

Copy: Dr. Graham Edgar
Dr. R. A. Kehoe
Mr. H. W. Kaley

ETHYL GASOLINE CORPORATION

MANUFACTURING AND TRAFFIC DEPARTMENT

INTER-OFFICE
CORRESPONDENCE

MAIL ADDRESS: BOX 666, WILMINGTON, DEL.
FREIGHT ADDRESS: CARNEY'S POINT, N. J.
TELEPHONE: PENNSGROVE, N. J. 280, EXTENSION 213

July 1, 1937

Memorandum: Mr. O. B. Lewis

I have your memorandum of June 28 in further reference to the Aviation mixing situation at Standard's Wood River refinery.

It certainly seems to me from Chuck Colvin's remarks that we are being given a run around on this situation and while Standard must be recognized as being a customer of prime importance to us, nevertheless, we cannot overlook the safety features which are our responsibility. Accordingly, I think we should be particularly insistent in this case that steps be taken to remedy the condition. Possibly before proceeding, however, this subject might be discussed further with Dr. Edgar and other officers of the Company to assure that the Safety Committee will have the executive backing of any program which we insist Standard must carry out. Meanwhile, it may be that if we use 10 gallon drums temporarily, the case might adjust itself in due course, and then probably if the situation still remains the same at the first of the year to the end that they will continue with Aviation mixing at Wood River, we can then require our recommendations to be put into effect.

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J. H. Schaefer

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Copy: Dr. Graham Edgar
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Mr. H. W. Kaley

ETHYL GASOLINE CORPORATION

MANUFACTURING DEPARTMENT

J. H. SCHAEFER
MANAGER

MAIL ADDRESS: BOX 688, WILMINGTON, DEL.
FREIGHT ADDRESS: CARNEY'S POINT, N. J.
TELEPHONE: PENNSGROVE, N. J. 280, EXTENSION 213

June 28, 1937

Memorandum: Mr. O. B. Lewis

I acknowledge with thanks copy of your letter of June 25 in further reference to the question of aviation blending at Standard's Wood River refinery. I should not be very well satisfied with the use of tank cars for special handling of aviation gasoline, if the circumstances are such as discussed at our last safety meeting. The arrangement for special cleaning of these cars before they are transferred to other services might be satisfactory from a theoretical standpoint, but I think that there are certain practical difficulties which should require us to have some rather serious reservations on it. As it will be necessary for them to wait until the first of the year to arrive at a decision either to discontinue the manufacture of aviation gasoline or to provide more approved facilities, I should rather follow the recommendations you made to use ten gallon drums for the temporary interim period. I assume, of course, that these smaller mixes would take care of the situation.

J. H. Schaefer

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