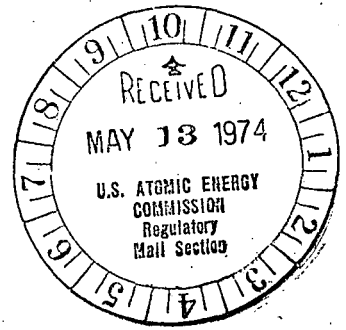
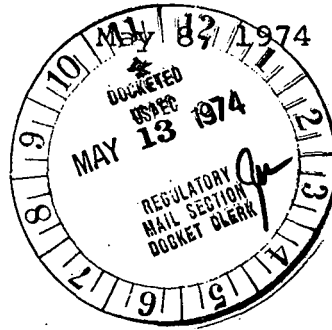




Commonwealth Edison
One First National Plaza, Chicago, Illinois
Address Reply to: Post Office Box 767
Chicago, Illinois 60690



Mr. D. L. Ziemann, Chief
Operating Reactors - Branch 2
Directorate of Licensing
Office of Regulation
U.S. Atomic Energy Commission
Washington, D.C. 20545

Subject: Dresden Units 2 and 3, Quad-Cities Units
1 and 2 - Spent Fuel Shipping Cask Handling -
AEC Dkts 50-237, 50-249, 50-254 and 50-265

Dear Mr. Ziemann:

The following information concerning the subject is provided in response to your letter dated March 12, 1974, concerning Dresden and the letter dated February 4, 1974 from Mr. D. J. Skovholt concerning Quad-Cities.

The information concerning the reactor building crane testing at Dresden is as follows:

1. The crane 125% overload test has been satisfactorily completed.
2. The crane reeving system and the wire rope have been inspected and the results were satisfactory.
3. The braking systems for the trolley and bridge travel were serviced and adjusted to fully comply with crane specifications and ANSI B30.2.0, 1967.
4. The 125 ton hook was measured and magnetic particle inspected before and after the load test. The results were satisfactory.

Details of these tests and inspection are on file at the Dresden site if you or Regulatory Operations, Region III wish to review them in detail. Fuel has not been moved from the Dresden Unit 2 spent fuel pool. It is scheduled to begin shipment of this fuel after the completion of the Dresden Unit 3 refueling outage, which is now in progress. The first shipments should begin in June of 1974. Experience gained during shipment will be reported after the completion of removal of all assemblies currently in the Dresden Unit 2 spent fuel pool.

REGULATORY DOCKET FILE COPY

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Mr. D. L. Ziemann

- 2 -

May 8, 1974

The final corrective measures associated with postulated 100 ton spent fuel shipping cask drop accidents has not yet been determined. We are currently following the AEC review and approval of such measures for other facilities. When AEC approved measures are defined, we will submit a report proposing suitable measures. These suitable measures will be provided prior to use of a 100 ton spent fuel shipping cask at Dresden Units 2 and 3.

As discussed in Amendment No. 27 to the Quad-Cities Final Safety Analysis Report, Commonwealth Edison is committed to provide suitable measures prior to use of the 100 ton spent fuel shipping cask. Specific responses to the list of requests in the referenced letter concerning Quad-Cities cannot be provided until the design of a suitable cask handling system is established.

A suitable cask handling system for precluding postulated 100 ton spent fuel shipping cask drop accidents has not been established. We are currently following the AEC review and approval of such systems for other facilities. When the AEC acceptance criteria are more clearly defined, we will submit a report proposing suitable measures.

One signed original and 59 copies of this report are submitted for your review.

Very truly yours,



J. S. Abel

Nuclear Licensing Administrator
Boiling Water Reactors