



Westinghouse

Westinghouse Electric Company LLC
Hematite Decommissioning Project
3300 State Road P
Festus, MO 63028
USA

ATTN: Materials Control, ISFSI and
Decommissioning Branch
USNRC, Region III,
2443 Warrenville Road, Suite 210,
Lisle, IL 60532-4352

Direct tel: 314-810-3376
Direct fax: 636-937-6380
E-mail: richardc@westinghouse.com
Our ref: HEM-13-153
Date: December 19, 2013

Subject: Hematite Decommissioning Project: Report of Trace Investigation of Railcar Shipment
Manifest Number RW-13-494 (License No. SNM-00033, Docket No. 070-00036)

References: 1) 10 CFR 20, Appendix G

In Reference 1, the U.S. Nuclear Regulatory Commission (NRC) requires shippers to file a written report with the appropriate NRC Region of trace investigations into radioactive material shipments for which a notification or receipt is not received within 20 days after transfer. Reference 1 requires this written report to be submitted within two weeks of completion of the investigation. Enclosure (1) is a written report for the railcar shipment with the number RW-13-494 that was not received within 20 days after transfer.

In summary, Westinghouse Electric Company LLC (Westinghouse) initiated transfer of radioactive material on November 27, 2013, in railcar CHUX 236 to US Ecology Idaho, Inc. (USEI). The shipment is now scheduled to arrive at USEI on December 21, 2013. The shipment had been delayed in Kansas City due to air valve inspection and maintenance.

Please contact Kevin Davis at 314-810-3348 should you have questions or need additional information.

Sincerely,

A handwritten signature in cursive script that reads "Dennis Richardson".

Dennis Richardson
Deputy Director
Hematite Decommissioning Project

Enclosures: 1) Written Report for Delay in Railcar Shipment Manifest Number RW-13-494
2) Union Pacific: Equipment Trace Report

cc: J. J. Hayes, NRC/FSME/DWMEP/DURLD/MD
J. W. Smetanka, Westinghouse
M. M. LaFranzo, NRC Region III/DNMS/MCID
J. E. Tapp, NRC Region III/DNMS/MCID
L. Rodriguez, NRC Region III/DNMS/MCID

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Enclosure 1 to HEM-13-153
December 19, 2013

ENCLOSURE 1

Written Report for Delay in Railcar Shipment Manifest Number RW-13-494

**Westinghouse Electric Company LLC
Hematite Decommissioning Project**

Docket No. 070-00036

Written Report for Delay in Railcar Shipment Manifest Number RW-13-494

Reporting Regulation: 10 CFR 20, Appendix G, III.E
NRC License Number: SNM-33
Site Owner: Westinghouse Electric Company LLC
Site Name: Hematite Decommissioning Project (HDP)
Site Location: 3300 State Road P, Festus, MO 63028
Destination Name: US Ecology Idaho, Inc. (USEI)
Destination Location: 20400 Lemley Road, Grand View, ID 83624
Manifest Number: RW-13-494
Railcar Number: CHUX 236
Transfer/Departure Date: November 27 2013
Scheduled Destination Arrival Date: December 21, 2013
Container Volume: 2,740 ft³
Waste Volume: 2,610 ft³
Loaded Container Weight: 283,500 lbs
Waste Weight: 218,900 lbs
Contents: Excavated buried debris and soil
Radioactivity: U-234: 0.00428 Ci; U-235: 0.000258 Ci;
U-238: 0.000923 Ci; Tc-99: 0.000237 Ci;
Ra-226: 0.000173 Ci; Th-232: 0.000102 Ci
Surface Radiation Level: Less than 0.048 mrem/hr

Event Summary: Shipment of CHUX 236 will take 24 days, exceeding the 20 day threshold for reporting in 10 CFR 20 Appendix G, III.E. During daily tracking of the shipment, HDP was aware that, on December 2, 2013, the Railroad interrupted the shipment of CHUX 236 at the Eighteenth Street rail yard in Kansas City, KS, for brake air valve inspection and maintenance. The Railroad performed the inspection on CHUX 236 and released the railcar on December 4, 2013. A power shortage at the rail yard combined with a congestion of "bad ordered" rail cars delayed the departure from the rail yard until December 15, 2013.

Shipment Tracking:

The Hematite Decommissioning Project (HDP) receives via email from the Railroad a railcar status report each day following departure of a shipment. In addition, HDP personnel can log into a Railroad website to obtain the most recent status of a railcar in shipment. Thus, HDP was aware of the location of the railcar and the reasons for the delays. Requests were made of the Railroad in furtherance of the railcar reaching its destination as soon as possible.

Preventative Measures:

The railcar is owned by USEI and they take the following actions to avoid mechanical issues with railcars that create shipping delays:

- Preventative maintenance program for railcars with a company called Royce Industries.
- Inspection by personnel at the USEI Rail Transfer Facility of brakes, ladders, wheels, etc. when the railcars arrive. Royce Industries attends to any and all items noted in the inspection.
- Regular inspection by Royce Industries of railcars at the USEI Rail Transfer Facility with repairs made as needed.

These inspection and maintenance programs are established such that brakes and wheels will be serviceable for the entire round trip to HDP. Even so, the round trip distance of about 4000 miles and multiple stops and switches can degrade equipment more than expected. For the railcars currently assigned to HDP, occasional delays in route due to Railroad-identified maintenance issues are not unexpected. Near real-time tracking of in-route railcars and close communication with the Railroad help to mitigate the extent of a given delay.

Additional Information:

The Railroad is governed by the Federal Railroad Administration and is held responsible for any unsafe equipment running on their lines. Regardless of who owns the rail car, the Railroad has responsibility to maintain equipment running on their lines. The Railroad regularly inspects all railcars at different points along the route. The Railroad does not need permission of the railcar owner to conduct repairs. If the Railroad identifies even marginal brakes on a railcar or any potential safety issue, the car will be pulled out of service, repaired, and then returned to service.

Upon return to service, the railcar is connected to the first train headed the right direction. This train may not have other railcars with the same routing as the repaired railcar, so “normal” stops and transfers for a HDP to USEI shipment can be bypassed before the Railroad connects the railcar to a train with the necessary stops and transfers.

Enclosure 2 to HEM-13-153
December 19, 2013

ENCLOSURE 2

Union Pacific: Equipment Trace Report

**Westinghouse Electric Company LLC
Hematite Decommissioning Project**

Docket No. 070-00036



Equipment Trace

Return to: UPRR

New

10 Most Recent Traces Equipment ID Traced At	
<input checked="" type="radio"/>	CHUX236 2013-12-19
<input type="radio"/>	CHUX174 2013-12-18
<input type="radio"/>	CHUX205 2013-12-17
<input type="radio"/>	CHUX134 2013-12-12
<input type="radio"/>	CHUX288 2013-12-05
<input type="radio"/>	CHUX220 2013-11-27
<input type="radio"/>	CHUX279 2013-11-27
<input type="radio"/>	CHUX286 2013-11-27
<input type="radio"/>	CHUX246 2013-11-27
<input type="radio"/>	CHUX286 2013-11-26
<input type="button" value="View All IDs"/>	

Include Requested Scale Weights
 Sort Alphanumerically



Equipment IDs: 1

Results

Select All

CHUX236	Load	Departed	Adelaide, ID	12/19/13 06:07	Billed
Train ID MNPPT 17		Estimated Time of Arrival at Industry	Simco, ID	12/21/13 09:00	
Hide Information		Destination	Simco, ID		

Equipment Characteristics

Destination Carrier: WESTINGHOUSE ELECTRIC
Zone-Track-Spot: DESOTO, MO
Commodity: US ECOLOGY IDAHO
Waybill #: SIMCO, ID
Waybill Date: U S ECOLOGY IDAHO
Conditions: 300 E MALLARD DR STE 300
 BOISE, ID
Route Information: Road: UP Junction

Shipper: WESTINGHOUSE ELECTRIC
Consignee: US ECOLOGY IDAHO
Send Freight Party: U S ECOLOGY IDAHO
Route Information: Road: UP Junction

Current Status: 04-780-55
Order: 4029106: Miswst
Equipment Status: 206669
Service Issue No.: 048320
Service Issue Status: CLOSED
Diversion/Reconsignment: 143 Ton Heavy Car Category
 Speed Restricted Car
Diversion/Reconsignment: No Diversion/Reconsignment information exists for CHUX236


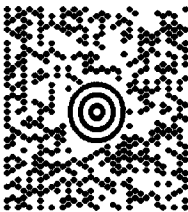
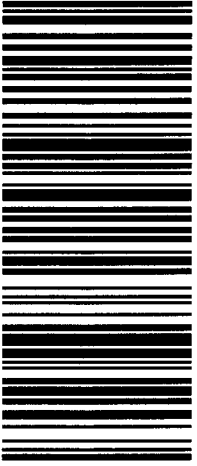

* Indicates an Offline Event.

City, State	Event	Local Time	L/E	Train ID/Carrier/Reason
Desoto, MO	Released for Movement	Nov 25 12:57	Load	
Desoto, MO	Pulled from Industry	Nov 27 5:59	Load	LSE57A 26
Lesperanc, MO	Arrived	Nov 27 6:16	Load	LSE57A 26
Lesperanc, MO	Yard Departure	Nov 27 11:00	Load	YSL53 26
Silouis, MO	Yard Arrival	Nov 27 11:11	Load	YSL53 26
Silouis, MO	Interchange Delivered	Nov 28 8:14	Load	UP delivered to ALS
Gaytard, IL	Interchange Received	Nov 30 3:00	Load	UP received from ALS
Gaytard, IL	Departed	Nov 30 4:10	Load	AASFX 30
Fairfax, KS	Arrived	Nov 30 17:55	Load	AASFX 30
Fairfax, KS	Yard Departure	Dec 2 1:16	Load	YFX53 01
Eightenst, KS	Yard Arrival	Dec 2 1:17	Load	YFX53 01
Eightenst, KS	Bad Order	Dec 2 8:55	Load	SL - Light Repairs
Eightenst, KS	Yard Departure	Dec 3 17:01	Load	YKS81R 03
Eightenst, KS	Released Bad Order	Dec 4 15:43	Load	
Eightenst, KS	Departed	Dec 15 20:19	Load	MKSNP 15
Nplawest, NE	Arrived	Dec 16 10:47	Load	MKSNP 15
Nplawest, NE	Departed	Dec 17 8:39	Load	MNPPT 17
Adelaide, ID	Departed	Dec 19 6:07	Load	MNPPT 17

Now On Train: MNPPT 17

Scheduled Events

City, State	Event	Local Time	L/E	Train ID/Carrier/Reason
Nampa, ID	Scheduled Arrival	Dec 19 12:09	Load	MNPPT 17
Nampa, ID	Scheduled Departure	Dec 20 9:00	Load	LCA40 20
Simco, ID	Estimated Time of Arrival	Dec 21 9:00	Load	UP INDU

<p>LAURA BENNETT 314-810-3352 WESTINGHOUSE ELECTRIC COMPANY 3300 STATE ROAD P PESTUS MO 63028</p> <p>SHIP TO: MATERIALS CONTROL USNRC, REGION III 2443 WARRENVILLE ROAD, SUITE 210 ISFSI & DECOMMISSIONING BRANCH LISLE IL 60532-4352</p>	<p>IL 603 9-03</p>  	<p>UPS NEXT DAY AIR</p> <p>TRACKING #: 1Z 416 655 01 9889 0302</p> <p>1</p>		<p>BILLING: P/P</p> <p>Charge # (Cost Center, WBS#, or NetworkActivity): 124911 Optional Reference #3: HEM-13-153 <small>CS 15.6.12. WWPES0 45.0A 10/2013</small></p> 
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NUCLEAR REGULATORY COMMISSION
2443 WARRENVILLE RD
STE 210
LISLE IL 60532-3673
P: **YELLOWs: 4BB** I: **NSI**
0403-1013
12416855018889 **0302**
970406 PPS 33 05 30 30 2013
US 0814 HIPPS 12.1 SAT03485L 1200

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