

ETHYL GASOLINE CORPORATION

MANUFACTURING DEPARTMENT

INTER-OFFICE
CORRESPONDENCE

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December 28, 1934

Memorandum: Mr. A. E. Mittnacht

As a matter for your information, our experimental work in connection with the cleaning of sludge from the field scale tanks has been progressing rapidly and quite well. I think we now have about all of the data we require and I would like to get into the actual purchase of the equipment in the very near future.

When I was last in New York I explained to you that we had very materially altered the procedure over that discussed when we had our general meeting on the subject. You will recall that I told you we thought we could remove the sludge to filters, discharging the effluent liquid to the gasoline stock tanks, and remove the sludge from the filter bags in the same manner as we do at the blending plant and subsequently dispose of same by burning.

We set up experimental filters here at the plant and found that we could successfully filter the sludge and recover the liquid part, diluted with kerosene, in which there was a high percentage of tetraethyl lead (between 20% and 30%). However, we have some grave reservations with regard to handling the job in this manner when it comes to field work, in which the equipment is mounted on a mobile unit with the facilities not being quite as ideal as they would be on a stationary unit such as we could install at the plant.

Therefore, the boys who are doing this work figure that we should alter our procedure in accordance with the following idea. For years we have been removing residues and sludge from our tank simply by sucking the material into our receiver tank which in turn is connected up with a vacuum exhaust pump. The content of the tank is then withdrawn by gravity to drums and the sludge liquors recovered in the process. We propose therefore to install identically the same kind of equipment on the truck; that is, simply a tank and a vacuum pump, all equipped with suitable lines, sight glasses, etc. Then, when the sludge has been completely removed from the field scale tank into this receiver tank on the truck, we will drum off the sludge-liquid solution and return it to the plant. We will then withdraw the material from the drums at the plant through the filters and salvage the liquid contained in the kerosene mixture. We will provide for a certain reprocessing loss and consider the cost of handling, and then issue the customer a credit on the net material recovered. I think that kind of a set up would certainly go well with our customers and if we could hand them a one hundred dollar bill or so for material salvaged it would seem to me that the thing would be quite attractive to them.

Lew Barnum as advance man can make arrangements with some of the drum points to ship a small number of drums to each point at which cleaning is to take place. We can then arrange for a central point for consolidation of three or four drums from each refinery until we have a sufficient number to make up enough weight

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to return the material loaded into a car, carded solid back to Carney's Point. This will eliminate L.C.L. shipments of the sludge mixture. I don't believe that the freight costs would be excessive and certainly the value of the recovered material is going to off-set by a wide margin all the incidental costs of returning to the plant.

Therefore, since our procedure now boils down to one practically similar in every detail to that used at the plant for a long period of time, I would like to get definitely started on the proposition, particularly because of the fact that I may not be able to devote much time after January 15 to this particular work. I think I could crowd to the time before then practically all of the necessary plans and arrangements and I am quite anxious to get things as definitely lined up as possible before that date.

I am going to Philadelphia next Wednesday with Paul Kramme and a couple of the boys here to look over the chassis and discuss in detail the special body required. On Thursday or Friday I will have definite information with regard to the pump, turbine, and electrical equipment necessary. By the 7th or 8th I should have pretty much of a complete line up on costs and I would then like to talk to you at that time relative to definite authorization from you to make the necessary purchases.

Then I would like to make some definite arrangements about actually going to the scene of operation. There are a lot of questions in our minds with regard to refinery conditions and I would like to send Lew Barnum in the near future to many points, merely to look around and to get a tentative line-up on the whole job. I don't know that it is particularly necessary to send him to Baton Rouge, where we propose to do the first cleaning job, but nevertheless it seems to me that if he did go there we would have a much better idea of all the details of the initial work.

I would suggest that you talk over this matter with Ed Walter and get his views on the subject. I am sending a copy of this letter to Dr. Kehoe for the idea of acquainting him with the new changes. I would like to come to New York of course but as you realize there are quite a few things here at the plant going on and I don't want to take the time out unless it is really necessary.

J. H. Schaefer

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