

Waste Management



two buffer railcars, and two Union Pacific railroad locomotives. The entire trip logged more than 1,680 total miles.

The four fabricated prototype railcars (Atlas, two buffer railcars, and the REV) are expected to be ready for operational use as soon as the final testing data can be analyzed and documented and conditional approval is granted by the AAR Equipment Engineering Committee. According to the DOE, Atlas could be cleared for operational use before the end of the year.

Based on the design of the U.S. Navy's M-290 cask railcar, Atlas was built to carry 17 different types of transportation casks loaded with high-level radioactive material. During transport, a single cask is set on top of the railcar deck and rests on a cradle. The cask railcar includes all needed attachment points and the methods to attach each of the cradles to the deck.

The REV was developed in partnership with the Naval Nuclear Propulsion Program



The Atlas railcar carries a test load simulating a shipment of spent nuclear fuel. (Photo: DOE)

to replace its aging fleet of escort vehicles. According to the DOE, the collaboration helped reduce the overall cost of the Atlas project, which was approximately \$33 million over 10 years and included the development and testing of the Atlas, buffer, and REV railcars.

Continued

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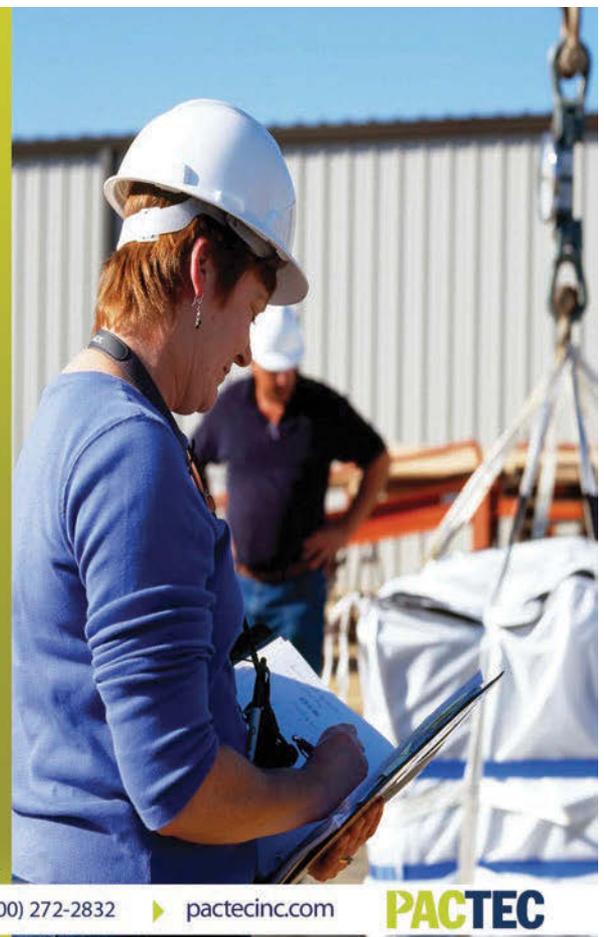
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