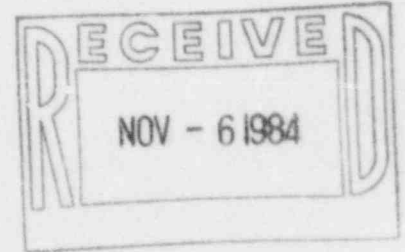


**TEXAS UTILITIES GENERATING COMPANY**  
SKYWAY TOWER • 400 NORTH OLIVE STREET, L.B. 81 • DALLAS, TEXAS 75201

**BILLY R. CLEMENTS**  
VICE PRESIDENT, NUCLEAR OPERATIONS

November 5, 1984  
TXX-4349



Mr. D.R. Hunter, Chief  
Reactor Project Branch 2  
U.S. Nuclear Regulatory Commission  
Office of Inspection and Enforcement  
611 Ryan Plaza Drive, Suite 1000  
Arlington, TX 76012

Docket No.: 50-445

COMANCHE PEAK STEAM ELECTRIC STATION  
CONTROL ROOM SEPARATION WALL  
QA FILE: CP-84-31, SDAR-157  
FILE NO.: 10110

Dear Mr. Hunter:

In accordance with 10CFR50.55(e), we are submitting the enclosed report of actions taken to correct a deficiency with the architectural wall located on the mezzanine floor at Elevation 840 above the Control Room. It was reviewed by Damage Study for interaction with safety-related components during a seismic event. Due to the wall being architectural and designed non-seismic, unacceptable interactions could possibly occur.

Supporting documentation is available at the CPSES site for your Inspector's review.

Very truly yours,

A handwritten signature in cursive script that reads "Billy R. Clements".

BRC:tlg

Attachment

cc: NRC Region IV - (0 + 1 copy)

Director, Inspection & Enforcement (15 copies)  
U.S. Nuclear Regulatory Commission  
Washington, DC 20555

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## ATTACHMENT

## Control Room Separation Wall

Description

During an engineering review, an architectural wall was reviewed for interactions with safety-related components. The wall, a standard drywall installation with multiple layers of gypsum board, is located on the mezzanine floor (Elevation 840') above the Control Room. Viewing glass for the observation deck is supported in the wall.

Site engineering has concluded the structural adequacy of the wall during SSE is indeterminate. In order to expedite resolution of the concern, the wall will be replaced.

Safety Implications

In the event the condition had remained undetected, failure of the wall could adversely affect safety-related systems, components and operator actions under accident conditions.

Corrective Action

The wall is currently being removed. Seismic design, construction and inspection activities for the new separation wall is scheduled for completion by December 15, 1984.