

CC: Dr. Robert Kehoe
Dr. Graham Edgar
Mr. H. W. Kaley

ETHYL GASOLINE CORPORATION

MANUFACTURING AND TRAFFIC DEPARTMENT

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CORRESPONDENCE

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August 25, 1937

Memorandum: Mr. O. B. Lewis

I acknowledge with thanks receipt of your letter of August 24 with further reference to the situation occurring in unloading a tank truck at the Emlenton plant of the Quaker State Oil Company.

I still feel that there is a wide variance of stories between that reported by Mr. Murdock and our drivers. The main point to me as far as variance is concerned is this:

Mr. Murdock reports, "when this operation had been completed, he returned to the mixing plant to start unloading the Fluid. Much to his surprise he found that our drivers had already opened the necessary valves and about one-half of the Fluid had already been unloaded into the weigh-tank".

This would indicate that our drivers actually effected the unloading of the tank truck.

Mr. Kramme's report indicates a different story, to quote:

"Our men being more nimble than the employee who weighed 260 pounds or more, made the connections (the swing line to the dome of the trailer) in the presence of the employee, who appreciated the cooperation. They were then told to open the valves (that in the dome of the trailer), which they did, and afterwards they immediately left the unit in the hands of the plant personnel."

I think that this is quite a different story.

J. H. Schaefer

A:ED

KE 0000983

August 24, 1937

Mr. John Schaefer

Dear John,

This will acknowledge your letter of August 18th and also that of August 23rd in regard to the unloading of a tank truck at the Emlenton plant of Quaker State Oil Company.

I do not see that the two stories told - that by our Mr. Murdock and that by our drivers - are so widely at variance as you would indicate. It appears to me they agree that our drivers made the pipe connection to the tank truck and also opened the valves to start the operation. Mr. Kramme's letter also corroborates Mr. Murdock's in admitting that there was an argument of some kind between the drivers and the plant people regarding the apparent desire of the drivers to hurry and get away.

Of course, the drivers are at fault for breaking our regulations but we can all understand that it was their desire to get something done where apparently there was undue delay that caused them to make this mistake. I think in view of Mr. Kramme's lecture to them and further instructions to refrain from touching a single thing regardless of the delay entailed should adequately take care of this sort of thing in the future.

I am sending a copy of this to Mr. Murphy and Mr. Murdock in case there are any additional facts which you wish to have and if they develop anything we will forward it to you.

Very truly yours,

J. C. Taylor

By

O. B. Lewis

W:GCL

cc: Dr. R. A. Kehoe
Dr. G. Edgar
Mr. H. W. Kaley
Mr. R. C. Murphy (2)

KE 0000984