

371/374 Project employs innovation, completes sludge removal

The 371/374 Project in January removed more than 95,000 gallons of sludge from 37 tanks in B374. The campaign included pumping 18,000 gallons of low-level mixed sludge directly from tanks into a 3,000-gallon tanker truck that transported the sludge to the 750 Pad for treatment. Another 67,000 gallons of sludge were packaged in IP-2 waste crates and 10,000 gallons in 55-gallon drums.

Liquid waste was transported to B374 from several sources around the

site during the building's 24-year operating history. Building personnel processed the waste through evaporation, which removed water and solidified waste as saltcrete. Sludge, accumulated from the process, was stored in tanks throughout the building's operating life. As B374 sludge removal crews discovered, the sludge varied in consistency – some sludge tanks contained standing water, some tanks contained clay-like sludge and other tanks required power-washing to loosen.

The sludge removal crews realized improvements were needed to package transuranic-mixed sludge into 55-gallon drums in a timely matter. In an outstanding application of worker innovation and Integrated Safety Management (ISM) principles, Doug McMahon and his crew devised the "sludge daddy," an invention that greatly sped the loading of more than 200 drums.

The sludge daddy featured a manifold with five valves – one for sludge intake and one for each of four 55-gallon drums. As the modified concrete pump pulled sludge from a tank, sludge was simultaneously directed to the four overhead drums. Above each drum was a hopper with a valve that added Nochar, a polymer agent used to solidify sludge, as the sludge flowed into the drums. Another key feature of the sludge daddy was the ability to fill drums while simultaneously removing drums that were full.

After the sludge was removed, the tanks were pressure-washed, surveyed as Surface Contaminated Objects and were sprayed with fixative on the interiors. This process allows the tanks to be removed whole and transported as their own shipping container. Building 374 contains approximately 60 tanks – the largest of which is 18 feet in diameter with a capacity of 30,000 gallons. Twenty-one tanks in room 2804 were positioned so close together that they could not be size reduced in place. By transporting the tanks whole, the project avoided size-reduction hazards, ultimately accelerating the demolition of B374. The tanks will be removed through the roof later this year, loaded onto flat-bed trucks and shipped for disposal. *by Joel Zarret*



The B374 sludge removal crew successfully removed the last 95,000 gallons of sludge from the building using the sludge daddy pictured above. Team members included Alfonso Gonzales, Frank Hoelzel, Diana King, Steve Klamann, Doug McMahon, Tom Rael, Jay Reed, Roy Richason, Hans Sattler, Barb Smith, Judy Padilla and Terry Wright.

Workforce Transition Program

Mark your calendar:

Non-Traditional Education Fair

Feb. 20, 4:30 - 6:30 p.m.

Building 060



DOE Weapon's Complex Contractors & Subcontractors Job Fair

March 11, 4 - 8 p.m. &

March 12, 9 a.m. - 1 p.m.

OMNI Interlocken Resort, Broomfield



FACTOID

"For the first time, the number one New Year's resolution of Americans was 'reducing debt,' a higher priority than losing weight or exercising more."

From the Cambridge Consumer Credit Index

CTC available to more workers

The services of the Career Transition Center (CTC) are now available to all current Kaiser-Hill, SSOC and RFCSS employees. Previously, many CTC services were reserved for employees who had received their notification of layoff.

To use the CTC, complete an "Authorization for Career Transition Center Services – During Business Hours" form and obtain management approval. Forms are available at the CTC in B060 or on the site Intranet by click-

ing Human Resources, Benefits then Forms and Documents.

Call x8400 to schedule an appointment. The CTC will help you develop a transition plan and enroll you in the two-hour "Getting Started Workshop," – required for access to KHecareer.com.

Subcontractors can also use the CTC but must do so on their own time. Firm-fixed price subcontractors and Building and Construction Trades are not eligible to use the services of the CTC.

by Bill Badger

Manage debt in times of uncertainty

By now, nearly everyone is planning for transition from Rocky Flats. For many, one of the most overlooked items in transition planning is their financial situation. Experts suggest asking ourselves, "What would happen if I lost my job tomorrow?" Do you have an emergency fund (savings account, money market account, certificates of deposit, etc.) set up to cover three to six months' living expenses?

According to the Federal Reserve, consumer debt has topped \$2 trillion, up more than 4 percent from a year ago. Meanwhile, personal saving is less than 3.5 percent nationally. This means we spend more than we save and, in most cases, more than we earn. Data published

on Cardweb.com shows the average U.S. consumer pays \$1,000 a year in credit card interest alone. Americans carry an average credit card debt of \$8,940. Consumer debt does not typically include home mortgages.

Carla Wolin, a career transition consultant at the Career Transition Center, suggests clients set aside anywhere from two months' to one year's salary in an emergency layoff fund. "Even three months' salary can be difficult to save," says Wolin, "but in consideration of a layoff, stop spending money, hope for the best but plan for the worst."

Planning also means paying off high-interest and credit card debt before sinking money into savings.

by Bill Badger

Reminder: CTC holding education fair

What: Education Fair for non-traditional plans of study

Where: Rocky Flats Visitor Center, B060

When: Friday, Feb. 20, 2004, 4:30 - 7:30 p.m.

Continuing your education is a great way to transition from one field of expertise to another or show potential employers you're interested in advancing your career.

Local colleges and technical schools will be at the Visitor Center to answer questions. The Career Transition Center (CTC) will also be on hand to discuss tuition reimbursement.

Employees wishing to attend during their normal working hours should obtain management approval.

The following institutions will be available to provide information about their programs and answer your questions:

- American Real Estate College
- Amerinfo Software Training
- Colorado Floral Education Center
- Colorado School of Healing Arts
- Colorado School of Trades
- ConCorde Career Institute (Computer)
- Cook Street School of Fine Cooking
- Dale Carnegie

- Ideal Institute of Technology
- International Guide Academy
- New Horizons Computer Learning Center
- Performance Curve (Computer)
- Phlebotomy Learning Center
- United States Truck Driving School
- Westwood College of Technology

For more information about the Fair or other services at the CTC, please call x8400.

by Bill Badger



ATMX Railcars depart site for last time



Members of the original ATMX loading and waste shipping team from left, Doug Parker, Jeanett Salyers, Leslie Lewis, Corky Parker, Tom Sassen and Carl Trump.



RISS crews remove the lids from the railcars for final surveying.

A piece of history departed Rocky Flats on Jan. 27 as ten 22-ton Atomic Materials Rail Transfer railcars were pulled from the tracks along the West Access Road to their final resting place, a salvage yard in Commerce City. The cars once hauled special nuclear materials, weapons and transuranic waste.

Car number 605, which sat idle on the tracks for years, was once embroiled in a battle between the states and the federal government.

Atomic Materials Rail Transfer is commonly known by the acronym ATMX. The AT stands for the Atchison Topeka rail carrier, M for munitions and X for private ownership – in this case the U.S. government rather than the railroad company.

“The double-walled, all-steel rail cars were built to the most rigid standards of the day and incorporated ‘soft’ ends designed to ride over one another or other railcars in the event of a derailment or accident, thereby preventing or minimizing any impact to their radioactive contents,” said Kaiser-Hill Traffic Manager Ken Lenarcic. The railcars were built for the Atomic Energy Commission in 1960 by Thrall Manufacturing in Chicago.

DOE used the ATMX cars from 1968 to 1989 to safely transport more than 1,100 shipments of transuranic

waste from the Mound Laboratory and Rocky Flats to the Idaho National Engineering Laboratory (INEL). Each ATMX railcar could accommodate a maximum of 20 crates or 140 55-gallon steel drums.

The only accident in the history of the Rocky Flats’ ATMX cars attests to their structural strength. In the late 1980s, a rail transfer incident caused a locomotive to collide with an empty ATMX car. The locomotive was totaled and the ATMX car sustained only scratches and chipped paint.

The railcars transported tens of thousands of Rocky Flats drums and boxes to Idaho between 1973 and 1989. In those days, the rail spur entered directly into B664. Many of the ATMX loading and transportation crews are still on site working on other projects.

Carl Trump, a 35-year veteran of Rocky Flats, remembers loading the ATMX railcars in the 1970s. “We built the 664 highbay specifically for our shipping operations,” recalls Trump. “The railcars saved us from having to store the waste on site long-term.” Trump later became B664 facility manager.

Shipments of transuranic waste to Idaho reached an impasse in October 1988 when Idaho Governor Cecil Andrus declared that “Idahoans have been patient long enough.” Andrus imposed

an immediate ban on all out-of-state radioactive waste shipments to the INEL. The ban was a result of delays in the scheduled opening of WIPP.

Railcar 605 and one other already in transit were prohibited from entering Idaho. Former, long-time Traffic Manager Dee Krieg remembers the day well. “As soon as I heard that he (Andrus) stopped our cars in the middle of nowhere, I called him up and told him that I couldn’t sleep until he took care of the situation. I told him that I was holding him personally responsible for the material in those cars, so he mobilized the Idaho State Patrol to guard the railcars.” The two ATMX railcars were eventually sent back to Rocky Flats. Andrus lifted his ban by February 1989, allowing two ATMX railcars of waste per month to move to INEL for a six-month period.

Now that WIPP is open and TRU-PACT-IIs are the approved shipping method for transuranic waste, use of the Atomic Munitions Railcars is a thing of the past. The metal from the railcars will be recycled.

RISS Project Manager Frank McMenus began surveying the trains in December. Mike Davidson, took over responsibility as project manager for the removal of the railcars from McMenus, who retired in mid-January.

by Bill Badger

Rollin' rollin' rollin,' keep those trucks a rollin'...

Waste trucks at Rocky Flats continue to remove waste from the site at unprecedented rates. More than 17,000 waste shipments have already left Rocky Flats, with approximately 18,000 more planned in the next few years. That's an impressive amount of truck traffic, representing nearly one shipment every 12 minutes. In addition to the outgoing trucks, a large number of incoming trucks will haul fill material. This increase in truck traffic, paired with personal vehicles on site, is creating a significant traffic congestion problem.

To mitigate these hazards and increase worker safety, the site will designate separate transportation routes for trucks and personal vehicles. The routing will be implemented in two phases and is designed to protect you by separating personal vehicles from heavy equipment and trucking activities as much as possible.

Phase One

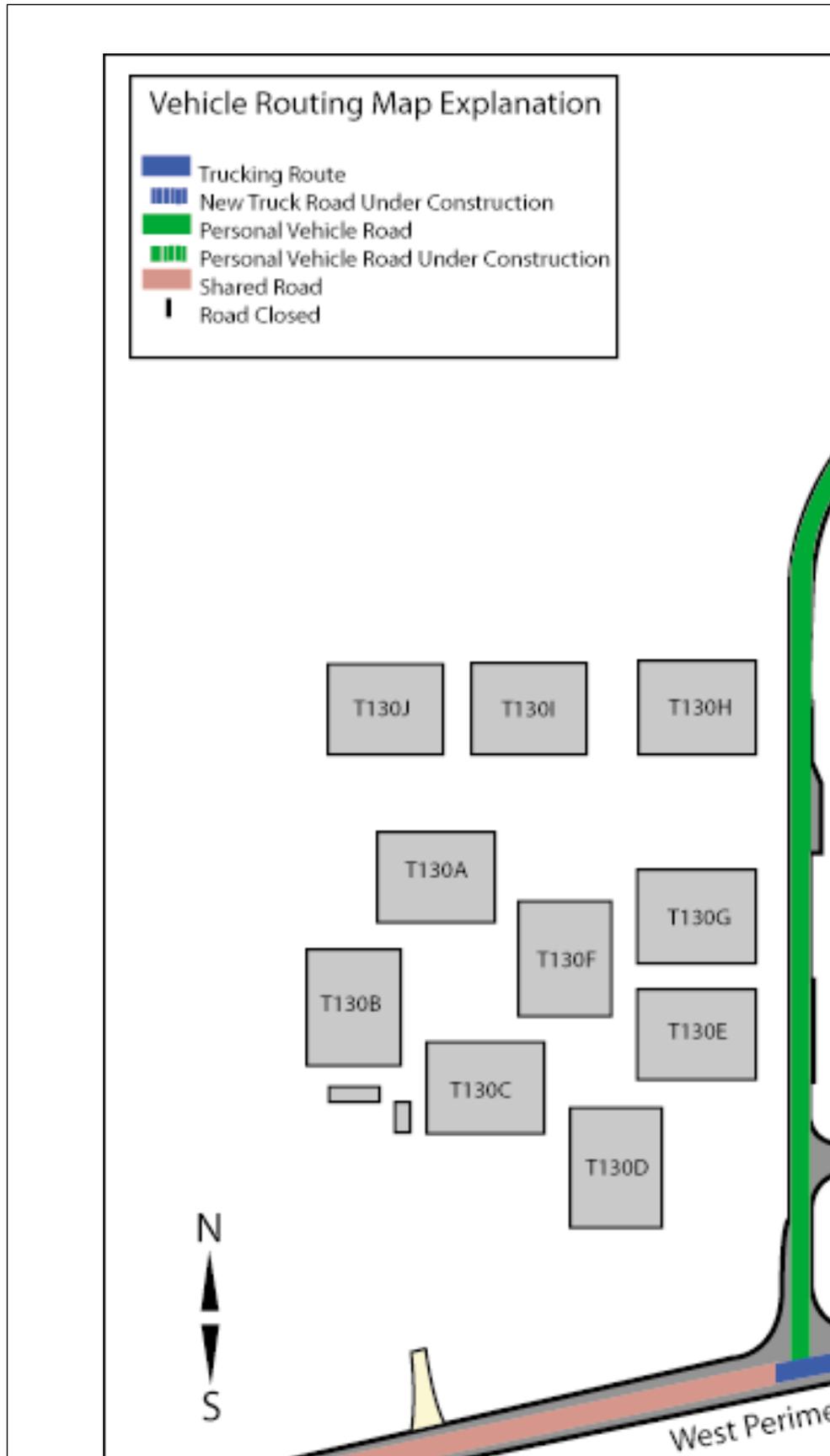
The first phase, effective Monday, Feb. 23, will focus on reducing traffic congestion around B130, B130 warehouse and scales and B131 training. Traffic will be restricted from using the B130/131 south parking lot. The entrance road located south of the Northwest Perimeter Road will be closed to through traffic. A new road will be cut (for truck traffic only) from the West Access Road to First Street. All personnel parking will temporarily be moved to the parking lot on the north side of B130, which can be accessed from the Northwest Perimeter Road. Building inhabitants, credit union members and training will need to use this parking lot. Central Avenue will be extended west through the B130 storage yard for personal vehicles in route to the T130 trailers or B060. Details of these changes can be seen on the adjacent map.

New traffic signs and road barricades will be posted to help guide you through these changes. Your safety is our top priority so please take extra precautions when driving on site and stay alert to the changing conditions.

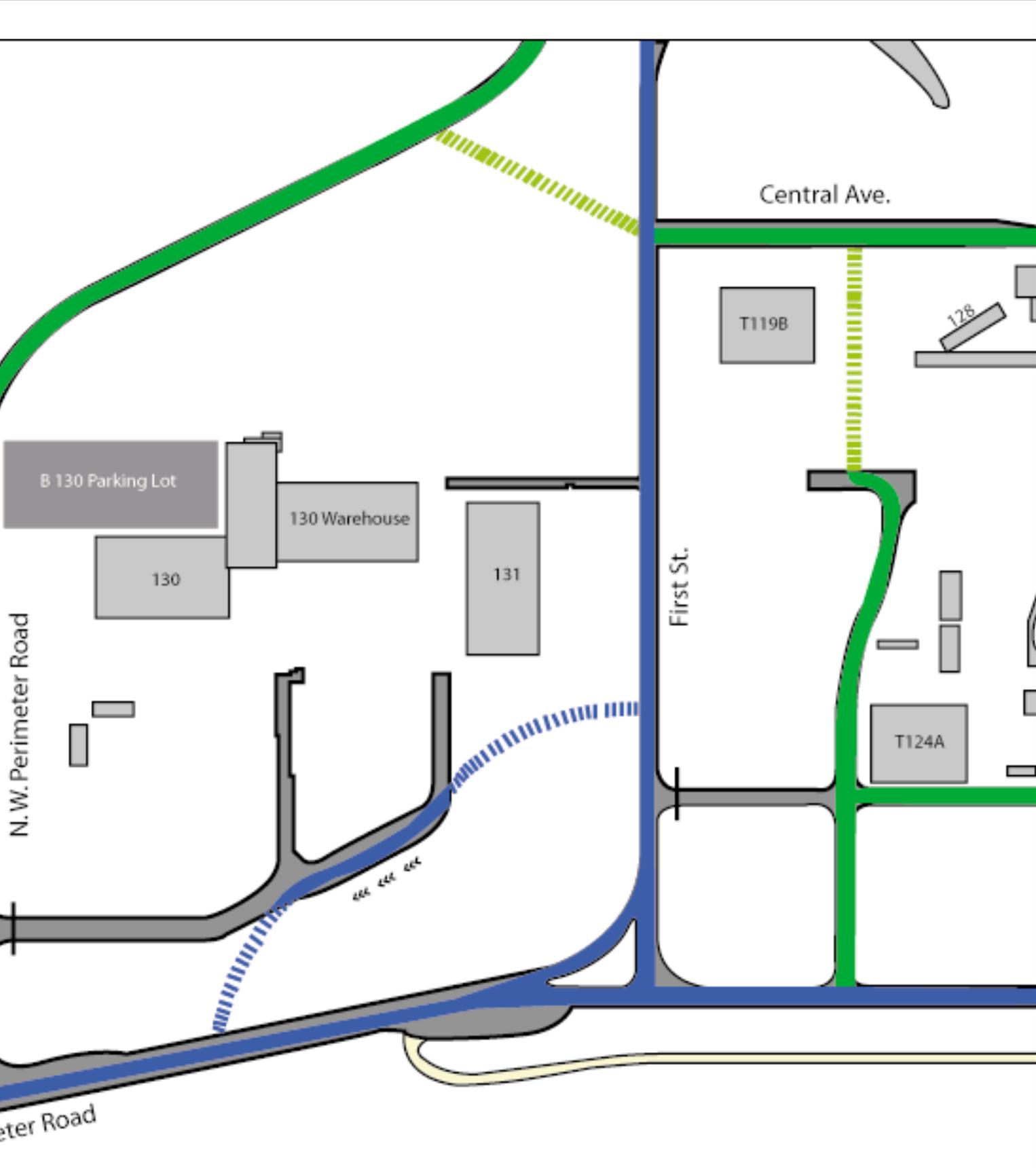
Phase Two

Effective April 5, phase two will include the final separation of personal vehicles from heavy equipment, closure of the credit union and the moving of the training center. More information regarding phase two will be in published in a subsequent issue of *Endvision*.
by Jeanna Blatt

Effective Feb. 23:



vehicle access routes change



B707 responds to mock fire in recent drill



Rick Blaes, BEST lead, assists Mitch Giddens and Bert Ferguson from the Fire Department during the B707 Emergency Drill.

B707 responders demonstrated they are ready to respond to an emergency in their facility. The building recently conducted an emergency drill to test employee response and emergency coordination between the project and its subcontractors.

“We have a number of projects going on throughout the building,” said Bob Kury, B707 ESH&Q manager. “This drill was designed to demonstrate the ability of our team to respond appropriately to an emergency situation.”

During the “mock fire” and subsequent building evacuation, Ron Shelato received a simulated shoulder injury. The Fire Department and Building Emergency Support Team (BEST) provided emergency services and victim care. During the drill, the project segregated potentially contaminated employees from the other evacuees.

Interface between the project and its subcontractors was successful with all drill participants responding correctly.

The building will continue to use emergency drills to evaluate operational changes. *by Jeanna Blatt*

Remember to use the right trash dumpster

The Sanitary and Special Waste Project (SSWP) would like to remind everyone to follow on-site waste disposal requirements. Rocky Flats’ sanitary waste will not be accepted for off-site disposal unless federal, state and local requirements are maintained.

Please help keep the waste moving off site. Routine office waste should be placed in green dumpsters; purple dumpsters are for paper recycling; yellow dumpsters are for cardboard recycling. Circuit boards, computer equipment and light bulbs have special disposal requirements.

To find out how to dispose of these special items or to learn more about the site’s sanitary waste and recycling program, call the Talkin’ Trash hotline at x2001. *by Jackie Powers*



B774 demolition under way

January’s demolition of Building 774’s east section resulted in 30 intermodal shipments of nearly 585 tons of building rubble. Shown above is the demolition of rooms 220 and 320 that formerly held PCB tanks. B774, like B771, will be demolished in phases this spring. The core of B774’s northern side, phase two, is slated for demolition mid-February followed by the four-story plenum.

Wackenhut completes 13 successful years on site



SPOs Dan Chesshir and Dave White conduct a vehicle search on a visitor's car.

The protection strategy for Rocky Flats changed last summer following the removal of all of the weapons-usable special nuclear materials. This change led to the closure of the Wackenhut Services, LLC contract. Eighty SPOs, previously employed by Wackenhut, were transferred to Kaiser-Hill security

where they will continue their mission.

“After 13 years as a subcontractor, we are looking forward to doing a good job for Kaiser-Hill,” said Dan Chesshir, president of Rocky Flats Security Officers Independent Union Local No.1.

Nearly \$3 million in property and more than four tons of records have been

disposed thanks to the efforts of Wackenhut employees Lou Richmond and Sandy Dazzio. More than 466 boxes of unneeded documents were destroyed. Richmond and Dazzio also located 19 commercial and government sites to transfer more than 248 firearms and other security equipment no longer needed at Rocky Flats. Hanford received more than \$400,000 of equipment including 124 firearms. If not transferred, the firearms would have been destroyed by shredding – a dangerous and complicated process.

Wackenhut began work at Rocky Flats in 1990 as a direct contractor to DOE, then teamed with K-H in 1995. In agreement with the collective bargaining union, K-H will continue workforce transition efforts begun by Wackenhut.
by Jeanna Blatt

“Wackenhut’s service as a part of our security division was key in the successful completion of the nuclear mission.”

*– Jody Giacomini
Material Stewardship
Deputy Project Manager*

RISS moves nitrogen tanks to rail line for off site shipment

One of the first steps in the demolition of the nitrogen plant was the removal of two adjacent tanks directly north of the facility, B223. RISS Project Manager Jerry Cable coordinated the project. Crews lifted the second of two 120-foot, 160,000-pound nitrogen tanks on Wednesday, Feb. 4, moving it to the railcars directly south of B440. The two tanks will be transported by railcar to a buyer in Alberta, Canada. The first tank was moved on Tuesday.



declassifieds

Animals

Little sweethearts, adorable purebred Golden Retriever puppies, eight weeks old, five females, 2 males, have parents and other siblings, \$350. Mark, 303-728-8255.

Automobiles/Motorcycles

1985 Harley Davidson FXRT Sport Glide, 13,000 miles, excellent shape, black, some extras, \$10,500 firm. Gregg, 303-422-9394.

1988 Ford Bronco, 351 V8, XXLT, auto with all power, cruise, air, 60,000 on rebuilt engine, accident free, \$2,800. Chuck, 303-238-6847.

1989 Chevy Corsica, 124,000 miles, runs great, \$950, Valerie, 303-279-6245.

1997 Chevy Tahoe LS fully loaded, lots of new parts, very well maintained, used all Amsoil products, 112,000 miles. Jon, 303-421-2095.

1999 Ford Expedition XLT, excellent condition, fully loaded, leather interior, two

package, 58,000 miles, \$16,800. Herman, 303-907-5917.

Miscellaneous

Henry Link nine-piece girl's bdrm. set, French country style, off-white, \$50 to \$80/piece; near new brown rocker/recliner, \$175; five-drawer chest of drawers, \$60; trundle for day bed, \$75, all very good condition. Gerry, 303-425-6334.

Fender Squire Stratocaster electric guitar and Peavey Bamdot 65 amplifier, \$350 or trade for bass rig. Joe, 303-678-1039.

Spalding Cannon II golf clubs, 3-9 pw and 3 metal woods, bag, make offer. Chuck, 303-465-8066.

Sealtight, aluminum cross-bead toolbox, never used, \$300; fifth-wheel hitch, rated at 15,000 lbs., \$150. David, 303-651-1384.

Rolltop student desk, pine with dark stain, \$25. Pam, 720-232-0813.

NordicTrac treadmill 4500X, programmable, hand weights, heavy duty, fold-up track, less than one year old, used very little; \$395; entertainment center, oak, \$75. Ruth, 970-587-9778.

Delta, wood lathe, \$1,600; Dovetec corn stove, fireplace insert or freestanding, \$500. Paul, 303-642-7315.

Retractable awning, 14.5-ft. wide, extends 13 feet, \$800. Cheryl, 303-420-3342.

Nine-drawer dresser with lighted mirror shelf, well built, dark wood, solid, good condition, make offer. Emma, 303-420-3909.

Violin, Glaesel 4/4, Model V131E4, 2 years old, \$550; 50-plus lbs. pennies, collected over 20 years, sold by pound. Steve, 303-467-0749.

Wanted

House sitter for one dog in mountain home near Black Hawk, 45 min. from site, March 21 – April 18. Carolyn or Ben, 303-582-1710.

Trailers/Campers/Boats

1981 Dodge 22-ft. Class C Motor Home, completely self contained, new awning and lots of extras, \$5,000, JoAnn, 303-420-2844.

1996 Ford Itasca Sundancer 400 RV, 1,400 miles, excellent condition, A/C, large basement, entertainment center, extra-large awning, \$39,000 negotiable. Lisa, 303-430-9020.

2003 Lund fishing boat, WC-14, 15-hp Suzuki, 4-stroke electric start out board, many extras, \$4,650. Cheryl, 303-420-3342.

2003 KZ Sportster, 36-ft. fifth-wheel toy hauler, double slide outs, loaded with all options, extended warranty, 8-ft. x 10-ft. rear garage area with fire wall between garage and living area, \$35,000. Lou, 303-664-1859.

Declassifieds

- Only Rocky Flats Site employees are eligible to place ads.
- Please use the form at right to submit your ad. Or send your ad via e-mail to Jackie Powers, or via the Intranet (Home Page/News & Info/Communication Division/Declassifieds).
- Ads should be no more than 20 words.
- Check category in which the ad is to be included.
- Home phone numbers must be used in the ads, except for items in the Lost/Found and Vanpools/Carpools categories.
- Site extension must be included (in case information needs to be verified).
- Only one ad per issue (ads will not be re-run unless they are resubmitted).
- Ads for garage sales or personal businesses will not be run.
- Ads for real estate can be placed only by owners and will include the phrase "for sale by owner."
- No ads for guns/other weapons will be accepted.
- Mail or bring ads to T130B, Cube 80.
- Declassifieds are accepted on a first-come basis.
- Deadline is six working days before the desired publication date
- Employees who submit fictitious ads will be subject to disciplinary action based on company standards of conduct.

Category (check one)

- Animals
- Automobiles/Motorcycles
- Lost/Found
- Miscellaneous
- Trailers/Campers/Boats
- Vanpools/Carpools
- Wanted

Text:

Name (first and last): _____

Home phone: _____

Site extension: _____

end/vision

is published every other week for the benefit of all Rocky Flats employees. We invite your letters to the editor, story suggestions and comments. The deadline for approved stories is 10 a.m. on the Monday following AWS-Friday.

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