

ETHYL GASOLINE CORPORATION

MANUFACTURING AND TRAFFIC DEPARTMENT

INTER-OFFICE
CORRESPONDENCE

MAIL ADDRESS: BOX 688, WILMINGTON, DEL.
FREIGHT ADDRESS: CARNEY'S POINT, N. J.
TELEPHONE: PENNSGROVE, N. J. 280, EXTENSION 213

August 23, 1937

Memorandum To: Members of the Safety Committee:

Mr. O. B. Lewis
Dr. Kehoe
Dr. Edgar
Mr. H. W. Kaley

As a matter for your information I am attaching hereto exchange of correspondence with Mr. P. E. Kramme in reference to unloading the tank truck T-6 at the Malenton plant of the Quaker State Oil Company on August 10, all of which will be self-explanatory. I would appreciate receiving first a reinvestigation into this situation inasmuch as the two sides of the stories seem rather wide apart, and then I would also appreciate receiving your individual comments on the case to date.

J. H. Schaefer

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CC: Mr. O. B. Lewis
Dr. Edgar
Dr. Kehoe
Mr. H. W. Kaley

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August 23, 1937

Mr. P. E. Kramme
Monroeville, New Jersey

Dear Mr. Kramme:

I acknowledge with thanks receipt of your letter of August 20 in reference to the alleged infractions of our rules pertaining to the unloading of tank truck T-6 at the Blanton plant of Quaker State Oil Company on August 10.

I am pleased to have the results of your interview with Messrs. Chenowith and Sahms in which it is indicated that the situation was apparently misrepresented somewhat in the report we received from our representative, Mr. Murdock. I am therefore going back for further investigation predicated upon the information with which you have supplied me. While I felt in my own mind that these men would not have gone to the length of infraction alleged, nevertheless there is indication yet remaining that they did become involved into the situation beyond that necessary for them to assume.

Accordingly I should like to reiterate that under no circumstances are they to expose themselves to any entanglements that would involve either yourselves or ourselves in a situation which would have reverberations of an unfavorable nature, and I would therefore thank you to emphasize to each of our drivers that their function in this situation, as far as delivery of Fluid is concerned, stops at the time they place the trailer in proper position for connection to the unloading line and from that point further they take no part in the operation except to see that on the completion of unloading that the valves in the dome of the trailer are properly closed and blanked off and in the event there has been any spilled on the tank itself during the unloading and subsequent washing with gasoline, that they request the mixing plant supervisor to remove any stain and cleanse the tank thoroughly before they start on the return journey.

While it is exceedingly regrettable, where there are cases of delays in unloading beyond that which might be called reasonable, I believe the proper manner in which to handle the situation is to report to us immediately such cases and we will handle through the proper channels. You can appreciate that our entire situation is rather involved and we can only designate to each individual group operating specifically in our picture certain functions, beyond which they should not be permitted to go.

While in my previous communication to you I felt that if our drivers were involved they should be severely penalized, due to the nature of their

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operations I believe that we should go no further with them except to emphasize the seriousness of their becoming "too cooperative", toward the end of having them refrain absolutely from any participation other than in accordance with the above comments.

Yours truly,

ETHYL GASOLINE CORPORATION

J. H. Schaefer

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