitely planned program of meeting the requirements uniformly and systematically in field operations. For example; it might be possible to carry water in a gasoline tank car, and to filter or otherwise clean this water at the time of its removal from the tank car. It would be necessary to remove all the gasoline from the water, and this, as a matter of fact, would likely give rise to quite as much difficulty as the removal of any dissolved or suspended lead compound. Some type of portable and readily available equipment would be necessary for this purpose, and unless provision could be made for supplying such equipment, there would be no sense whatever in determining the effectiveness of its use.

I believe you will gather from the above that we do not see any advantage in entering into an investigation of this problem, unless we can approach it systematically in conjunction with responsible people who will see that something is done to put into practice the necessary steps. Accordingly, I would like to get

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in touch with people who have brought up the problem, discuss the details of the matter with them, find out what is required, and what can be done to handle the matter in a uniformly effective fashion. Graham Edgar has given me to understand that you do not wish to undertake an investigation of this sort. If this is the case, and if you would like to pass the problem along to us, I would suggest that you let me have fairly full information concerning the origin of the problem. With this information at hand, we can then approach certain of the medical personnel of the army or navy, or both, to see what can be done toward the coordination of our efforts.

Very truly yours,

Robert A. Kehoe, M. D.

RAK ef

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October 14, 1941

Memorandum

Dr. Egloff (Universal Oil Company, Chicago, Illinois) called to request information on methods of cleaning gasoline tanks, tank cars, drums and tins to remove deposits after service with leaded gasoline. Source that prompted query not known.

Advised:

- (a) Not feasible to clean by any method.
- (b) No means for supervision of any procedure.
- (c) No necessity for consideration in U.S.A. because of sufficient facilities for water can be supplied.

Willard Machle, M.D.

N 5317.03

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