

Nevada Site Specific Advisory Board

May 12, 2011

Mr. Rob Boehlecke,
Environmental Restoration Project Director
U.S. Department of Energy, Nevada Site Office
P. O. Box 98518
Las Vegas, NV 89193-8518

SUBJECT: Recommendation on path forward for train cars and locomotives located at the EMAD facility (CAU 566)

Dear Mr. Boehlecke,

The NSSAB is reviewing plans for clean-up of CAU 566, which consists of several items of rail stock, some of which was used in association with the Nuclear Rocket Development Station and is currently located at the Engine Maintenance Assembly and Disassembly (EMAD) facility. The information that we have been given indicates that CAU 566 comprises two flat cars and a spool car that are radioactively contaminated and are posted as radioactive material areas, and two 120-ton locomotives, a manned control car, and emplacement vehicle that are not contaminated.

While the Department of Energy has looked at clean closure and closure in place, it has come to our attention that an alternate disposition path exists for at least some of the rail stock. We are aware that the community of Beatty is interested in obtaining either one or both of the locomotives, the emplacement vehicle, and the control car, and sufficient track on which to place them. It is our understanding that the cost of closure in place is approximately \$100,000 and the cost of clean closure would have been approximately \$300,000 - \$400,000.

We would like to propose an investigation of the possibility of whether the Department of Energy would be able to find a way to use some of the funds allocated for this clean-up action to support the relocation of the locomotives, the emplacement vehicle, and the control car to Beatty. In addition to financial assistance for moving the rail stock to Beatty, we would like to know if there is a crane on the Nevada National Security Site (NNSS) that could be used to support dismantlement and movement of the locomotives, the emplacement vehicle, and the control car to Beatty. Availability of such a crane could significantly affect the direct costs of relocating the rail stock. It appears to us that if a way can be found for the Department of Energy to underwrite a grant to the community of Beatty, a significant step can be made toward clean closure of CAU 566.

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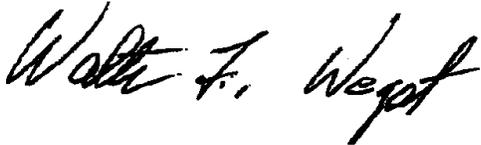
Regarding the remaining contaminated rail cars, we would like to propose that the Department of Energy consider moving them, on the rail line in Jack Ass Flats, to a location that is under consideration for closure in place, such as Test Cell A or Test Cell C. The contaminated cars could be placed inside the controlled area, provided that the additional contamination did not drastically change the dimensions of the controlled area or the cost of controls. Even if this action did change the controlled area dimensions, it still might be worth considering.

We do not know if the condition of the rail line is adequate to support movement of these cars. Nonetheless, we think that, given the future plans for the dismantlement of EMAD, removal of the cars to a controlled contaminated area is worth considering. At a minimum, it would be an aesthetically better solution than leaving them in place surrounded by a fence. It would also provide a less restricted area for future development in Area 25 of the NNSS.

If a way can be found to assist the community of Beatty in acquiring the locomotives, the emplacement vehicle, and the control car, we believe that it would be a worthwhile undertaking for the Department of Energy, as it would be a meaningful community relations project.

We look forward to your response to this request, and will support the Department's efforts to make this happen if it is possible.

Sincerely,

A handwritten signature in black ink that reads "Walter F. Wegst". The signature is written in a cursive, slightly slanted style.

Walter F. Wegst,
Chair

cc: M. Nielson, DOE/HQ (EM-13) FORS
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