Mr. C. Wasserman
Dr. R. A. Kehoe

April 29, 1941

Mr. J. L. Stecher
E. I. duPont de Nemours & Company
Room 7526
Nemours Building
Wilmington, Delaware

Dear Mr. Stecher:

I understand from Mr. Wasserman that we have completed the "chlorination" of MBAX-301 and reduced the lead analysis from 0.012 to 0.000 milligrams of lead per cubic foot of air. However, your Dye Works people are still not satisfied with the results, to the extent that they are not willing to permit a welder to enter the car even properly equipped with protective clothing. I further understand that it is the Dye Works management's recommendation to try the effect of heat on the inside of the car, especially around the area where we would be doing the welding. This they would propose to do by installing or suspending a gas burner within the tank. They would aim at a temperature of not over 300°C as the maximum which the shell would be allowed to reach and the treatment would probably be for several hours duration.

I doubt very much if there would be any harmful effect to the cork lagging, although I am somewhat skeptical that such a heat treatment may be without harmful effect to the shell itself and would prefer, if at all possible, not to undertake such a procedure.

As you undoubtedly will recall, this situation originally was submitted to Dr. Kehoe and Dr. Mashle for their comment and it was the view of our Medical Department that with reasonably cleaning of the car and with proper protective clothing no hazard would be encountered by the welder. It occurs to us that we are going to what might appear to be almost a ridiculous extreme in the purification of the air content of the car, in view of the approval we have received from the Medical Department. While obviously we feel that it is almost obligatory to have repair work of this type done at the plant and must necessarily meet with the requirements of the Dye Works management before the job is undertaken, nevertheless, I would like to see some end point as to additional steps. We accordingly suggest that you intercede further in this matter to determine if we cannot proceed without additional expenses of cleaning which would result in the hold-up of the use of this car. You undoubtedly realize that our shipping schedule in the coming season will be very heavy and we need every car available.

Very truly yours,

J. H. Schaefer