

**The Department of Energy awarded a low-level waste disposal contract to Envirocare of Utah in 1998**, and finalized transportation arrangements with the railroads in early 1999. To prepare for rail shipments, Fernald invested in the most extensive rail operation in the DOE complex. On site, workers constructed an 11-track railyard that includes three miles of rail and a locomotive maintenance facility. Off site, crews upgraded several local trestles and the switchyard that joins Fernald's rail line to the CSX Railroad branch line. Fernald also procured three locomotives, 190 gondola cars with special liners and new railcar lids to secure loads during the 1,900-mile trip to Envirocare.

**In April 1999, Fernald initiated rail shipments to Envirocare.** On average, workers fill eight railcars per day. Every two weeks, a unit train composed of 55 to 60 railcars carrying about 6,500 tons of waste leaves the site for Envirocare. Fernald is scheduled to complete excavation, processing and loading operations in 2004; the demolition of equipment and treatment facilities will be finished in 2005.



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*TOP: Operators load railcars with waste (6944-D657).  
BOTTOM: The railcars are then lidded and attached to a locomotive to make up a unit train (6944-D793).*



**For more information**

*Visit the Public Environmental Information Center on site, open Tuesdays and Thursdays  
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