

INTEROFFICE CORRESPONDENCE

RESEARCH DEPARTMENT
Paulsboro Laboratory

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File: 413.31 and
617.12Mr. D. P. Heath
Building No. 1Possible XRT 238 A Field Test

The following individuals met with Mr. Les Fields of the Paulsboro Sales Office on April 20, 1959, to discuss the suitability of that facility for conducting a field test with XRT 238 A:

Mr. R. H. Perry - Fuels Development Group
Mr. C. J. DiPerna - Fuels Development Group
Mr. G. B. Myrtetus - Automotive Test Section

In general, twenty-four trucks and tractors utilizing twenty-five drivers operate out of the Paulsboro Sales Office making gasoline, fuel oil, engine oil and LPG deliveries to the states of New Jersey, Pennsylvania, Delaware and Maryland. Whenever possible the Sales Office garage crew repairs and services all the vehicles. This group consists of two mechanics and one helper.

While the size of the facility is almost ideal from the point of convenient medical surveillance, this location suffers from two drawbacks:

- 1) The vehicles commute continually outside the confines of the local area, and
- 2) only the three members of the garage crew would have frequent exposure to gasolines containing XRT 238 A - the twenty-five drivers being exposed only once a day when refueling their vehicles. Even the garage crew would not be continuously exposed to XRT 238 A gasolines, for they frequently are engaged in repair work that would not bring them in contact with the vehicle fuel system or its contents. Increased exposure could possibly be obtained, but at the expense of disrupting present operating procedures.

Types of Vehicles and Methods of Refueling

The following is a list of the gasoline driven vehicles presently operating out of the Paulsboro Sales Office:

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- 3 International tractors
- 4 Brockway tractors
- 2 White tractors
- 2 Autocar tractors
- 2 Ford cab over engine trucks
- 1 Dodge cab over engine truck
- 1 Mack cab over engine truck
- 1 Autocar 2200 gallon tank truck
- 1 White 2000 gallon cab over engine tank truck
- 1 Autocar 2000 gallon cab over engine tank truck
- 2 Ford service trucks
- 1 Ford mechanic's service truck
- 1 Dodge pickup truck
- 2 Hoister forklifts

Additionally, one other truck utilizes LP as fuel. All vehicles operate on a ten hour shift basis with four of the tractors operating two shifts per day. A gasoline pump system with a capacity of 2000 gallons is employed by the drivers to refuel their own trucks. Consumption is estimated at 500 gallons a day, since many of the trucks accumulate 200-300 miles per day. Only on the longest hauls will the trucks refuel outside the home office - this occurs infrequently and then only that amount of gasoline required to complete the return trip is purchased.

Personnel from the Midland Pipeline Company refuel at the pump whenever they are in the area. This occurs intermittently -- some weeks two to three times a day, some weeks none at all. Thus, provision would have to be made to handle these outside trucks if this location is chosen as the XRT 238 A test site.

Personnel

Operating personnel include twelve tractor drivers, twelve drivers who operate the other vehicles and one utility man. As mentioned previously, the drivers refuel their own vehicles. One mechanic works in the garage during the day (starts at 8 A.M.), while another mechanic (starts at 3:30 P.M.) and helper (starts at 7 P.M.) hold down the night shift. In order to increase the exposure of one member of the garage crew, it was thought that the helper might be brought in earlier to refuel all of the trucks during his working period. This idea was not discussed with Mr. Fields, but seems almost necessary if the test were to be conducted in the Sales Office area.

C. J. DiPerna
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cc: Mr. E. A. Martin
Mr. B. J. Schulz
Mr. G. B. Myrtetus

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