



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

November 28, 1978

*Local PPR*

Docket No. 50-344

Portland General Electric Company  
ATTN: Mr. Charles Goodwin, Jr.  
Assistant Vice President  
121 SW Salmon Street  
Portland, Oregon 97204

Gentlemen:

In conducting our review of your September 11, 1978 letter relating to transportation of crude oil through the Trojan exclusion area, we have determined that we will need the additional information identified in the enclosure to continue the review.

In order for us to maintain our review schedule, your response is requested within 60 days of receipt of this letter.

Please contact us if you have any questions concerning this request.

Sincerely,

A handwritten signature in cursive script, appearing to read "A. Schwencer".

A. Schwencer, Chief  
Operating Reactors Branch #1  
Division of Operating Reactors

Enclosure:  
Request for Additional  
Information

cc w/enclosure:  
See next page

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cc: Mr. H. H. Phillips  
Portland General Electric Company  
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Portland, Oregon 97204

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Counsel for Portland General  
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Michael Malmrose  
U. S. Nuclear Regulatory Commission  
Trojan Nuclear Plant  
P. O. Box 0  
Rainier, Oregon 97048

REQUEST FOR ADDITIONAL INFORMATION

Questions Concerning the Proposed Transportation  
of Crude Oil by Rail Across the Trojan Exclusion Area

1. Your letter of September 11, 1978, to Mr. A. Schwencer states that the General American Transportation Corporation and Burlington Northern Railroad plan to transport crude oil in 90-car unit trains across the Trojan Exclusion Area. What is the planned Exclusion Area traversal frequency of such cars and do the car tanks have tank collision protective elements? What is the expected accident frequency for such cars on trackage similar to that on-site?
2. What is the condition of the Burlington Northern trackage on the Trojan property, and will low speed limits or other accident preventative measures for such crude oil trains crossing the Trojan Exclusion Area be imposed?
3. Will any refined petroleum products (produced at Cutbank or elsewhere) be shipped across the site exclusion area on the Burlington Northern trackage? If so, what are they, what tonnages will be shipped, and what will be the transshipment frequencies?
4. Indicate on a site map the most likely positions and sizes of puddling due to crude oil or other product spillage in the event of a derailment. Indicate clearly the grade elevations involved and those of plant safety related structures.
5. Describe the procedures by which updated knowledge of changes in and/or additions to flammable/explosive/hazardous material shipments on the on-site portion of the Burlington Northern Railroad (BNR) trackage is maintained.

6. Furnish a copy of documentation which provides Portland General Electric Company appropriate and effective arrangements to control transportation by rail on the portion of the Burlington Northern Railroad (BNR) trackage traversing the Trojan Nuclear Plant Exclusion Area during emergency conditions. Also provide any specific arrangements controlling shipments of flammable/explosive/hazardous materials through the site on the BNR.
7. Present a detailed analysis sufficient to support your conclusions that the effects on plant safety-related structures/equipment of fire/explosion resulting from spillage due to rail transportation on Burlington Northern Railroad trackage of crude oil and/or hazardous materials have acceptable consequences.