

ETHYL CORPORATION

INTER-OFFICE

R. A. Kehoe

ADDRESS Cincinnati

FROM K. C. Jost

ADDRESS Detroit

SUBJECT

DATE April 12, 1968

As discussed with you in Cincinnati, I am sending you material as attached with comments below:

First, I feel there is an increased concern about safety in PCD which is good. (We seem to cycle on this which is perhaps normal.) This increased concern stems in part from recent transportation incidents and has triggered questions on --

- Difference between TML and TEL
- Handling major emergencies, (I am meeting with Octel and DuPont on this in May).
- Use of canister masks -- when should they be used, when not. (Work is being done on this.)
- Effective decontaminates (a project is beginning on this).
- Thermal Properties of Lead Alkyls. A recent explosion of Tank 12 in Baton Rouge is of real concern to me; why does this not occur in weigh tanks.
- Some inactive contaminated weigh tanks are really no longer under the control of customers. They total about six. The question is how do we get these tanks under our control. This, in my opinion, is a lead industry problem and will be discussed with DuPont and Octel.

I would much appreciate you accompanying me on a visit to a large, new, modern refinery to see how lead is handled. I suggest Texaco, Convent, Louisiana, which is 30 miles from Baton Rouge.

I feel the attitude toward the need for safety is not deteriorating in PCD. True, there are localized trouble areas. For example, the reaffirmation of the Safety Policy brought about some problems from one area but these have been solved to a satisfactory extent.

- I. SAFETY POLICY -- The policy was recently reaffirmed by PCD Management. I feel it has their strong support. With the policy are certain basic safety requirements.

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A major change is that safety is no longer a line function. In practice it has not been for many years. This is not, in my opinion, a deterrent to fulfillment of the policy. In fact, it is stronger considering today's overall industry corporate structure.

You will note that changes have been made in certain requirements; for example, Mixing Observations are no longer an annual requirement for tank car plants. This is because mixing is becoming an automatic operation with the operator sitting in a control room pushing buttons and watching lights while the lead plant is unattended except for start-up and shut-down. A blend may take in excess of 24 hours.

We have added a new requirement, Blending System Surveillance. I feel we actually strengthened our program by changing our requirements to fit today's operating practices.

We may have a problem in a few years because of retirement of men who have a strong background and understanding of the need for safety. Our big job will be to motivate and educate people filling these positions on the need for a strong safety program.

- II PROJECT #AA 4 -- The attached describes our project for determining "can we or can we not safely handle fluid under pressure." We are faced with the problem of pumping fluid more every day. Pumping is being done overseas and the web is closing in on us. Sooner or later some domestic refinery will pump fluid whether we like it or not. I feel Ethyl, as a leader in fluid handling should do sufficient research and engineering to answer the question of -- "Can fluid be safely pumped ?". I would much appreciate your reaction to this.
- III CI-2 HANDLING -- The attached describes handling procedures -- CI-2 is sold by Ethyl directly to the end user in most cases and usually in 10 gallon drums. Principal use areas are:
 - 1. The military
 - 2. Power generating stations like New York Consolidated Edison
 - 3. Marine application -- used in ship's fuel. This is a very scattered usage and normally in one gallon containers.
 - 4. Aircraft engine manufacturers -- Used in test work. The intent is to reduce smoke during take-off and landing of aircraft.
 - 5. By a few oil refineries like, Gulf and Atlantic Richfield.

Generally speaking, CI-2 is handled in "open" systems.

IV. TRANSPORTATION PROBLEMS -- No attachment. In the last six months we have had six or seven domestic railroad accidents. The frequency of railroad accidents will, according to authorities, increase because of lack of manpower for adequate maintenance. Furthermore, railroad equipment is becoming bigger without real improvement in road beds. Of real concern is a major accident involving a spill of Ethyl fluid in a populated area. This could be particularly acute if the product is TML. We have a project underway to determine how best to handle such a situation.

The Boston Maru incident points out the seriousness of transportation accidents and we still feel backlashes from this.

Very truly yours,

K. C. Jost

KCJ/vd/lad
Enclosures

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