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FROM: Dept of Transportation U.S. CoastGuard Washington, D. C. 20590 J. D. McCann	DATE OF DOC: 2-6-73	DATE REC'D 2-12-73	LTR x	MEMO	RPT	OTHER
TO: D. R. Muller	ORIG I signed	CC	OTHER	SENT AEC PDR X SENT LOCAL PDR X		
CLASS: <u>U</u> PROP INFO	INPUT	NO CYS REC'D 1	DOCKET NO: 50-410			

DESCRIPTION:
Ltr re our 1-17-73 ltr..furnishing comments on Draft Enviro Statement.....

ENCLOSURES:

ACKNOWLEDGED DO NOT REMOVE

PLANT NAMES: Nine Mile Point Unit # 2

FOR ACTION/INFORMATION 2-12-73 For

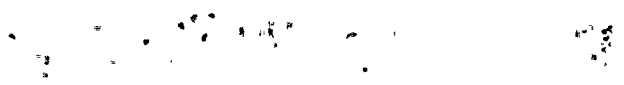
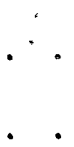
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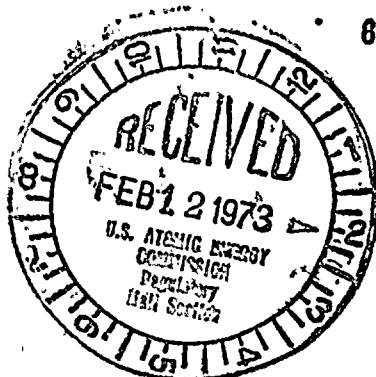
DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

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WASHINGTON, D.C. 20590
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8 FEB 1973

50-410

- Mr. Daniel R. Muller
Assistant Director for Environmental
Projects
Directorate of Licensing
U. S. Atomic Energy Commission
Washington, D. C. 20545



Dear Mr. Muller:

This is in response to your letter of 17 January 1973 addressed to Mr. John E. Hirten, Assistant Secretary for Environment and Urban Systems, concerning the draft environmental impact statement, environmental report and other material on Nine Mile Point Nuclear Station No. 2, Lake Ontario, Oswego County, New York.

The concerned operating administrations and staff of the Department of Transportation have reviewed the material submitted. Noted in the review of the Federal Railroad Administration is the following:

"There appears to be no probable adverse impacts upon railroads due solely to the construction of this unit and proposed 765 KV tie-in. However, Supplement 1 of the Applicant's Environmental Report does raise some questions in regard to the expanding transmission facilities of the New York Power Pool.

"For some time, the Federal Railroad Administration has, in its review of environmental impact statements, attempted to focus attention on the problems of electrical interference from HV and EHV transmission lines. Induced voltages from these lines have long been a problem with signal and communication lines as well as with the track itself. While induced currents are usually very small, the shock resulting from high induced voltage has the potential to cause railroad employees to injure themselves from sudden movement.

"In some instances, the induced voltage and current are sufficient to completely destroy the integrity of the signal control system, usually 12 volts DC, or the track circuits which are approximately 2 volts DC. If the transmission line contains a direct fault, the current can be of hazardous magnitude.

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"Some recent experience in the Detroit area has demonstrated even other adverse effects. The bodies of certain railroad cars were found to have induced voltages as high as 2,650 volts when left standing beneath a double circuit 345 KV line. Further evidence has also increased the speculation of electric sparking as a cause of bearing failure on railroad cars.

"The owners of the transmission lines have almost universally been willing to take corrective action whenever a problem has been presented to them. However, there have been cases where the need for remedial action is recognized only after a serious incident. Even when preventive action is taken during construction, some engineers are of the opinion that the protection may be in excess of that which is actually necessary.

"The impact of electrical interference from transmission lines will continue to grow as our transmission grid grows and the trend toward higher voltages continue. With rights-of-way becoming increasingly more difficult to obtain, multiple use corridors are becoming more attractive. While we support this concept, it should be obvious that these interference problems must be fully addressed. At a bare minimum, we would suggest that maps should show all rail lines in the immediate vicinity of transmission lines and an indication that the involved railroads have been contacted and coordination effected where problems might exist."

The U. S. Coast Guard commented as follows:

"It is noted that there may be a necessity to mark the intake and discharge points. It is recommended that the applicant contact Commander, Ninth Coast Guard District (oan) at 1240 E. Ninth Street, Cleveland, Ohio - 44199, for further amplification."

The Department of Transportation has no further comments to offer on the draft statement. We have no objection to the project, nor to its implementation. The final statement, however, should address the concern of the Federal Railroad Administration and the Coast Guard.

The opportunity for the Department of Transportation to review the proposed impact statement for the Nine Mile Point Nuclear Station is appreciated.

Sincerely,



J. D. McCANN
Captain, U. S. Coast Guard
Acting Chief, Office of Marine
Environment and Systems

Regulatory

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