

To Mr. J. S. Maynard Address Chicago, Illinois
From A. F. Ryan Address Denver, Colorado
Subject Southern Production Co., Inc. Date February 11, 1953

Dear Jack:

This refers to our telephone conversation of Feb. 10 regarding certain questions which Stearns, Roger's engineers raised regarding problems on which they wanted decisions.

Specifically, it seems that the Southern Production Co., Inc. is going to attempt to pump three products, namely gasoline, fuel oil, and kerosene a distance of six miles through two existing lines to a rail road siding for shipment by tank cars. This will mean a certain amount of contamination of one product with another. Naturally, Southern Production wishes to avoid the construction of another six mile line long line of six or four inch diameter line if possible. They propose to purge either of the two existing lines each time a different product is pumped through by pushing material in the line back into a slop tank. Periodically, this slop tank contents, which will be made up of fuel oil, kerosene, and leaded gasoline will have to be rerun through a topping unit, which is a fired heater. Skin temperature of the tubes will be approximately 650°. Coming out of the unit will be gasoline out of the top at approximately 325°; kerosene out of the side at about 416°; and fuel oil off of the bottom at about 500°. The gasoline fraction will then go through two more fractionating columns. All units are built so that workmen can enter them periodically to carry out any repairs necessary.

Stearns-Rogers engineers of course want to know if there will be any real lead hazard as a result of this type of operation, both from the standpoint of the period while the leaded material is being run back through the units, and from any accumulative effect in the units. They actually wanted me to say that such a type of operation would not be permissible and said as much. However, I would give them no satisfaction on this point, feeling that we should pass the problem along as per our telephone conversation.

This problem will in no way hold up Stearns, Rogers progress in laying out the plant and completing engineering drawings. However, they will want to have an answer so they can advise the customer if a third line will be necessary or if the current plans for the use of two lines will be okay.

As discussed by phone, I was able to answer several problems regarding storage, circulation problems, et cetera, and left my phone number so that as additional questions come up they can call me.

Very truly yours,

/signed/ Al

Albert F. Ryan

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