Mr. F. Fricker

February 23, 1943

Memorandum to:

Mr. H. W. Kaley

In a memorandum dated February 9 and addressed to Mr. Frey, Mr. Kaley inquires regarding shipments of Fluid in small cans which had not been cleared through the Safety Department. The particular case in point is a shipment made in January to Amecco Chemicals, Inc., in Rochester, N.Y.

Inquiries for small samples of chemicals for experimental purposes are exchanged between most research laboratories in the country, and these are usually honored within reasonable limits both as a general service and as a matter of reciprocity. This Laboratory quite naturally receives requests for organo-metallic compounds, including sometimes tetraethyllead. This was the case in this instance, where the request was for 20 ccs. of tetraethyllead. We have always followed the policy of honoring such requests, provided the individuals making the requests were personally known to us as bona fide research chemists and trustworthy. When shipment is made we specifically require the recipients to return to us a signed copy of a release of our responsibility in the handling of the material; we also send them a copy of the instructions from our Medical Department for the proper handling of the material as well as for taking care of spillage.

When the inquirer is unknown to us, shipment is not made until we have a clear idea of the reasonableness of the request, and have the signed release in our hands. Most requests, incidentally, are for small amounts, say, not more than 100 ccs., and only in exceptional cases, preferably of people closely associated with us, like Dr. Gilman, are we likely to honor requests for quantities as high as one can.

I think I am right in stating that we never ship Fluid but always tetraethyllead, which then must be considered as a laboratory chemical and not as a gasoline additive.

I am all in favor of agreeing on the proper manner of handling any and all requests. I doubt, however, whether in cases like the ones we handle there would be much point in having our Safety Engineers look into conditions. Chemists, and especially chemistry professors, are accustomed to handling a lot of materials on small scale under conditions which we could hardly approve of. Inasmuch as they all have full professional ranking I rather feel that once we give them reasonable information about the materials, we should leave it up to them as to how to handle it thereafter.

There would, however, be no objection if you see any reason for it, why the Safety Department or someone else could not be advised regarding all shipments we make.

Your further advice will be greatly appreciated.

George Calingaert

C.C.