

TAE! *Bev - Bill has a couple of things to add to this -*  
Los Alamos

Los Alamos National Laboratory  
Los Alamos, New Mexico 87545

# memorandum

TO: P. Gary Eller

DATE: November 24, 1993

FROM: William C. Francis

MAIL STOP/TELEPHONE: J534/7-0835

SYMBOL: INC-9/93-0070

*① Are <sup>all</sup> fuel tanks gone  
② Is syde tank gone?*

*Then revise*

SUBJECT: Supplemental Information About the Zia Company Fuel Yard North of DP Road.  
Reference INC-9/93-0043, August 13, 1993.

Attached are Zia Company drawings Z-252, sheets 1 through 5 (LANL drawing number ENG-C49054). These are the construction drawings used to build the Fuel Tank Farm in 1948. I have checked these drawings with Mr. Gerald E. Huber, who was the Zia Company supervisor in charge of all fuel and lubricant storage and delivery from 1946 until his retirement in 1987. To the best of Mr. Huber's recollection, the drawings depict the as built configuration of the Fuel Tank Farm except that the east west road on the south side of the retaining wall and concrete platform in the drum storage area never did intersect Trinity Drive. Also, the new north perimeter road passed north and east of the new dispatch office and intersected Trinity Drive north of where it is shown on the Plot Plan on sheet number 1. I have made those changes with red pencil on the Plot Plan and the Drum Storage Road profile on sheet number 1.

The Fuel Tank Farm existed in 1946 and 1947 as mostly above ground storage. Tanks 1 through 11 were installed above ground in the western portion of the area near Trinity Drive and tanks 12, 13, and 14 were buried 500' to 550' east of Trinity Drive as shown on the Plot Plan, sheet number 1. When the new Fuel Tank Farm was constructed in 1948, tanks 1 through 8 and tank 11 were relocated to the east and buried. Tanks 9 and 10 were relocated to the east, installed above ground and earth dikes were constructed on the downhill side around each of them to contain any tanks or spillage. Tanks 15 and 16 were never installed. The western portion was then converted to a drum storage area for lubricants. Vendor's trucks backed in next to the new concrete retaining wall and platform from the east. The 55 gallon drums of lubricants were unloaded from the vendor's trucks and stacked inside of the storage areas, surrounded by earth dikes or revetments by means of forklifts. The storage capacity was 600 to 700 drums. The existing paint shed mentioned on the Plot Plan was really a storage shed for lubricants issued in small containers.

The drum storage area was phased out in the early or mid 1950s. The fuel storage area was used until the late 1970s when the fuel storage and issue operations were moved to the TA-3 area. The Fuel Tank Farm was decommissioned and removed in the mid 1980s.

The steam and power plants all burned diesel fuel until they were converted to natural gas. Diesel fuel was delivered directly to the storage tanks at the steam and power plants by vendor's tank trucks. Mr. Huber recalls that the peak year of fuel consumption was 1946 or 1947 when about 7,500,000 gallons were consumed.

Attachment

cc: James Aldrich, EES-1, M.S. M992

*(w/attachment) RPF  
DUC 2 File*



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