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**MALLINCKRODT  
NUCLEAR  
CORPORATION**

SAINT LOUIS 7, MISSOURI • U.S.A. • CENTRAL 1-8980  
PLANT  
HEMATITE, MISSOURI

February 27, 1960

Dr. Charles D. Luke  
Division of Licensing and Regulation  
U. S. Atomic Energy Commission  
Washington 25, D. C.

SUBJECT: Shipping Regulations

Dear Dr. Luke:

During my visit to your office on February 17, 1960, we discussed the Bureau of Explosives new requirement of enclosing bird cages; and the AEC requirement of insuring that there would be only one nuclear shipment per vehicle, and at transfer points two nuclear shipments would not be stored adjacent to each other. At that time we agreed that both of these requirements were not necessary.

A letter to the Bureau of Explosives on this subject is enclosed for your information. I would be happy to hear about any further developments on this problem.

Respectfully yours,

MALLINCKRODT NUCLEAR CORPORATION



L. J. Swallow  
Hematite Plant

LJS/jrt

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THE WORLD'S FIRST AND LEADING PRODUCER OF NUCLEAR FUELS

February 27, 1960

Mr. White  
Bureau of Explosives  
63 Vesey Street  
New York, New York

SUBJECT: Shipping Regulations as Applied to  
Open Framework Bird Cages

Dear Mr. White:

During my visit to your office on February 16, 1960, we discussed new AEC and Bureau of Explosives shipping regulations. At that time I told you that the AEC was going to require that nuclear shipments not be transshipped and also that only one nuclear shipment be placed on a vehicle. Also at that time you informed me that the Bureau of Explosives is going to require that all open type "bird cages" be covered if they are to be used for LTL or LCL shipments. During our conversation it was brought out that both the AEC requirement and the Bureau of Explosives requirement are not necessary since one eliminates the need of the other.

Since my visit I have learned that I had misunderstood the AEC requirement. The AEC (Licensing Branch) is asking that licensee's work closely with the carriers in scheduling, routing and handling of nuclear shipments to insure that only one nuclear shipment is on a vehicle; and at transfer points enroute our nuclear shipment is not stored adjacent to another nuclear shipment.

After clarification of the AEC requirement, it still appears that the AEC requirement eliminates the need for the Bureau of Explosives requirement and vice versa.

The enclosing of a bird cage is an expensive step in both initial cost and freight charges as a result of increased weight and added handling difficulties.

Mr. White  
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It appears to us that the AEC requirement of additional administrative control by the carrier in the handling, scheduling and routing of shipments to prevent the mixing of shipments is the more economical of the two and will result in the same nuclear safety benefits.

In any event, we feel that further combined study should be given the problem before either of the requirements are enforced.

Respectfully yours,

MALLINCKRODT NUCLEAR CORPORATION

L. J. Swallow  
Homatite Plant

LJS/jrt

cc: Dr. Charles D. Luke, AEC Licensing Branch  
Mr. Atkinson, Bureau of Explosives, St. Louis