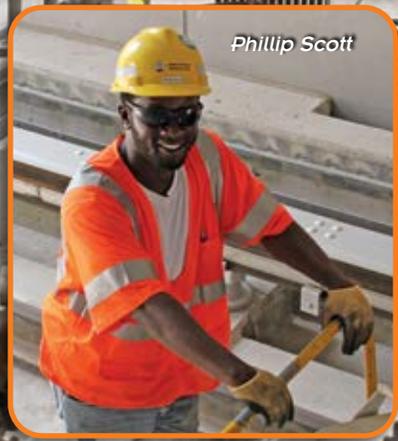


MAKING A BIG ENTRANCE

M
Tysons I & II



John Brewer, Organizer Melvin Cherry, Business Manager Chuck Graham, Labor Relations Coordinator Nick Fiore and Safety Engineer Ramon Perez



Phillip Scott



From left: James Jenkins, David Houck, Claro Solorzano, Howard Green, Foreman Erick McCowin, Scott Waters and John Deardorff



Local 26 Builds Phase I of the Silver Line as Part of Metro's Biggest Expansion Yet



Since it first started operating in 1976, the Washington, DC, Metro has been the envy of public transit systems all across the U.S. It's efficient, clean, and safe and it serves the residents of the Washington, DC, area well. What began with just one line—the Red Line—that ran a mere 4.6 miles and included only five stations has grown to five lines, 86 stations and 106.3 miles of track. And now, even those impressive numbers are about to increase when the work is completed on the latest addition to Metro—the Silver Line—thanks to the men and women of Local 26 working for Dulles Transit Systems.



Pictured, standing, from left: Organizer Melvin Cherry, Felipe Reyes Jr., Ronald Ward, Lamont Gordon, Michael Randolph, John D. Yates, Abraham Matthews, Keith Rowley, Raymond King, Ernest Watson, Jade Garrett, John Christ, Terrod Thomas, Kenneth Arrington, James Capers, Kevin Reeder, Business Manager Chuck Graham, William Granberry, Erick McCowin and Edward Turner. Kneeling, from left: David Mobley, Anthony Russell, William Costanzo, Andrew Simonse, and Ricardo Lee.

Metro is the second busiest transit system in the nation, just behind the New York City Subway. That's remarkable considering that Washington, DC, is relatively small in size and our Metro does not run 24 hours like some transit systems. On average, weekday ridership tops 762,000 passengers. To date, the record for highest ridership in a single day—1,120,000—was on January 20, 2009, when President Obama was inaugurated.

Currently, more than 200 talented Local 26 members are working diligently to complete Phase I of the Silver Line and bring Metro even farther out into the Virginia suburbs, improving access to Dulles Airport. The Silver Line expansion is the largest expansion project since Metro first opened its doors in 1976. Phase I enables the Silver Line to branch out of the Orange Line at the West Falls Church station and extend five stations out through Tysons Corner to Wiehle Avenue at the Dulles Toll Road in Loudoun County. Future plans for Phase II, which won't even be awarded to contractors until second quarter 2013, will take Metro out to Dulles Airport and a little beyond. The projected completion date for Phase II is currently set for 2017.

Phase I of the Silver Line is 11.6 miles and is expected to open third quarter 2013. Construction of the project has been under the direction of the design-build team of Dulles Transit Partners, a joint venture between Bechtel and URS Corporation.

Dozens of Local 26 members have been proudly serving as leadership on the job, overseeing more than 200 electricians now and ultimately 325 electricians when the project peaks later this year. They include General Foremen William Granberry II, Kevin Reeder and Keith Rowley; Foremen Ricardo Lee, Raymond King, Cordelia McKoy, Erick McCowin, Shane McDonald, Terrod Thomas, Kenneth Arrington, Andrew Simonse, Charles Brown II, Felipe Reyes Jr., Edward Turner, James Capers, William Costanzo, Albert Kosicki, Eric Stevenson, Anthony Russell, George Jordan Jr., David Mobley Jr., Diane Spilman, Steven Burgess, Kurt Ellerbee, John Yates, Tarik Smith, Lamont Gordon and Clyde Mackall; and Project Steward Jade Garrett.

Nearly 600,000 manhours from two shifts of 6/10s will have gone into this job by its completion. Just this phase alone is estimated to cost \$1.6 billion.

The line includes two 2,400-foot tunnels that will take the trains under Tysons Corner, but all of the stations are above ground. In fact, a great deal of segment-ed bridge work went into this project in order to carry it up and over numerous busy intersections. (It was deemed far more cost effective to make the Silver Line

above ground rather than below ground like it runs in the District.) As the line heads along the Dulles Toll Road toward what is currently the last stop in Phase I, the Metro tracks are in what is the median of the Toll Road. In fact, the Toll Road was designed with a large center median to one day accommodate a mass transit system.

The work of the Local 26 crew has been challenging and difficult, but rewarding. They have installed all of the 750 v DC 1,000 mcm feeder cables and cable trays for the third rail as well as all of the electrical connections necessary to energize the third rail, which will supply all of the power for the Metro trains. To do this, they have had to pull the cable from the switchgear in the District to the switchgear in the Silver Line's



Robert O'Mara, Michael Shaklee, Foreman Lamont Gordon, Anthony Russell, Business Manager Chuck Graham, Anthony Musarella, Harry Howerton and Organizer Melvin Cherry



Joe Sweeny

Standing, from left: Business Manager Chuck Graham, General Foreman Kevin Reeder, Thomas Campbell, Greg Roling, Raymond Picolo, H. Wayne Duckworth and Organizer Melvin Cherry. Kneeling: Juan Carlos, Foreman Diane Spilman and Floyd Wood.



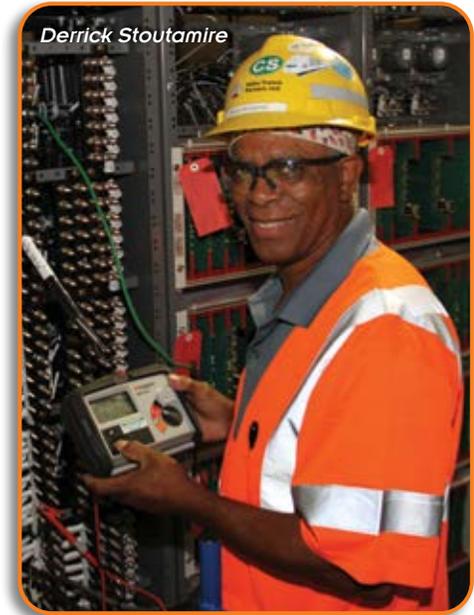
Standing, from left: Organizer Melvin Cherry, Foreman Lamont Gordon, Business Manager Chuck Graham, James Capers, Steven Goodwine, Vincent Young, Foreman Erick McCowin, James Peterson and Diego Gutierrez. Kneeling, front row: Reginald Stewart, Raymond Ellis and David Fields.



M
Reston Town Center



Octavia Taylor, Business Manager Chuck Graham and Foreman Diane Spilman



Derrick Stoutamire

power traction rooms, 11 in all and all installed by Local 26. They have installed all 11 of the Auto Train Control (ATC) equipment rooms, which sit side-by-side with each of the power traction rooms along the line, and pulled all of the multi-conductor Auto Train Control (ATC) cable. Installation of all of the conduit required to support traction power or communication needs has also been performed by Local 26 electricians along with all exothermic welding and cathodic protection.

The crew has installed all of the wiring for the systems that monitor the trains' movement, including the wee-zee bonds which were installed every 800 feet; the train control switches which weigh more than 150 lbs. each and actually control the movement of the track; all of the track signals; and, all of the mechanical work that ties back into the control wiring. Since the line is largely above ground, heat tape was installed along the length of the track to melt snow and ice in the winter months, and heater control boxes and support racks were installed every 800 feet.

With public safety a top concern for Metro, Local 26 electricians were responsible for installing quite a few safety systems along the entire line. Over 1260 IDWs, or intrusion detection warning systems, were installed on the fence that encloses the metro tracks. These boxes can be seen every 50 feet along the fence and are in place to alert Metro if someone, or something, is on the track. Also, every 50 feet along the fence the crew installed 1" conduit and cat welded the wire to the fence and ground rod to prevent electrocution. The crew roughed in the pipe for the Emergency Trip Stations (the blue lights

that can be seen along the track) and the pipe for all of the lighting at the stations currently on the Silver Line.

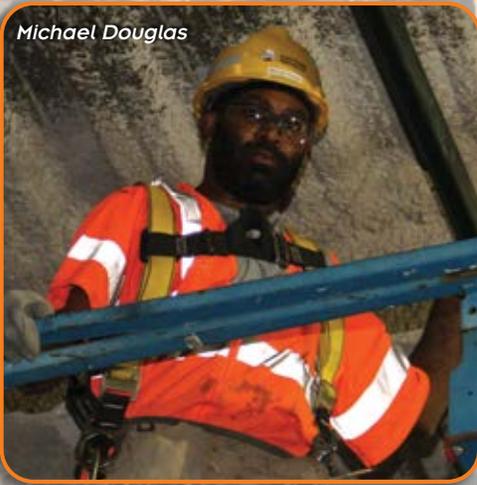
This project has faced many challenges, the most obvious being the location in which the Silver Line has been constructed. This corridor of Northern Virginia is extremely busy and the crews had to work around a vital business center that not only needed to stay fully functional with no interruptions but also one that is highly congested. Even as the line exits Tysons Corner and winds down the Dulles Toll Road, it is no small feat working in the center of an extremely busy highway. Another notable challenge is simply the size of the project and the number of people of all different trades working on-site. The level of coordination this project has demanded to keep on schedule is extraordinary and, by all accounts, every person on this job from supervisors on down has worked in concert with each other to keep the project moving.

Perhaps, however, the biggest challenge has been ensuring that the safety of those working on the project remains at the forefront. After all, there are thousands of people working on-site, in and around dangerous equipment, installing massive, highly sensitive and challenging components to the line. In fact, one might call this project safety-obsessed. And, this level of commitment to safety has paid off with virtually no lost-time accidents. Dulles Transit

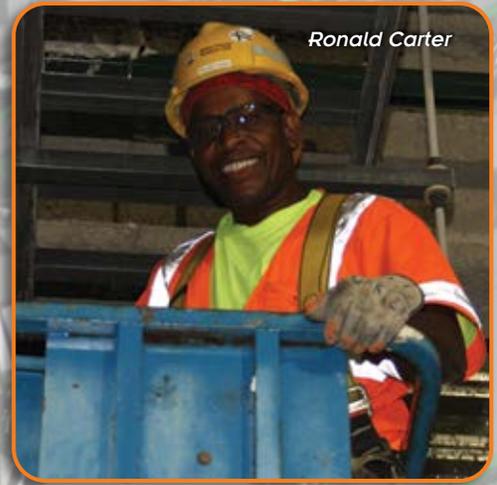


George Tolbert

Michael Douglas



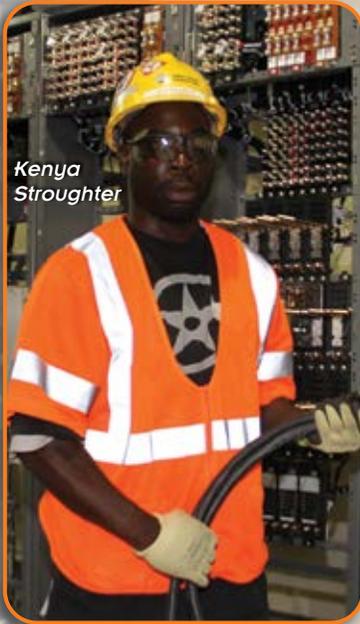
Ronald Carter



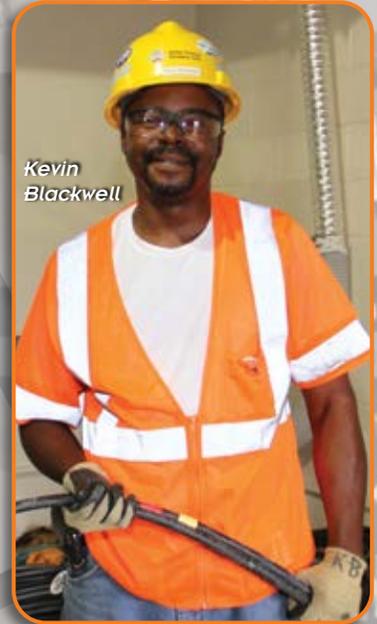
Bernard Zell



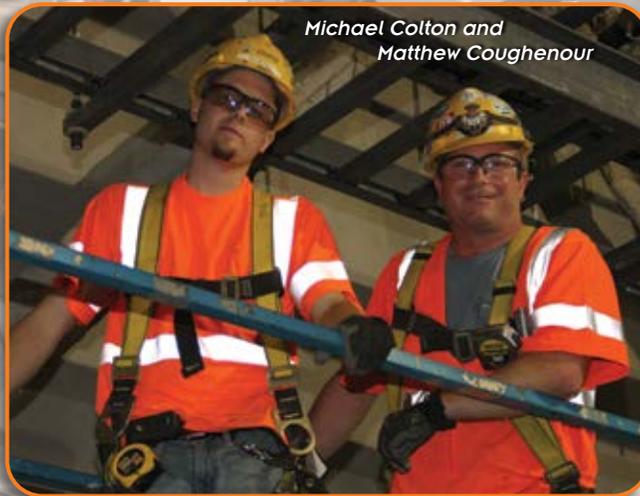
Kenya Stroughter



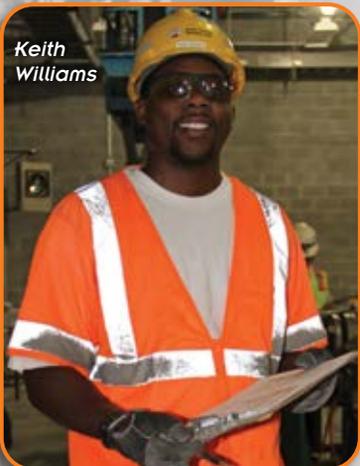
Kevin Blackwell



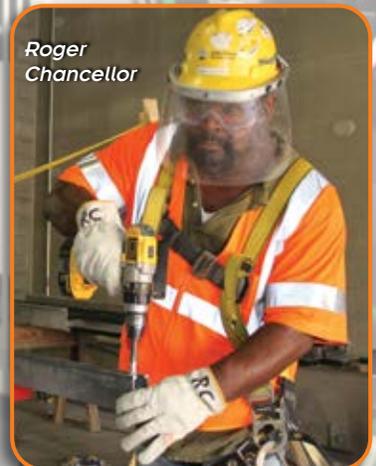
Michael Colton and Matthew Coughenour



Keith Williams



Roger Chancellor



Business Manager Chuck Graham and Barry Marshall



Business Manager Chuck Graham and Quentin Ward

Donte Ramseur



*Linwood Sherman, Jr.
and Barry Marshall*



Timothy Lowe, Business Manager Chuck Graham and Thomas Pender





Jeremiah Banks



Foreman Eric Stevenson



Jake Elzey



Partners has put together a safety training program that includes more than 7 hours of safety training before a worker can even step foot on the jobsite. Nearly 40 safety courses are offered for this project on subjects ranging from the standard safety courses available on most jobsites to courses on environmental hazards.

This project has also created a special safety initiative called PBS or People Based Safety, which is a “no-name, no-blame” observation program. Each craft has members of the PBS team, and those people are charged with observing the work behaviors of their co-workers to ensure they are doing their work in a safe manner. Observers provide feedback to workers if necessary and submit weekly safety reports on safety trends, observations, feedback given and recommendations to the Environmental, Safety and Health Department. By all accounts this program, along with Dulles Transit Partners’ other safety programs, has worked remarkably well.

There is no denying that this project is just big—big in size, big in employment for our Local Union and big in the impact it will make on the Dulles Corridor. Another “big” part of this project is the pride felt by the Local 26 crew working on-site. They know their work on this project will live on indefinitely, and they know their work will have a profound impact on the millions of people who will be riding the Silver Line once the trains hit those tracks. And, making that kind of difference on the area in which you live and work is no small thing!