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ETHYL GASOLINE CORPORATION

MANUFACTURING DEPARTMENT

INTER-OFFICE
CORRESPONDENCE

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June 29, 1936

Mr. O. B. Lewis,

Dear Oscar:

We have had many conversations with Julian Gonzalez, Harry Mack, yourself, and some of the field men with regard to cleaning sludge from bulk mixing installations. Nothing definite seems to have been done on this subject and we are, therefore, writing to you to review the status of the situation relative to some direct effort being made to get the work under way, or at least to come to some conclusion as to what we should do.

I understood from Ellis Jones that Socony Vacuum were considering moving their Springfield bulk installation, which has been cleaned and is not in use, to their Paulsboro refinery. I believe they are considering the installation at Paulsboro for an Aviation bulk installation and at the same time of course continue the use of their other bulk installation for their regular motor fuel requirements. I mentioned to Jones that if the dismantling and removal were done it should be under the supervision of Lew Barnum. All lines and equipment should be disconnected and blanked before shipment to Paulsboro is to be made and the entire procedure is to be in accordance with that used at the plant under similar conditions.

Both you and Julian Gonzalez have discussed with us the question of the introduction of glycerin to the Texas Company's Bayonne installation and at the same time consider the possibilities of cleaning the tank. We think Lew Barnum should go to Bayonne and examine the tank. If it doesn't need cleaning he can aid in the introduction of glycerin. On the other hand, if there is sludge present, our truck should go there first, clean up the installation, and then at some later convenient time the glycerin introduced.

We have received a communication from Harry Mack saying that the Cleves installation of the Gulf Company insist that their tank be cleaned as soon as possible. This situation has been known for some time but for some reason or another indefinitely postponed and undoubtedly some definite action should be considered promptly.

We also have word from Harry Mack that Standard of Kentucky at Louisville have discontinued the use of their bulk installation and that there is supposedly Fluid remaining in the tank. It has been suggested that the material be removed and salvaged and the tank put in such a condition that it can be kept idle under the most favorable safety position. We agree to this as it is our belief that if an installation is not in use and there isn't much chance that it will be it is certainly much safer to remove Fluid and get it back into the plant rather than allow it to remain at the refinery where there is a possibility that some trouble may occur.

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Mr. O. B. Lewis
June 29, 1936

There is a similar situation, I understand, from Roy Goltz, concerning the Valvoline plant at East Butler. They have a 1000-gallon installation and to which we have no record of shipment but I understand drums have been borrowed from other refineries and the installation actually used. If it is a fact that Valvoline will no longer use the installation then here too we should remove the Fluid and put the plant in such a shape that it will assure safe idleness.

We have also received word from you and others regarding the situation at the Globe Oil and Refining Company's plant at Lemont, Illinois, where there is an alleged amount of sludge upward to 1700 pounds. While there is no actual trouble at the moment, it may be necessary to clean the tank to prevent a major shut-down because of difficulties from sludge to be encountered later on.

Also, we have received a letter from Tom Ronan stating that Loreco's plant at Shreveport indicates excessive sludge accumulation. No trouble has been reported as to operation but we might at least make an inspection of the situation. Perhaps contact by one of your field men would be preferable at least at the start and then based on his comments we could arrive at a decision as to whether or not it would be necessary for Lew to go down there.

We would suggest then as a matter of procedure that you contact your various field people to confirm these cases and where it is necessary make definite arrangements so that Lew Barnum can go to the refineries and make the inspection with a field representative who is familiar with the refinery in question. After Lew's inspection trip we can then definitely set up an actual schedule and go to work.

There also may be other plants which are being discontinued. We should determine this and make arrangements to clean out the remaining Fluid. You might, therefore, make inquiries among your field men to determine if there are other points which probably can be covered by Lew on his inspection tour.

Will you please let us know about all of this as soon as possible.

Very truly yours,

J. H. Schaefer

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ATTENTION - Dr. Kehoe: I am assuming that you agree with our views that discontinued plants should be removed and put in as good a condition as possible for idle time. If we can determine definitely that there will no longer be need for an installation perhaps we might go one step further and actually dismantle the plant but under any case it is our opinion that these shut-down plants should not be allowed to remain in their present condition. I would appreciate your further comments.

J. H. S.

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