

August 28, 1930

Mr. A. E. Ballin,
McIntosh and Seymour Corp.,
Auburn, N. Y.

Dear Sir:

Your letter of August 3 addressed to the Ethyl Gasoline Corporation, has been referred to me for reply.

The question which you propose in your letter is one which has risen many times. There is a difference in the carbon in a car which has been using Ethyl Gasoline as fuel. The deposit contains a certain amount of lead, some of which is thrown off in the fumes in the form of lead oxide and lead bromide. The garage mechanic has certain other exposures to lead in the course of his work and it has been a question, therefore, as to whether the total exposure of such mechanics to lead might not constitute an industrial hazard.

This laboratory has undertaken to determine whether or not this hazard is of any consequence, and during several years we have carefully investigated a large number of garage mechanics working on cars which have burned Ethyl Gasoline exclusively. No cases of poisoning have arisen and up to the present we have been unable to find any evidence of an absorption of lead which is in any way significant. I do not believe, therefore, that you will find any injurious effect experienced by your employees in this work, and I do not believe that any unusual precautions are necessary, although in work of this kind it is always desirable for the mechanic to avoid the inhalation of fumes as far as it is conveniently possible. I should not suggest the use of a mask for I do not believe that it is likely to be used in such a way as to promote the ends which you desire. Furthermore, it is my feeling that if there were any appreciable danger in this work we would have found some evidence of it by this time.

Very truly yours,

RAK:EJ