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Los Alamos
NATIONAL LABORATORY
memorandum

*Environmental Science and
Waste Technology*

Environmental Restoration Project
Los Alamos, New Mexico 87545

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**SUBJECT: THE ZIA COMPANY'S FUEL STORAGE YARD ON THE NORTH SIDE
OF DP ROAD**

Paula Bertino had some questions to ask of me about the subject fuel storage yard. Some of the questions were generated by the differences in the planned contents of the fuel tanks when they were installed in 1948 and the actual contents when they were decommissioned in 1983. Attachment 1 is a chart, furnished to me by Ms. Bertino, that shows these differences in tanks No. 5, 7, 8, 11, 12, 13 and 17. Also, the nomenclature used for the tank's contents in 1948 differs, to some extent, from that used in 1983.

It was an accepted practice in the past and probably still is today to drain the contents of a storage fuel tank and refill it with another type of fuel. This action was, and still is, dictated by fuel usage or emergency conditions. Thus, over the years, the original fuel in some tanks in the fuel storage yard was either exhausted or drained to depletion and refilled with a different but compatible fuel.

The nomenclature used in 1948 for fuels in the fuel storage yard has caused some concern. I will explain each tank separately.

- Tank No. 8 – White gas was unleaded gasoline. It was mainly used in lead melting pots, blow torches and illuminating lanterns. It was about the same liquid that we now call “Coleman” fuel. It has been essentially replaced by propane gas.
- Tank No. 11 – H.E. Diesel was diesel fuel designated for use in heavy equipment (H.E.).
- Tank No. 13 – Bronze Gas. This was leaded gasoline.
- Tank No. 17 – P.P. Diesel. The P.P. means power plant and was a designation that probably was only used in Los Alamos.

The storage and the procedure for dispensing solvents also seems to need more explanation. The only solvent stored at the subject fuel yard was Stoddard Solvent. This solvent was stored in a 5,000-gallon tank, either tank number 5 or tank number 8. The solvent was drained from the storage tank to a Zia Company small tank truck and delivered to the automotive and mechanical maintenance shops in the town area and the technical areas. It was pumped from this tanker into 55-gallon drums at the various sites. It was never stored in 55-gallon drums in the lubricant area at the west end of the fuel storage area.



Also, Stoddard Solvent was not made available to Zia Company personnel in small quantities for cleaning hands or the exterior of equipment at the fuel yard.

Most of the above information was obtained by a telephone interview with Gerald Huber. Mr. Huber was the Zia Company Supervisor in charge of all fuels and lubricant storage and distribution. As near as Mr. Huber can remember the Stoddard Solvent was always stored in the same 5,000-gallon tank.

WF/nr

Copy (w/attachment):
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RAFA File

ATTACHMENT NO. 1

Tank No.	Capacity (gallons)	Planned Contents Upon Installation - 1948	Contents Upon Decommissioning - 1983
1	28,500	Diesel Fuel #1	Diesel Fuel #2
2	14,494	Diesel Fuel #2	Diesel Fuel #2
3	23,967	Diesel Fuel #1	Diesel Fuel #2
4	14,994	Diesel Fuel #2	Diesel Fuel #2
5	5,170	Kerosene	Diesel Fuel #2
6	2,099	Kerosene	Kerosene
7	2,978	White Gas	Gasoline
8	5,170	Kerosene	Diesel Fuel #2
9	21,644	Diesel Fuel #2	Diesel Fuel #2
10	21,644	Diesel Fuel #2	Diesel Fuel #2
11	23,967	H.E. Diesel	Gasoline
12	20,266	Diesel Fuel #1	Kerosene
13	24,770	Bronze Gas	Diesel Fuel #2
14	20,266	Diesel Fuel #1	Diesel Fuel #2
17	51,015	P.P. Diesel	Gasoline